

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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UNION INTERNATIONALE DES TELECOMMUNICATIONS

CONFERENCE MARITIME

GENÈVE, 1967

Corrigendum 3 to
Document No. 301-E/F/S
27 October 1967
Original: Russian

COMMITTEE 2 COMMISSION 2 COMMISSION 2

CORRIGENDUM TO DOCUMENT No. 301

The statement of the delegate of the U.S.S.R., on page 4, should be amended to read as follows:

The delegate of the U.S.S.R. stated that the puppet Saigon authorities do not represent the people of South Viet-Nam, therefore the presence of their representatives at this Conference is illegal. The people of South Viet-Nam can be solely represented by the National Front of Liberation of South Viet-Nam and by the delegates appointed by the National Front of Liberation.

As for the representation of China, his delegation had already made its views known on that subject in Document No. 2682"

CORRIGENDUM AU COMPTE RENDU DE LA DEUXIEME SEANCE DE LA COMMISSION 2

La déclaration du délégué de l'U.R.S.S. figurant à la page 4 du Document N° 301 doit être modifiée ainsi qu'il suit :

"Le <u>délégué</u> de l'U.R.S.S. déclare que le gouvernement fantoche de Saïgon ne représente pas le peuple du Viet-Nam du Sud, aussi la présence de ses représentants a la présente Conférence est-elle illégitime. Le peuple du Viet-Nam du Sud ne peut être représenté que par le Front national de libération du Viet-Nam du Sud et par les délégués désignés par le Front national de libération.

Pour ce qui est de la représentation de la Chine, la délégation de l'U.R.S.S. a déja fait connaître son opinion à ce sujet qui est exprimée dans le Document N° 268.

CORRIGÉNDUM AL DOCUMENTO N.º 301

La intervención del delegado de la U.R.S.S., que figura en la página 4, debe modificarse para que se lea como sigue:

"El delegado de la U.R.S.S. declara que las autoridades títeres de Saigón no representan al pueblo del Viet-Nam del Sur, por lo que la presencia de sus representantes en esta Conferencia es ilegal. El pueblo del Viet-Nam del Sur únicamente puede estar representado por el Frente Nacional de Liberación del Viet-Nam del Sur y por los delegados designados por el Frente Nacional de Liberación.

En cuanto a la representación de China, su Delegación ha expuesto ya sus puntos de vista en el Documento N.º 268."

MARITIME CONFERENCE

GENEVA, 1967

Corrigendum No. 2 to
Document No. 301-E
26 October 1967
Original: French

COMMITTEE 2

CORRIGENDUM TO DOCUMENT No. 301

The statement of the delegate of France, at the bottom of page 4, should be amended to read as follows:

"The <u>delegate of France</u> said that, as the question had been raised by the Committee, he wished to make it clear that the Government of his country considered the Government of Peking to be the representative government of China."

Y. PLACE

25 October 1967



INTERNATIONAL TELECOMMUNICATION UNION MARITIME CONFERENCE

GENEVA, 1967

Corrigendum to

Document No. 301-E
24 October 1967
Original: English

COMMITTEE 2

CORRIGENDUM TO THE SUMMARY RECORD OF THE SECOND MEETING OF COMMITTEE 2 (CREDENTIALS)

Page 4:

Replace the last sentence of the third paragraph by :

"In accordance with the provision of paragraph 12 (Article 2) of the Convention, his delegation has every right to attend this Conference as the legal representative of China."

Page 4:

Replace the 4th paragraph by the following:

"The delegate of the United States of America rejected the charges made against her Government as baseless and not worthy of serious comment. She reserved the right, however, to comment in substance and in detail in regard to these charges if that should prove necessary in the future. She said that the position of the United States on the question of the representation of China remained as stated in previous meetings of the I.T.U. and that this position would be confirmed in a written statement with the request that it be circulated as a Conference document. In brief, the United States considered the Government of the Republic of China as the only Government entitled to represent China at the Conference. The United States also regarded the question of the representation of China as a political issue which should properly be dealt with in the United Nations General Assembly and not in technical conferences and organs of the specialized agencies which should act in accordance with the relevant Assembly decisions. Additionally, the United States considered that the credentials submitted on behalf of the delegations of the Republic of Vietnam, the Republic of Korea and the Federal Republic of Germany had been issued by the only lawful governments of the countries concerned. The only relevant point insofar as the deliberations of the Credentials Committee was concerned related to whether these credentials met the technical requirements of the General Regulations. The credentials of the Federal Republic of Germany and the Republic of Korea fully met these requirements. The Republic of Vietnam had thus far submitted only provisional credentials but final ones hopefully would be deposited in a few days."



INTERNATIONAL TELECOMMUNICATION UNION MARITIME CONFERENCE

GENEVA, 1967

Document No. 301-E 20 October 1967 Original: French

COMMITTEE 2

SUMMARY RECORD

of the

SECOND MEETING OF COMMITTEE 2 (CREDENTIALS)
Wednesday, 18 October 1967, at 1500 hours

Chairman: Mr. A. PETTI (Italy)

Vice-Chairman: Mr. TESFATSION SEBHATU (Ethiopia)

Subjects discussed	Documents Nos.
1. Summary record of the first meeting	195
2. Report of Working Group 2	246
3. Draft report to the Plenary meeting	- · · .



Document No. 301-E Page 2

1. Summary record of the First meeting (Document No. 195)

Approved

2. Report of Working Group 2 (Document No. 246)

The Chairman said that Annex 1 of Document No. 246 reflected the situation with regard to credentials deposited on or before 13 October 1967. Since that date, a number of changes had occurred and the document should be amended as follows:

Page 3: "Cameroon (Federal Republic of)" should be inserted after "Brazil":

Page 4: "Mexico" should be inserted after "Malta" and "Pakistan" after "New Zealand";

Page 7 point A: "Pakistan" should be deleted;

Page 7 point B: "Cameroon (Federal Republic of)" should be deleted.

The delegations mentioned in Annex 2 had been asked by the Conference Secretariat to ensure that the proper credentials were deposited.

The document was then examined page by page.

Pages 3, 4 and 5 of Annex 1

The <u>delegate of Cuba</u> made the following statement:

"Mr. Chairman,

Annex 1, on page 3 of Document No. 246, lists the delegations whose credentials have been found in order by the Working Group of Committee 2.

This annex mentions China and the Republic of Korea among the countries whose credentials are considered to be in order by the abovementioned Working Group.

The delegation of Cuba wishes to repeat in this Committee the opinion expressed at the Plenipotentiary Conference in Montreux to the effect that it considers the presence and signature on behalf of China of the representatives of Chiang Kai Shek at this World Administrative Radio Conference to be illegal and invalid. The only legitimate representatives of China who are entitled to attend this Conference and to sign the Final Acts are those appointed by the Central Government of the People's Republic of China.

The delegation usurping China's place in this Conference represents only the interests of the Taiwan puppet Government which is protected and maintained by the North-American VIIth fleet.

With regard to the self-styled Korean Republic, the Cuban delegation wishes to emphasize that the puppet regime in Seoul cannot in any sense represent Korea as a whole.

Korea is one and indivisible; the artificial division of the country due to the presence of North-American occupation forces in South Korea for the time being prevents the reunification of the Korean peninsula. The so-called representatives of the Republic of Korea at this Conference represent only the interests of North-American imperialism.

Mr. Chairman, delegates,

In section B of Annex 1, on page 5 of Document No. 246, the delegation of the Republic of Viet-Nam is mentioned as having deposited provisional credentials. For us Cubans, as for all honest men, Viet-Nam is not merely a country in South-East Asia: Viet-Nam represents and is synonymous with heroism, struggle, courage and the determination to build a new life once the North-American aggressors and their puppet troops have been thrown out.

The Saigon clique cannot represent the heroic South-Vietnamese people at this or any other conference. The Revolutionary Government of Cuba and the Cuban people recognize the National Liberation Front of South Viet-Name as the only legitimate representatives of the South-Vietnamese people. Our country maintains diplomatic relations with the National Liberation Front of South Viet-Nam since it genuinely represents the interests of the people of South Viet-Nam.

The Cuban delegation wishes to enter a formal reservation regarding the presence at this Conference, and the signature of the Final Acts, of delegations which represent the puppets of yankee imperialism in South Korea, South Viet-Nam and Taiwan.

Furthermore, in the name of the already hackneyed principle of the universality of the United Nations and its specialized agencies, the delegation of Cuba wishes it to be recorded officially that it objects to the absence from this Conference of the German Democratic Republic, the Democratic People's Republic of Korea and the Democratic Republic of Viet-Nam, a country which today is bombed and violated by the most aggressive and humanly destructive force the world has yet known - North-American imperialism.

The <u>delegate of the U.S.S.R.</u> agreed that the delegates of the Saigon Government could not legally represent the people of South Viet-Nam, whose sole representative was the National Front of Liberation of South Viet-Nam. As for the representation of China, his delegation had already made its views known on that subject in Document No. 268.

The <u>delegate of China</u> said he was astonished at the remarks that had just been made. The credentials deposited by his delegation conformed to the provisions of the International Telecommunication Convention (Montreux 1965). China was an I.T.U. Member of long standing and had signed the Montreux Convention. His Government was the sole legal representative of China and, indeed, was the only Government recognized as such by the United Nations and all the Specialized agencies. No. 12 (Article 2) of the Convention made the position quite clear by stating that "All Members shall be entitled to participate in conferences of the Union ...".

The <u>delegate of the United States of America</u> said he did not want to reply in detail to the accusations levelled against his country by the delegate of Cuba. As for China, the position of the United States was unchanged, i.e. it considered the Government of China to be entirely legal. China, the Republic of Korea, the Republic of Viet-Nam and the German Democratic Republic were purely political problems, the proper forum for which was the General Assembly of the United Nations or a similar body. They had no place in the present Conference. The Republic of Viet-Nam had so far deposited only provisional credentials but it would soon be in a position to deposit final ones. The Government of that country, like that of the Republic of Korea, was perfectly legal.

The <u>delegate of France</u> said that his Government considered the Government of Peking as the legal representative of China.

With regard to the Democratic Republic of the Congo, the <u>Secretary of Committee 2</u> read out a letter from the Embassy of that country in Berne accrediting the delegation of the Congo to the Maritime Conference. The letter was signed by the Chargé d'affaires ad interim. In his view, Committee 2 could accept the document as provisional credentials. He proposed, therefore, that "Congo (Democratic Republic of)" should be added in Section B on page 5 beneath "Chile" and deleted from Section B on page 7.

The <u>delegate</u> of the <u>United States</u> considered that, since the Republic of Viet-Namhad not signed the Montreux 1965 Convention and so far had not acceded to it, the question of that delegation's right to vote was debatable but that there was no reason why it should not sign the Final Acts.

The Secretary of Committee 2 explained that the position of the Republic of Viet-Nam raised two problems: the right to vote and the power to sign the Finals Acts. The Montreux Convention was not clear on the first point and the General Secretariat could only draw certain conclusions. In view of the terms of No. 251 regarding a country which had signed but had not ratified the Montreux Convention, it was logical that a country which had neither signed nor acceded to the Convention should not have the right to vote in a Conference of the Union. With regard to the second point, the Convention made no provision for the withdrawal of the power of signature.

The <u>Chairman</u> asked whether the Committee would agree to submit to the plenary meeting a proposal withholding the right of the <u>delegation</u> of the <u>Viet-Nam Republic</u> to vote at the present Conference but authorizing it to sign the Final Acts provided its credentials were found to be in order.

As there was no objection, it was so decided.

3. Draft Report to the Plenary Meeting

The <u>Chairman</u> recalled that the Plenary Assembly had set 20 October as the date by which the Report by Committee 2 should be ready. The document should consist of a preamble followed by paragraphs 3, 4 and 5 in Document No. 246 and a paragraph setting forth the proposal mentioned above.

Should new credentials be deposited after the end of the Committee's work, it should be left to the Chairman, in cooperation with the Vice-Chairman and the Secretary of the Conference, to examine them

Document No. 301-E Page 6

and to submit an oral report in plenary meeting. If the Committee agreed to that procedure, an appropriate paragraph would be inserted before paragraph 6 in Document No. 246.

As there were no comments, it was so decided.

The Meeting rose at 1550 hours.

Secretary of Committee 2:

C. STEAD

Chairman of Committee 2:

A. PETTI

INTERNATIONAL TELECOMMUNICATION UNION MARITIME CONFERENCE

GENEVA, 1967

Document No. 302-E 20 October 1967 Original: English

COMMITTEE 5

CANADA

RESOLUTION No. ...

Relating to the Classes of Emission to be Used in the Maritime Mobile Radiotelephony Service

The World Administrative Radio Conference, Geneva, 1967

considering

- a) that the C.C.I.R. XIth Plenary Assembly, Oslo, 1966, recommends in 258-1 the use of both A3A and A3J emissions;
- b) that some administrations have already converted their services to single sideband operation in accordance with C.C.I.R. recommendation 258, Los Angeles, 1959;
- c) that class of emission A3H will be required at coast stations during the transition period to single sideband operation in accordance with Nos. 1336A and 1351AA of the Radio Regulations;
- d) that the interim provision of 3 modes of emission may, in the case of remote controlled coast stations, cause considerable hardship to these administrations;

<u>resolves</u>

- that during the transition period of conversion from double sideband to single sideband operation coast stations equipped with at least classes of emission A3H and A3A will satisfy the requirements of ship stations fitted for reception of A3 or A3A or A3J emissions; and
- 2. that after the end of the transition period such coast stations shall be capable of utilizing classes of emission A3A and A3J, with the exception of A3H emission required by No. 1337 of the Radio Regulations for the frequency of 2182 kc/s.



INTERNATIONAL TELECOMMUNICATION UNION MARITIME CONFERENCE

GENEVA, 1967

Document No. 303-E 20 October 1967 Original : English

PLENARY MEETING COMMITTEE 6

THIRD REPORT OF COMMITTEE 5

I. Revision of Appendix 25

- 1. The Committee has considered 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 has been found that a majority of the delegations were in favour of the principle of retaining the present Appendix 25 to the Radio Regulations.
- There has been 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. Consequently, the Committee adopted a draft recommendation concerning the convening in 1973 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. This draft recommendation appears in Annex 1.

It must be pointed out, in this connection, that the terms of reference of this Conference might be broadened by a decision of the Plenary with respect to other problems other Committees should recommend they be dealt with at this Conference.

4. In addition, it has been agreed that the present Conference should draw up provisions for the orderly use of the new radiotelephone channels made available by the present Conference. These provisions are contained in a draft Resolution which appears in Annex 2.

II. Modification of Appendix 18

1. There was a unanimous agreement to reduce the channel spacing from 50 kc/s to 25 kc/s. It was also agreed that the conversion to 25 kc/s



should be completed by 1 January 1983. Consequently the Committee adopted a draft Resolution concerning the conversion procedure. This draft Resolution appears in Annex 3.

2. 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.

III. Article 33

The examination of the provisions 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.

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.

A subsequent report will provide Committee 6 with information concerning the use of the adjacent channels to the guard-band for frequency 2182 kc/s as well as the references to the various sections of Appendix 17 which must appear in Article 33.

Article 5

Committee 5 has adopted the new text of number 201 which appears in Annex 5.

Article 35

The attached texts, which concern Nos. 1326 A, 1327 to 1333, 1336 A, 1337 to 1346 and 1348 to 1350 of the Radio Regulations, have been generally agreed upon by Committee 5.

With respect to 1336 A, it will be noted that the last paragraph of this number appears between square brackets. The final decision in this respect will be taken when Committee 5 will consider the proposed new text for No. 1336.

P. MORTENSEN

Chairman

Annexes: 4

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ANNEX 1

DRAFT

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

- that the present Frequency Allotment Plan for coast radiotelephone 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;
- <u>c</u>) 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;
- 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

2.

- 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 <u>f</u>) above;
 - 1.2 to amend the associated provisions of the Radio Regulations; 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.

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ANNEX 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

- <u>a</u>) 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 <u>a</u>) above;
- 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;

resolves that

1. during the interim period referred to in <u>c</u>) above, the new channels should be used for SSB operation, and also for DSB

4.

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

to submit only those requirements considered essential for use during the interim period referred to in <u>c</u>) above, in view of the limited number of new channels available for maritime radiotelephony;

further resolves that

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, in a particular frequency band, have no allotments in the present Appendix 25, have no assignments to HF radiotelephone coast stations recorded in the Master Register and 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.

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ANNEX 3

DRAFT

RESOLUTION No. ...

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 35)

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;
- <u>b</u>) the increasing demand for additional channels for port operations (including pilotage, tug and other services);
- 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
- that the channel spacing for international maritime mobile VHF radiotelephone services shall be reduced from $50~\rm kc/s$ to $25~\rm kc/s$;
- 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;
- 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;
- 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;
- that the technical characteristics of equipment for 25 kc/s channel spacing in the international maritime mobile VHF radio-telephone service shall be in accordance with / Appendix 1947;
- 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
 - date up to which coast stations should maintain capability to receive transmissions with <u>i</u> 15 kc/s peak deviation, and after which modification of such receivers to meet selectivity requirements for a channel spacing of 25 kc/s should take place as early as practicable

 1.1.1973
 - d) date by which all new equipment shall conform to 25 kc/s standards 1.1.1973
 - e) date by which all equipments shall conform
 to 25 kc/s standards and all interleaved
 channels may be generally introduced
 1.1.1983

ANNEX 4

Artic	ele 35	
ADD	سو مين من من من من من	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 Allatment Plan for the Aeronautical Mobile (R) Service (Appendix 27)
NOĆ		B. Call and reply
NOC	1327	
NOC	1328	
NOC	1329	
NOĈ	1330	
NOC	1331	C. Watch
NOC	1332	
NOC	1333	
NOC	(1336)	D. Traffic

1336A	(1 bis) Coast stations authorized for radiotelephony
	on one or more frequencies other than 2 182 kg/s in the
	authorized bands between 1 605 and 2 850 kc/s shall be
	able to transmit on those frequencies 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, except on 2 182 ko/s .
	\sqrt{c} cast 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.
13 37	(2) Coast stations open to the public correspondence
	service on one or more frequencies between 1 605 and
	2 250 kc/s shall also be capable of transmitting class
	A3H 1) emissions with carrier frequency on 2 182 kc/s,
	and receiving class A3 and A3H emissions with carrier
	frequency on 2 182 kc/s.
1337.1	(1) Coast stations are authorized to transmit class
	A3 en lieu of A3H emissions until $\sqrt{1}$ January 1975 $\sqrt{1}$
1338	
1339	
	∠Additional paragraphs under consideration ✓
	E. Additional provisions applying to Region 1.
1340	
	1337.1 1338 1339

MOD	1341	(2) The peak envelope power of mobile radiotelephone stations operating in the authorized bands between 1 605 and 2 850 kc/s shall not exceed 400 watts.
MOD	1342	 (3) The peak envelope power of coast radiotelephone stations, operating in the authorized bands between 1 605 and 3 800 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 2 046 kc/s (assigned frequency: 2 047.4 kc/s) and carrier frequency 2 049 kc/s (assigned frequency: 2 050.4 kc/s) for A3A and A3J emissions; - carrier frequency 2 049 kc/s also for A3 and A3H emissions until /1 January 1980/. /Additional paragraphs under consideration/
MOD	1345	 The following intership frequencies, if required by their service: oarrier frequency 2 053 kc/s (assigned frequency: 2 054.4 kc/s) and carrier frequency 2 056 kc/s (assigned frequency: 2 057.4 kc/s) for A3A and

A3J emissions;

frequencies.

carrier frequency 2 056 kc/s also for A3 and A3H

These frequencies may be used as additional ship-shore

emissions until $\sqrt{1}$ January 19807.

Annex 4 to Document No. 303-E Page 10

NOC	1346 (1347)	$\sqrt{\overline{\mathtt{U}}}$ nder consideration $\overline{\mathtt{J}}$
NOC	1348	
NOC		F. Additional provisions applying to Regions 1 and 5.
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 2 173.5 - 2 190.5 kc/s.

ANNEX 5

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.

INTERNATIONAL TELECOMMUNICATION UNION MARITIME CONFERENCE

GENEVA, 1967

Document No. 304-E 21 October 1967 Original: English

COMMITTEE 5

SUMMARY RECORD

of the

SEVENTH MEETING OF COMMITTEE 5 Wednesday, 18 October 1967, at 1135 hours

Mr. P. MORTENSEN (Norway) Mr. A. de SOUZA COELHO (Brazil)

Vice-Chairman:

Documents Nos. : Subjects discussed: DT/91 Document No. 242, paragraph 8 c) 1. 230 First report of Working Group 5D 2. Corrigendum to the first report of Committee 5, contained in C5/7, Annex Document No. 201 DT/98Draft second report of Committee 5 4. 247 Fifth report of Working Group 5A 5. 265 Sixth report of Working Group 5A 6. 264 Fourth report of Working Group 5B 7. 266 Fifth report of Working Group 5B 8.



1. Document No. 242, paragraph 8 c) (Document No. DT/91)

The <u>Chairman</u> reminded the Committee that it had agreed at its 6th meeting to defer its decision on sub-paragraph 8 c) of the Annex to Document No. 242 until a proposed amended text was issued. This proposed text was contained in Document No. DT/91.

The <u>delegates of Sweden</u> and <u>the United States of America</u> supported the alternative text given in Document No. DT/91.

The <u>delegate of India</u> also supported the text, but suggested that the word "quickly" in the last line be replaced by "early".

The text, as amended, was approved.

2. First report of Working Group 5D (Document No. 230)

The <u>Chairman of Working Group 5D</u> said that pages 1 and 2 summarized the steps which had led up to the unanimous adoption by the Working Group of the draft Recommenda ion in Annex 1 and the draft Resolution in Annex 2 to Document No. 230.

The draft Recommendation reflected the agreement reached on convening a World Administrative Radio Conference in 1973 to draw up a frequency allotment plan for SSB emissions of coast radiotelephone stations. The exact date and place of the conference had been left to the discretion of the Administrative Council of the I.T.U., and no reference had been made to its duration, because that matter, too, would have to be decided by the Council, in the light of the financial implications.

The draft Resolution stated the Working Group's opinion that Appendix 25 should be retained and a new Section III added, containing the new channels made available by the current Conference. He stressed that all references to "new channels" in the draft Resolution meant only the channels available from the part of the bands now used by coast radiotelegraph stations, on one side and from current Section B of Appendix 15 on the other side but not the SSB channels derived from the original DSB assignments in Appendix 25.

The Working Group had included in the draft Resolution instructions to administrations and to the I.F.R.B. to guarantee the orderly use of the new channels; the date when use of those channels could commence would

depend on when the I.F.R.B. could publish that use in accordance with administrations' requirements, so that the existing procedure of notification and recording frequencies in the Master Register would become applicable to the new channels. It was emphasized in the last paragraph that the procedure outlined in the draft Resolution should in no way prejudge the decisions to be taken by the future conference.

In conclusion, he said that the words "in a particular frequency band" in the fourth line of paragraph 4.1 should be transposed to the first line, after the word "which", to make it clear that those words referred to countries having no assignments recorded in the Master Register, as well as to those having no allotments in Appendix 25.

Pages 1 and 2 were approved.

Draft Recommendation - Annex 1

Paragraph' 1

The <u>delegate of the United Kingdom</u> thought that, by specifying two items for consideration by the future conference, the Recommendation might be prejudging that conference's decisions on its agenda. Perhaps the words "inter alia" should be added after "in order".

The <u>Chairman of Working Group 5D</u>, supported by the <u>delegates of New Zealand</u> and <u>Sweden</u>, suggested adding a paragraph 1.3 to include any other items which the Administrative Council might see fit to add to the agenda of the future conference.

The <u>Chairman</u>, supported by the <u>delegates of India</u> and the <u>U.S.S.R.</u>, said that the Committee was not competent to broaden the scope of the agenda in question and suggested that paragraph 1 should remain unchanged, but that the question should be mentioned in the Committee's report to the Plenary Meeting.

It was so decided.

The draft Recommendation was approved.

Draft Resolution - Annex 2

The <u>delegate of the United Kingdom</u> suggested that the word "decides" after the "considering" paragraphs should be changed to "resolves"

Document No. 304-E Page 4

and that the phrase "further decides that" after paragraph 3 should be replaced by "and resolves that".

The <u>delegates of New Zealand</u> and the <u>United States of America</u> supported those suggestions.

It was so agreed.

Paragraph 4.1

The <u>delegate of the United States of America</u> supported the amendment suggested by the <u>Chairman of Working Group 5D</u>, and said that the point would be made even more clearly if the word "which" was deleted from the second and fourth lines.

The delegate of Mexico supported both those amendments.

Paragraph 4.1, as amended, was approved.

The draft Resolution, as amended, was approved.

The <u>Chairman</u> said that, as the blank spaces on pages 3 and 5 could not be filled in for the time being, Document No. 230 might be referred to Committee 7 and the appropriate information made available directly in the Plenary Meeting.

It was so agreed.

Document No. 230, as a whole, as amended, was approved.

3. Corrigendum to the first report of Committee 5, contained in Document No. 201 (Document No. C5/7, Annex)

The <u>Chairman</u> said that the text of No. 445 appearing in the Annex to Document No. C5/7 reflected the Committee's earlier discussions.

The <u>delegate of Sweden</u> observed that the last sentence of No. 445, reading "In Region 3, these frequencies are protected by a guard-band between 2634 and 2642 kc/s" had been omitted. He also asked whether the assigned frequency should not appear after "2635 kc/s" in the seventh line.

The Chairman said he thought it unnecessary to mention the same assigned frequency more than once in the same paragraph. The omission would be rectified.

No. 445, as amended, was approved.

4. Draft second report of Committee 5 (Document No. DT/98)

The Chairman said that the report, which was based on reports of Working Groups 5A and 5B, had been fairly extensively revised, and was therefore being submitted to the Committee before transmission to the Plenary Meeting. The texts generally agreed on by Committee 5 were listed in paragraph 1 and appeared in Annex I; Annex II contained the texts enumerated in paragraph 3. Paragraph 2 gave the text of the part of No. 992 considered by Committee 5; to bring that text in line with the part approved by Committee 4, the word "emissions" after "A3H" in the second line should be deleted. Finally, it would be seen from paragraph 4 that the Committee suggested leaving the decision whether or not to retain No. 1320 to Committee 7.

The <u>delegate of Mexico</u> said that the word "<u>portadora</u>" should be inserted after "<u>frecuencia</u>" in the second line of the Spanish text of paragraph 2.

The <u>representative of the I.F.R.B.</u>, referring to paragraph 4, said that Committee 7 had decided, in connection with the preparation of a manual for radio operators in the maritime mobile service, that the manual should only contain provisions of the Radio Regulations pertaining to the maritime mobile service. If the Committee considered that No. 1320 should appear in the manual, it should keep that number in the Radio Regulations. Moreover, Article 35, entitled "Use of Frequencies for Radiotelephony in the Maritime Mobile Service", would appear in its entirety in the manual, and No. 1320 was a provision of that Article.

The delegate of New Zealand supported the retention of No. 1320.

The <u>delegate of the United Kingdom</u>, whose Administration had proposed the deletion of No. 1320, withdrew that proposal.

It was decided to delete paragraph 4 of the report.

Page 1, as amended, was approved.

The meeting was suspended at 1255 hours and resumed at 1500 hours.

Annex I, Article 28

The <u>Chairman</u>, referring to page 2 of <u>Document No. DT/98</u>, explained that the third footnote had been embodied in the main text and that the first new footnote should have the reference 1 instead of 2.

The Working Group's recommendations in Annex I were approved.

Annex II, Article 35

The Working Group's recommendations for Nos. 1319, 1321, 1321A, 1322 and 1322A were approved.

No. 1322B

The <u>delegate</u> of the <u>United States</u> of <u>America</u>, supported by the <u>delegate</u> of <u>Sweden</u>, suggested that the second paragraph should be deleted.

It was so decided.

In reply to the <u>delegate of Denmark</u>, the <u>Chairman</u> said that it was likely that the new Appendix 17A would cover both MF and HF bands.

No. 1322B was approved, as amended, and so was No. 1322C.

No. 1323

The <u>delegate of Sweden</u>, supported by the <u>representative of the International Chamber of Shipping</u>, asked for clarifications concerning the mode of emission to be used. No. 1323 stated that A3 or A3H mode could be used, but No. 1322B specified that after a certain date A3 and A3H emissions for ship stations should no longer be authorized.

The <u>Chairman</u> pointed out that the opening phrase of No. 1322B read "Unless otherwise specified in the present Regulations", and that No. 1323 appeared among the Regulations quoted thereafter.

The <u>delegate of France</u>, supported by the <u>delegate of Denmark</u>, suggested that the difficulty could be overcome by making certain drafting changes in No. 1323.

The <u>Chairman</u> invited the delegate of France and the representative of the International Chamber of Shipping to re-draft the text of No. 1323 so that the new version may be included in the report.

It was so decided.

The <u>delegate of India</u> pointed out that the word "ships" in the third line of No. 1323 should be in the singular.

The <u>delegate of New Zealand</u> observed that the class of emission to be used to transmit safety messages was not specified in No. 1323.

The representative of the International Radio Maritime Commission said that if A3J emissions were used for safety messages, those messages might not be universally heard. He suggested eliminating class A3J emissions for safety messages.

The <u>delegate of the United States of America</u>, supported by the <u>delegate of Sweden</u>, said that No. 1323 had been discussed in Working Group 5A and in the ad hoc Group, the latter having submitted its proposals in Document No. DT/99. He suggested that consideration of No. 1323 be deferred until Document No. DT/99 had been considered.

The <u>delegate of the United Kingdom</u> said that No. 1323 dealt with safety messages using 2182 kc/s; the question of a working frequency for the transmission of those messages was dealt with separately. He considered that no changes were necessary in No. 1323.

The <u>delegate of Sweden</u> suggested that a new phrase between square brackets be added after the words "Safety messages ..." in the third sentence of No. 1323 to specify the class of emission to be used.

The <u>delegate of the United States of America</u>, supported by the <u>representative of the International Radio Maritime Commission</u>, said that his suggestion regarding consideration of Document No. DT/99 as the first step in taking action on No. 1323 would not prejudge the issue, although paragraph e) of Document No. DT/99 would seem to exclude the use of class A3H emission.

The <u>delegate of the Netherlands</u>, supported by the <u>delegate of Sweden</u>, amplified his earlier proposal concerning the addition of a new phrase in No. 1323 and suggested that reference also be made between square brackets to No. 1336 as amended in Document No. DT/99.

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The <u>Chairman</u> said he would give careful consideration to the discussion on No. 1323 and would raise the question of safety messages again at a later meeting.

It was so agreed.

The Working Group's recommendations for Nos. 1324, 1325 and 1326 were approved.

Document No. DT/98, as amended, was approved.

5. Fifth report of Working Group 5A (Document No. 247)

The <u>Chairman of Working Group 5A</u> summarized the contents of Document No. 247 and the action taken by Working Group 5A. He gave details of the following small amendments to be made in the report:

Page 2, paragraph IV, insert the words "had been" in place of "was".

Page 5, No. 1337.1, amend "transitory" to read "transition".

Add the words "for coast stations" at the end of the sentence.

Page 12, $\boxed{7.7}$, delete the words "in the case of ship stations".

Page 12, $\boxed{7.7}$, delete the sentence "These tolerances shall apply to new SSB transmitters installed after $\boxed{\dots}$ and to all SSB transmitters after $\boxed{\dots}$ ".

Pages 1 to 3 were approved.

Annex I

No. 1337.1

The <u>delegate of the United States of America</u>, supported by the <u>delegate of New Zealand</u>, said he considered the wording of No. 1337.1 to be too severe and suggested adding after "class A3" the words "in lieu of A3H".

The <u>delegate of the U.S.S.R.</u> said it was not too clear to him what was meant by the words "to the end of the transition period". He considered that the date of implementation for ship stations should be later than for coast stations.

The Chairman said that the revised No. 1337.1 would read:

"(1) Coast stations are authorized to transmit class A3 emissions in lieu of A3H up to $\sqrt{1.1.75}$."

The square brackets indicated the provisional nature of the date of implementation.

No. 1337.1 was approved as amended.

No. 1341

The <u>delegate of Belgium</u> questioned the use of the term "peak envelope power".

The <u>delegate of France</u> explained that that question had been considered by C.C.I.R. and that agreement had been reached to include it in the definitions contained in Article 1.

No. 1341 was approved.

Annex I was approved.

Annex II

Annex II was approved.

Annex III

Paragraphs 1 to 3 were approved.

The <u>delegate of Italy</u> explained that paragraphs 4 and 5 on page 11 had been examined by the ad hoc Group and had been transferred to another part of the Radio Regulations.

It was decided to defer consideration of paragraphs 4 and 5.

Paragraphs 6 to 8 were approved.

Paragraph 9

The <u>delegate of Sweden</u> pointed out that the expression "be less than peak envelope power" was neither good English nor good logic.

The <u>delegate of Canada</u> said he had referred to the reports of the Aeronautical Conference and had found that the wording referred to by the delegate of Sweden had been chosen after careful consideration.

The <u>delegate</u> of the <u>United States</u> of <u>America</u> drew attention to the heading "Minimum attenuation below peak envelope power" in the table on page 13 and suggested that the words "be attenuated below the peak envelope power" should be used in paragraph 9.

The <u>delegate of Canada</u> was not in favour of that suggestion, since it would imply the use of some kind of filter or attenuator.

The <u>delegate of the United Kingdom</u> said that the simplest way of solving the difficulty was to delete the words "less than the peak envelope power". The meaning of the paragraph would then be quite clear.

The <u>delegates of Australia, New Zealand, Sweden</u> and <u>Canada</u> supported the <u>United Kingdom proposal</u>.

That proposal was approved.

The <u>delegate of Italy</u> thought that paragraph 9 should be preceded by some such phrase as "Where spurious emissions are concerned", to make it clear that the method of measurement did not relate to unwanted emissions resulting from the modulation process.

The <u>Chairman</u> suggested that an ad hoc Working Group should consider the possibility of inserting such a phrase, on the understanding that the substance of the paragraph would not be affected.

It was so agreed.

Annex III, as amended, was approved, on that understanding.

Document No. 247, as amended, was approved.

6. Sixth report of Working Group 5A (Document No. 265)

The <u>Chairman of Working Group 5A</u> pointed out that the delegate of Canada had reserved the right to speak again on the text of No. 1336A, which the Working Group had approved and which appeared in Annex I; that Annex

also contained a new text for No. 1326A: A modified text for inclusion in Appendix 3 appeared in Annex II. The Working Group had decided to refer the Danish proposal to delete No. 1347 to Committee 6, and commended that proposal.

Page 1 was approved.

Annex I

No. 1326A was approved.

No. 1336A

The Chairman of Working Group 5A said that the words "on those frequencies" should be inserted after "transmit" in the fourth line and the words "except on 2182 kc/s" after "authorized" in the ninth line.

The <u>delegate of the United States of America</u> supported those amendments, but suggested that the last sentence be placed in square brackets, to indicate that the question would be left in abeyance until Working Group 5A had completed its consideration of Document No. DT/99.

It was so agreed.

The <u>delegate of Canada</u> pointed out that, although the C.C.I.R. in its Recommendation 258-1 recommended that both A3A and A3J classes of emission should be used, "considering" paragraph f) of that Recommendation described the introduction of class A3J emissions as desirable, although use of A3A might still be necessary. Canadian operators had used class A3J emissions for a number of years with outstanding success in the public correspondence service: tests had shown no difficulties whatsoever, and receivers had remained absolutely stable for as long as one week. If the three-mode transmission used by the United States Administration was to be transferred to one-mode, it seemed obvious that the other two modes had been unnecessary to start with; accordingly, Canada strongly urged that use of A3A class of emission should be optional.

The <u>delegate of New Zealand</u> said there were a number of reasons why his Administration considered that A3A emissions were needed as well as A3J. For example, if a coast station was capable of transmitting A3J emissions only, ship stations could not use carrier control AGC, whatever their receiving equipment might be.

The <u>Chairman</u> suggested, as a compromise solution, that the Regulation might be re-drafted to indicate that A3A or A3J or both classes of emission could be used.

The <u>delegate</u> of the <u>United States of America</u> said he could not regard that suggestion as a compromise. A decisive majority of the Working Group had voted for the use of both classes of emission.

The <u>delegate of Canada</u> endorsed the Chairman's suggestion. The vote in the Working Group, 20 in favour of both classes, 15 against and 9 abstentions, could hardly be regarded as decisive.

The <u>Chairman</u> invited the Committee to vote on the motion that coast stations should be capable of transmitting both A3A and A3J classes of emission.

The motion was carried by 36 votes to 6, with 4 abstentions.

The <u>delegate of Canada</u> proposed that the wording for No. 1351.1AA appearing on page 2 of the United States' proposals in Document No. 254 should also be inserted in No. 1336A.

The <u>delegate of the United States of America</u> observed that Working Group 5B had not yet taken a decision on the question. He would not, however, oppose the inclusion of the wording in No. 1336A, if it could be usefully applied to medium frequencies..

The <u>delegates of the United Kingdom</u> and <u>South Africa</u> said they could support the proposal, on the understanding that any change that Working Group 5B might make in No. 1351.1AA would also be incorporated in the additional sentence of No. 1336A, which should therefore be placed in square brackets.

The <u>Chairman</u> thought it would be more logical to await the relevant decision of Working Group 5B.

The <u>delegates of New Zealand</u>, <u>Sweden</u> and <u>Australia</u> opposed the proposal, since its effect would be to nullify the vote just taken in the Committee.

The <u>Chairman</u> invited the Committee to vote on the Canadian proposal.

The proposal was rejected by 31 votes to 8, with 6 abstentions.

The <u>delegate of Canada</u> reserved the right to raise the matter again in the Plenary Meeting.

No. 1336A, as amended, was approved.

Annex II was approved.

Document No. 265, as amended, was approved.

7. Fourth report of Working Group 5B (Document No. 264)

The Chairman of Working Group 5B said that the texts of paragraphs 5 to 8 of Appendix 17A, which appeared in Annex I, were closely analogous to some of the paragraphs approved by the Committee in Document No. 247. The words "less than the peak envelope power" should be deleted from the fourth line of paragraph 7, and some wording such as that suggested by the Italian delegate in connection with paragraph 9 of Annex III to Document No. 247 might have to be included.

Page 1 was approved.

Annex I

The <u>Chairman</u> said that the heading of the Appendix to be submitted to Committee 7 would cover both the MF and HF bands.

Annex I was approved on that understanding.

Annex II was approved.

Document No. 264, as amended, was approved.

8. Fifth report of Working Group 5B (Document No. 266)

The Chairman of Working Group 5B said that the report related to two separate questions, the timetable for transition to SSB in the HF bands and the use of A3B class of emission. It would be seen from paragraph 1 that the Working Group had decided unanimously on 1 January 1972 as the date from which new installations on board ships should consist solely of SSB equipment. Opinions were, however, divided on the date when coast stations should cease DSB emissions entirely. Finally, a large majority of administrations were in favour of 1 January 1978 as the date when emissions in class A3 and A3H should cease completely.

Paragraph 1 was approved.

Paragraph 2

The <u>Chairman</u> invited delegates to comment on the date of 1 January 1972 as the point at which coast stations should entirely cease DSB emission.

The delegate of the U.S.S.R. said it would be desirable to reach unanimous agreement on the date in question. The basic purpose of fixing the date was the possibility of implementing a new plan under Appendix 25; it was most likely that a conference concerned with such a plan would meet in 1973 and, since the Final Acts of that conference would enter into force approximately a year later, the new Appendix 25 would probably come into operation in 1974. It hardly seemed worth while for coast stations to cease DSB emissions before that date, especially since administrations would be left very little time to make the necessary changes in the equipment of coast stations; in any case, stations already capable of applying SSB could use the upper channels listed in the existing Appendix 25. Moreover, the current Conference had already decided that new telephone channels, only using SSB, should be made available, so that administrations could use the emissions in those new bands. Accordingly, his Administration believed that the date 1 January 1975 should be decided upon, but would not object to a slightly earlier date, if that was not before 1974.

The <u>delegate of the United States of America</u> supported the date 1 January 1972.

The <u>Chairman</u> invited the Committee to vote on the motion that the date when coast stations should cease DSB emissions entirely should be 1 January 1972.

The motion was carried by 37 votes to 10, with 4 abstentions.

The <u>Chairman</u> said that the Committee should take a vote on 1 January 1975 as the date for the cessation of DSB emissions.

The <u>delegates of Italy</u> and <u>Argentina</u> considered that there was no point in taking such a vote, in the light of the decision just taken.

At the suggestion of the <u>delegate of Spain</u>, who cited No. 732 of the Montreux Convention, the <u>Chairman</u> invited the Committee to vote on the motion that a vote should be taken on the date 1 January 1975.

The motion was defeated by 26 votes to 8, with 14 abstentions.

The <u>delegate of the U.S.S.R.</u> reserved the right to raise the question again in the Plenary Meeting.

Paragraph 3

The <u>delegate of Poland</u> said that his Administration could not accept the date 1 January 1978 for the complete cessation of emissions in class A3 and A3H and believed that the date should be 1 January 1980, for both the medium and the high frequencies. Six years was too short a time for amortization of equipment.

The Chairman observed that there was no support for that proposal.

Paragraph 3 was approved.

The <u>delegate of Poland</u> reserved the right to raise the question again in the Plenary Meeting.

Paragraph 4 was approved.

Paragraphs 5 and 6

The <u>Chairman of Working Party 5B</u> said that the Committee should take a decision on the two controversial points referred to in the second part of paragraph 5.

The <u>delegate of Italy</u> observed that the problem whether both classes A3A and A3J or only one of those two classes should be obligatory for ship stations had already been settled by the Committee where coast stations were concerned, and suggested that the use of both classes should be made obligatory for ship stations.

The delegate of the Netherlands supported the Italian proposal.

That proposal was approved.

The <u>delegate of Italy</u> considered that ship stations should be able to use A3H emissions during the transition period, to communicate with ships whose equipment had not yet been converted to SSB.

The <u>delegate of the United States of America</u> said that his Administration had proposed in Document No. 254 that the use of A3H should be optional in the HF bands, because the Radio Regulations contained no requirements for intership communications at high frequencies and because, according to the I.F.R.B. listings, SSB equipment adapted to A3J only was already used by many countries, and introduction of A3H equipment would be costly. It would therefore be unwise to make the requirement mandatory, bearing in mind that the period during which A3H capability would be useful would only be from the entry into force of the Final Acts of the Conference until 1 January 1978 and also that a major issue of the Conference had been the difficulty which many countries would experience in converting to SSB in the near future.

The delegates of Norway and Japan supported those views.

The <u>delegate of the Netherlands</u> pointed out that No. 1255 set out provisions for intership communications at high frequencies.

The <u>delegate of France</u> said that, in addition to difficulties of intership communications, others could arise before 1 January 1972, when coast stations would be converted to SSB, as ships with SSB equipment would be unable to communicate with coast stations operating on DSB during the interim period. He was therefore in favour of making the use of AJH compulsory.

The <u>delegates of Denmark, Australia, Poland</u> and <u>Malaysia</u> supported that view.

The <u>delegate of Mexico</u> suggested, as a compromise solution, that the words "or A3" be inserted after "A3H" in paragraph 3 of the draft resolution in Annex I, so that ships with SSB equipment could retain their old DSB equipment for use of class A3 emissions to communicate with ships having DSB equipment.

The <u>Chairman</u> said that the discussion would be resumed at the Committee's next meeting.

The meeting rose at 1905 hours.

Secretary of Committee 5:

Chairman of Committee 5:

J. BALFROID

P. MORTENSEN

E

INTERNATIONAL TELECOMMUNICATION UNION

MARITIME CONFERENCE

Document No. 305-E

23 October, 1967

Geneva, 1967

PLENARY MEETING (FIRST READING)

B. 6

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
5	303	15-19	Art. 35, Art. 5	
6	296	3-7	Art. 32, Art. 36 (sect. III to VII)	
5	303	9-11	Res. I	New HF channels
5	201	3 (Rev) 5	Art. 7, 28	
5	303	13-14	Res. J	Channel spacing
5	303	5-7	Rec. CC	New plan

Habib BEN CHEIKH
Chairman of the Editorial
Committee

Annex: Pages B.6/1-16



ARTICLE 35

ADD A (A). Search and Rescue

ADD 1326A § 3A. The frequency 3 023 5 kc/s may be used for intercommunication between mobile stations engaged in co-ordinated 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 Appendix 27. (Frequency Allotment Plan for the Aeronautical Mobile (R) Service).

NOC B. Call and Reply

NOC 1327-1331

NOC C. Watch

NOC 1332-1333

NOC D. Traffic

(1336) [Under consideration]

B.6-01

MOD 1337

(2) Coast stations open to the public correspondence service on one or more frequencies between 1 605 and 2 850 kc/s shall also be capable of transmitting class A3H ¹ emissions with a carrier frequency of 2 182 kc/s, and of receiving class A3 and A3H emissions with a carrier frequency of 2 182 kc/s.

NOC 1338-1339

[Additional paragraphs under consideration]

NOC E. Additional Provisions Applying to Region 1

NOC 1340

MOD 1341

(2) The peak envelope power of mobile radiotelephone stations operating in the authorized bands between 1 605 and 2 850 kc/s shall not exceed 400 watts.

MOD 1342

- (3) The peak envelope power of coast radiotelephone stations operating in the authorized bands between 1 605 and 3 800 kc/s shall not exceed:
 - 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 necessary for their service:
 - carrier frequency 2 046 kc/s (assigned frequency 2 047·4 kc/s) and carrier frequency 2 049 kc/s (assigned frequency 2 050·4 kc/s) for class A3A and A3J emissions;
 - carrier frequency 2 049 kc/s also for class A3 and A3H emissions until [1 January 1980].

[Additional paragraphs under consideration]

ADD 1337.1

¹ Coast stations are authorized to transmit class A3 emissions in lieu of class A3H emissions until [1 January 1975].

MOD	1345	b) The following intership frequencies, if necessary for their service:
		— carrier frequency 2 053 kc/s (assigned frequency 2 054.4 kc/s) and carrier frequency 2 056 kc/s (assigned frequency 2 057.4 kc/s) for class A3A and A3J emissions;
		 carrier frequency 2 056 kc/s also for class A3 and A3H emissions until [1 January 1980].
		These frequencies may be used as additional ship-shore frequencies.
NOC	1346	
	(1347)	[Under consideration]
NOC	1348	
NOC		F. Additional Provisions Applying to Regions 1 and 3
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 2 173.5-2 190.5 kc/s.
		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.

ARTICLE 32, (SECTION V, D, 2, f)

NOC 1203-1206

ARTICLE 36, SECTION III

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

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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" (for classification of bearings, see Appendix 23).

MOD 1432 (2) Before transmitting the message specified in Nos. 1431 and 1431A, the station shall ensure that it will not interfere with the emissions of other stations better situated to render 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:

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 § 34A. When a station in distress has delegated control of distress working to another station, the person in charge of the station in distress should, when he considers silence no longer justified, 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;

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- 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.

RESOLUTION No. I

Relating to the use of the new high frequency channels made available for maritime radiotelephony by the present Conference

The World Administrative Radio Conference, Geneva, 1967,

considering

- a) that the Conference has decided to create as from.........
 new high-frequency 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 has also decided to recommend that a World Administrative Radio Conference be convened in 1973 to prepare a new frequency allotment plan for high-frequency radiotelephone coast stations, including 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. to ensure the orderly use of the new channels between the date when they become available for maritime radiotelephony and the date of entry into force of the new frequency allotment plan;

resolves that

- during the interim period referred to in c) above, the new channels should be used for single sideband operation, and also for double sideband operation where technically feasible, in accordance with the time-table for conversion to single sideband operation determined 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 their requirements for use of these new channels;

urges administrations

3. in view of the limited number of new channels available for maritime radiotelephony, to submit only those requirements considered essential for use during the interim period referred to in c) above;

further resolves 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, 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, in a particular frequency band, have no allotments in the present Appendix 25 and have no assignments to high-frequency radiotelephone coast stations recorded in the Master Register and are in urgent need of frequencies for maritime radiotelephony in that band;
 - 4.2 requirements from those countries which have assignments to high-frequency 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 become 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 the channels become available;
- 7. as from that date, the relevant provisions of Nos. 541 to 551 of the Radio Regulations, in so far 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 purpose of 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 in accordance with the findings reached by the I.F.R.B. after the examination referred to in paragraph 7 above, shall comply 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.

ARTICLE 7

MOD 445 (4) In Regions 2 and 3, the carrier frequencies 2635 kc/s (assigned frequency 2 636.4 kc/s) and 2 638 kc/s (assigned frequency 2 639.4 kc/s) are used as single sideband intership radiotelephony working frequencies in addition to the frequencies prescribed for common use in certain services. The carrier frequency 2 635 kc/s should be used with class A3A and A3J emissions only. The carrier frequency 2 638 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 guard-band between 2634 and 2 642 kc/s. ARTICLE 28 NOC Section IV. Ship Stations using Radiotelephony NOC Bands between 1 605 and 4 000 kc/s NOC 983 a) send class A3 or A3H emissions with a carrier MOD 984 frequency of 2 182 kc/s and receive class A3 and A3H emissions having a carrier frequency of 2 182 kc/s.

RESOLUTION No. J

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 35)

The World Administrative Radio Conference, Geneva, 1967,

considering

- a) the expanding use of the maritime mobile radiotelephone frequencies in the VHF bands 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 1 605 kc/s to 3 800 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 paragraph 4 above, especially with respect to ships equipped with receivers built for 50 kc/s spacing between channels;
- 6. that the technical characteristics of equipment for 25 kc/s channel spacing in 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:

8.4	date by which all new equipment shall conform to 25 kc/s standards
8.5	date by which all equipments shall conform to 25 kc/s standards and all interleaved channels may be generally intro-
	duced

RECOMMENDATION No. CC

Relating to the preparation of a new Frequency Allotment Plan for HF radiotelephone coast stations

The World Administrative Radio Conference, Geneva, 1967,

considering

- a) that the present Frequency Allotment Plan for coast radiotelephone 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 time-table 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

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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 draw up proposals in advance of a planning conference for 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:
 - 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.

INTERNATIONAL TELECOMMUNICATION UNION MARITIME CONFERENCE

GENEVA, 1967

Document No. 306-E 21 October 1967 Original : English

COMMITTEE 6

ELEVENTH AND LAST REPORT OF WG 6B
TO COMMITTEE 6 (OPERATION)

Emergency position-indicating radiobeacons

Article 1, ADD 68A Definition

Article 19, Identification of stations

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 Section VIIIA

ADD Appendix 20A

Draft Resolution relating to Recommendations and Standards for Radiobeacons Operating on 121.5 Mc/s and 243 Mc/s.

Article 36, Distress Signal and Traffic. Alarm, Urgency and Safety Signals

Section IX, Urgency Signal Section X, Safety Signal

Working Group 6B <u>unanimously agreed</u> to recommend the adoption of the provisions appearing in the Annex attached hereto with the exception of revised language for Nos. 1476E and 1476F. This wording was substituted by the Chairman of WG 6B after consulting a number of delegations.



2. ADD 1476L and Draft resolution

Working Group 6B took into account the contents of the Fourth Report of Committee 4 (Document No. 275) on this subject and introduced minor amendments in No. 1476L and the draft resolution.

3. Article 36; Section IX, Urgency Signal; Section X, Safety Signal

Proposals F/111 (166 - 170, 172, 174 - 180, 183 and 184) were considered. The Group recognized the validity of the amendments proposed, but concluded that their adoption would impose displication of all the paragraphs concerned to avoid trespassing beyond the competency of the Conference. Since no vital change of substance was involved, the proposals were withdrawn.

H.A. FEIGLESON Chairman

ANNEX

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.

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

Article 19, Section I

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
388a	§ 5(bis) The characteristics of the emergency position
	indicating radiobeacon signals are given in Nos. 1476B,
we have	1476C and 1476D.
	Article 36, Section III
466A	(3) The use of the radiotelephone alarm signal (see
	No. 1465) by emergency position-indicating radiobeacons
	is indicated in Article 36, Section VIIIA.
473A	(1 bis) The radiotelephone alarm signal may be used
	by emergency position-indicating radiobeacons of
	Type H (No. 1476C).
. •	Article 36 - Distress Signal and Traffic, Alarm
	Urgency and Safety Signals
	Section VIIIA - Emergency position-indicating radio-
	beacon signals
176A i	844(bis) (1) The emergency position-indicating radio-
;	beacon signal consists of :
	466a 473a

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".

			Article 36, Section VIIIA (cont.)
	ADD	1476B	a) for medium frequencies _ i.e. 2182 kc/s_7 1
			i) a keyed emission modulated by a tone of 1300
			cycles per second having a ratio of the period of the
			emission to the period of silence equal to or greater
			than one, and an emission duration between one and
			five seconds;
			or
	ADD	1476C	ii) the radiotelephone alarm signal (see No. 1465) followed by the morse letter 'B' and/or the call sign of the ship to which the beacon belongs transmitted by keying a carrier modulated by a tone of 1300 cycles per second or of 2200 cycles per second.
(Doc. 175)	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 page 127
(new)	ADD	1476E	Only the signal of No. 1476B shall be used on low power radiobeacons (Type L) and it shall be transmitted continuously.
(ex 999A.1 DT/2 page 202)	ADD	1476B.1	In Japan, there exist emergency position-indicating radiobeacons which transmit the distress signal and

Alternative versions of 1476E and 1476F have been inserted for consideration in Committee 6 (See Document No. 206, pages 8 and 9 for previous wording).

identification on frequencies between 2089.5 kc/s and

2092.5 kc/s using class Al emissions.

Article 36, Section VIIIA (cont.)

(New)	ADD	1476F	Either the signal of Nos. 1476B or 1476C may be
			transmitted by high power radiobeacons (Type H) and shall
			have a keying cycle which alternately consists of the
			keying signal for between thirty and fifty seconds
			followed by a period of silence having a duration of between thirty and sixty seconds.
	ADD	1476G	(4) However, the keying cycles in Nos. 1476E and
			1476F may be interrupted for speech transmission if
			administrations so desire.
	ADD	1476н	(5) The essential purpose of the emergency position-
			indicating radiobeacon signals is to facilitate determin-
			ing the position of survivors in search and rescue
			operations.
	ADD	14761	(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.

Annex to Document No. 306-E Page 8

			Article 36, Section VIIIA (cont.)
	ADD	1476к	(8) Equipment designed to transmit emergency position-indicating radiobeacon signals on the carrier frequency 2182 kc/s shall meet the requirements specified in Appendix 20A.
(Doc. 275)	ADD	1476L	(9) Equipment designed to transmit emergency position-indicating radiobeacon signals on very high frequencies shall be in agreement with those recommendations and standards referred to in Resolution No of the World Administrative Radio Conference, Geneva, 1967. Section IX
	NOC	1477 - 1481	
	(MOD)	1482	(2) The urgency signal and the message following it shall be sent on one of the international distress frequencies (500 kc/s or 2182 kc/s) or on one of the frequencies which may be used in case of distress.

N.B. The provisions of Section VIIIA, Article 36, were prepared by Committee 6 (Document No. 206) and submitted to Committees 4 and 5. The present texts include the amendments adopted by Committee 4, i.e. revised No. 1476D and addition of No. 1476L. (See No. 1323, Document No. 272).

Article 36, Section IX (cont.)

(DT/2 p. 416)	ADD	1482A	However, in the maritime mobile service, in regions
			of heavy traffic or in the case of a long message or a
			medical call, the message should be transmitted on a
			working frequency. An indication to this effect should
			be given at the end of the call.
	NOC	1483	
(DT/2	ADD	1483A	In the maritime mobile service, urgency messages
p. 417)			may be addressed either as messages to all stations or
			as messages to a particular station.
	NOC	1484 -	
		1487	
			Article 36, Section X
	NOC	1488 -	
		1490	
	(MOD)	1491	(2) The safety signal and call shall be sent on the
			distress frequency or one of the frequencies which may
		•	be used in case of distress.
(DT/2	MOD	1492	(3) Wherever possible, the safety message which follows
p. 422)			the call should be sent on a working frequency,
		•	particularly in areas of heavy traffic, and a suitable
			announcement to this effect shall be made at the end
		•	of the call.

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Article 36, Section X (cont.)

(DT/2 ADD p. 422)

1492A

In the maritime mobile service, safety messages shall generally be addressed to all stations. In some cases, however, they may be addressed to a particular station.

NOC

1493 -

1495

 \sqrt{End} of Article 36 $\sqrt{}$

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:

- <u>a</u>) 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.
- <u>b</u>) 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.
- <u>c</u>) After a period of 48 hours continuous operation the radiated power shall not be less than 20 per cent of the initial power.
- <u>d</u>) The radiobeacons shall be capable of Class A2 or A2H emission, with a depth of modulation between 30 and 90 per cent.
- emergency position-indicating radiobeacons (Nos. 1476B and 1476C) are:
 - $\frac{+}{20}$ c/s for the frequency of 1300 c/s
 - $\frac{+}{-}$ 35 c/s for the frequency of 2200 c/s
- <u>f</u>) Equipment shall be so designed as to comply with relevant C.C.I.R. recommendations.

N.B. This Appendix, originally agreed in Committee 6 (Document No. 206), has been adopted without charge by Committee 4 (Document No. 275, para. 1.1 refers). MOD 1323 and Appendix 3 refer.

RESOLUTION No. ...

Relating to the Recommendations and Standards for Emergency Position-Indicating Radiobeacons Operating on the Frequencies 121.5 Mc/s and 243 Mc/s.

The World Administrative Radio Conference, Geneva 1967,

considering

- a) that emergency position-indicating radiobeacons operating on 121.5 Mc/s and 243 Mc/s are intended to facilitate search and rescue operations;
- b) that frequencies 121.5 Mc/s and 243 Mc/s are in common use by aircraft engaged in search and rescue operations;
- c) that the International Civil Aviation Organization has established recommended signal characteristics and technical specifications for aircraft equipment operating on 121.5 Mc/s and/or 243 Mc/s;

resolves

that administrations authorizing the use of emergency position-indicating radiobeacons on 121.5 Mc/s and/or 243 Mc/s should ensure that such radiobeacons comply with the relevant recommendations and standards of the ICAO and the International Radio Consultative Committee.

N.B. This draft Resolution, prepared by Committee 4 (Document No. 275, para. 1.4), has been adopted, with only slight amendment, by Committee 6.

INTERNATIONAL TELECOMMUNICATION UNION MARITIME CONFERENCE

GENEVA, 1967

Document No. 307-E
23 October 1967
Original: French, English,
Spanish

PLENARY MEETING

FIFTH REPORT OF COMMITTEE 4

Subjects: 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 (Annex I).

Article 9, No. 573
Resolution relating to the transfer of certain frequency assignments for coast radiotelegraph stations in the frequency bands allocated exclusively to the maritime mobile service between 4 000 and 23 000 kc/s (Annex II).

Recommendation relating to transmission by television of port radar images (Annex III).

Draft Recommendation concerning harmonic relationship and channel spacing in the ships' radiotelegraph high frequency bands (Annex IV).

The texts in Annexes I, II, III and IV have been unanimously adopted by Committee 4.

F.G. PERRIN Chairnan of Committee 4

Annexes: 4



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ANNEXI

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 to deal with matters relating to the maritime mobile service (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;
- <u>b</u>) 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;
- 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

- 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 thecintroduction

 of new operations;
- 2. that administrations shall make every effort to undertake implementation in accordance with the schedule in Annexes A. and. B.

Annexes: 2

Annex A

S	Step of implementation	Beginning date	Completion date
Step 1	Vacate low traffic ship working channels 85 to 98	As soon as possible	l February 1970
Step 2	Shift coast telegraph	(In accordance with	28 February 1970
	stations to new assign-	Resolution No	
	ments made available	Annex II	
	by Step 1	2 February 1970	
Step 3	Coast telephone stations may use channels vacated	1 March 1970	
	by coast telegraph stations (Step 2)		

Annex B

Step	of Implementation	Beginning date	Completion date
Step 1 a)	Shift high traffic tele- graphy (A1) ship stations to newly assignable frequen- cies	1 January 1969	30 June 1969
b)	Vacate calling channel No. 1 of Section A of Appendix 15 (Geneva, 1959)	1 January 1969	3 0 June 1969
Step 2	Shift printer systems to the new printer bands	1 July 1969	31 October 1969
Step 3	Upward shift, as appropriate of wideband systems	1 November 1969	31 December 1969
Step 4	Shift use of frequencies in Section B of Appendix 15 (Geneva, 1959)	1 January 1970	28 February 1970
Step 5	Stations may commence use of new simplex and duplex ship channels	1 March 1970	

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ANNEXII

Article 9

MOD 573 \$ 26 (1) Frequency Eands:

10 · - 2 850 kc/s

3 155 - 3 400 kc/s

3 500 - 3 900 kc/s in Region 1

3 500 - 4 000 kc/s in Region 2

3 500 - 3 950 kc/s in Region 3

4 231 - 4 361 kc/s

6 345.5 - 6 514 kc/s

8 459.5 - 8 728.5 kc/s

12 689 - 13 107.5 kc/s

16 917.5 - 17 255 kc/s

22 374 - 22 624.5 kc/s

RESOLUTION No. ...

Relating to the Transfer of certain Frequency Assignments

for Coast Radiotelegraph Stations in the Frequency

Bands allocated exclusively to the

Maritime Mobile Service between 4000 and 23 000 kc/s

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

considering

- <u>a</u>) that the frequency band limits for radiotelegraph coast stations have been modified as a result of the revision of appendices 15 and 17;
- <u>b</u>) that the new limits of the frequency bands for coast radictelegraph stations are:

4 231 - 4 361 kc/s
6 345.5 - 6 514 kc/s
8 459.5 - 8 728.5 kc/s
12 689 - 13 107.5 kc/s
16 917.5 - 17 255 kc/s
22 374 - 22 624.5 kc/s

recognizing

that the re-arrangement of the frequency usage within the frequency bands allocated to the maritime mobile service should

be carried out in several stages and that the transfer of certain coast radiotelegraph station frequency assignments governs any subsequent arrangements and should therefore be one of the phases of the re-arrangement;

resolves

that the frequency assignments to coast radiotelegraph stations which, on the date of entry into force of the Final Acts of this Conference, are recorded in the Master International

Frequency Register, shall be transferred as follows :

- any frequency assignment f in the 4 361 4 368 kc/s band shall be transferred to the frequency f 129 kc/s;
- any frequency assignment f in the 6 514 6 525 kc/s band shall be transferred to the frequency f 168 kc/s;
- any frequency assignment f in the 8 728.5 8 745 kc/s bend shall be transferred to the frequency f 269 kc/s;
- any frequency assignment f in the 13 107.5 \pm 13 130 kc/s band shall be transferred to the frequency f 419 kc/s;
- any frequency assignment f in the 17 255 17 290 kc/s
- band shall be transferred to the frequency f 338 kc/s;
- any frequency assignment f in the 22 624.5 -22.650 kc/s band shall be transferred to the frequency f 251 kc/s;

3.

4.

5.

2. that, as soon as practicable, the use by low traffic ships of frequencies above 4 229 kc/s, 6 343.5 kc/s, 8 458 kc/s, 12 687 kc/s, 16 916 kc/s and 22 370 kc/s be discontinued, and in any event not later than 1 February 1970;

that, between 2 February 1970 and 28 February 1970, administrations shall transfer the transmitting frequencies of their coast radio telegraph stations in accordance with the procedure referred to in 1. above. Administrations shall notify the I.F.R.B. of these transfers, in accordance with the provisions of Section I of Article 9 of the Radio Regulations;

provided that the notices received by the I.F.R.B. in accordance with paragraph 3 above do not contain any change in the basic characteristics of the originally recorded assignment, other than the assigned frequency, the I.F.R.B. shall record the change in the Master Register. The dates to be entered in the appropriate parts of column 2 shall be those of the original assignment. Should any other change be notified in the basic characteristics of the original assignment, it shall be dealt with in accordance with the provisions of Article 9 of the Radio Regulations;

on 1 March 1970 the I.F.R.B. shall also include in the Master Register, in respect of each original assignment the transfer of which has not at that time been notified to the I.F.R.B., a provisional entry determined in accordance with paragraph 1 above. For such provisional entries, the dates in

column 2 recorded for the original assignment shall be retained. The original entries shall be retained in the Master Register but with a special remark in the "Remarks" column and any dates in column 2a shall be transferred to column 2b;

6.

thirty days after 1 March 1970, the I.F.R.B. shall send to those administrations which have not yet notified the transfer of frequency assignments to their coast radiotelegraph stations in accordance with paragraphs 1 and 3 above, an extract from the Master Register showing the relevant entries contained therein on their behalf, and shall remind them of the provisions of this Resolution:

7.

if, sixty days after the despatch of these extracts, an administration has still not notified to the I.F.R.B. the transfer of an existing assignment in accordance with paragraphs 1 and 3 above, the corresponding provisional new entry shall be deleted from the Master Register and the original entry shall be retained with its date in column 2b and a special remark in the "Remarks" column; if, however, the administration concerned notifies the transfer during the sixty days period, the provisions of paragraph 4 above shall apply;

in those cases where the foregoing transfer procedure will result in an increase in the probability of a specific frequency assignment causing or experiencing harmful interference, the I.F.R.B. shall render such assistance as will be necessary to the administrations concerned in order to solve the problem.

In doing so, the I.F.R.B. shall apply the provisions of No. 534 or Nos. 629 to 633 of the Radio Regulations, as the case may be.

ANNEX III

RECOMMENDATION

Relating to Transmission by Television of Port Radar Images to Ships

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

considering .

- a) that there may be a future requirement for the transmission by television of port radar images from shore to ships, in congested waters;
- b) that the table of frequency allocations does not provide spectrum for this purpose;

recommends

- that as a matter of urgency, administrations and the Inter-Governmental Maritime Consultative Organization study the operational need and parameters for such systems and inform the Secretary-General of the results of these studies;
- that if such an operational need does exist the C.C.I.R. be invited to determine the most suitable order of frequencies required for this purpose, and the technical parameters to be met by such systems;
- 3. that administrations be prepared to take a decision in this matter at the next World Administrative Radio Conference competent to deal with the matter.

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ANNEX IV

RECOMMENDATION

Concerning Harmonic Relationship and Channel Spacing in the Ships'
Radiotelegraph High Frequency Bands

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

considering

- a) that there is an urgent need for all services to utilize the High Frequency spectrum with maximum efficiency;
- <u>b</u>) that new developments and advances in techniques, in frequency synthesizers for example, are leading to more stable and reliable radiocommunication equipment;
- that the continued use of the harmonic relationship and the existing channel spacings may not in the future promote the fullest use of the frequency spectrum in particular in the upper bands allocated to the exclusive maritime mobile service for ships! radiotelegraph stations;
- d) that any organized change of equipment for ships may require a period of some 20 years taking into account the time required for development and amortization;

recommends

1. that administrations should study, in the light of advancing techniques, the problems relating to the future use of

Page 16

harmonic relationship in the ships' radio equipment and to the determination of the optimum spacing and number of channels in the bands allocated for calling, high and low traffic, as indicated in Appendix 15, and should submit their proposals for the consideration of the next World Administrative Radio Conference competent to deal with the matter;

that Administrations should study whether the fact that ships stations use synthesized transmitters will make it advantageous to modify the present working method as far as low traffic ships are concerned (Nos. 1196 to 1201), to allow more flexibility in the choice of actual working frequencies.

INTERNATIONAL TELECOMMUNICATION UNION MARITIME CONFERENCE

GENEVA, 1967

Document No. 308-E 23 October 1967 Original: English

COMMITTEE 4

SUMMARY RECORD

of the

TWENTY-THIRD MEETING OF COMMITTEE 4

Thursday, 19 October 1967, at 0930 hours

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

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

Subjects discussed	Documents Nos.
1. Summary Record of the 15th Meeting	239
2. Summary Record of the 16th Meeting	258
3. Summary Record of the 17th Meeting	259
4. Appendix 3	DT/100, DT/104
5. Draft Resolution (or Recommendation) relative to narrow-band direct-printing telegraph and data systems	DT/102



1. Summary Record of the 15th Meeting (Document No. 239)

Page 6/7

The <u>delegate of the United Kingdom</u> said that his statement should read as follows:

"The <u>delegate of the United Kingdom</u> thought that the random use of frequencies for narrow-band teleprinter working would give rise to considerable interference. The relatively low tolerance for normal telegraph equipment which often permitted an operator to read one of two transmissions on the same nominal frequency would not apply in the teleprinter bands and two ships on the same nominal frequency would inevitably interfere with one another. The United Kingdom Administration had operated an experimental service for about two years and it had proved the necessity for the exercise of strict control in the use of frequencies. The best way of avoiding the difficulty would be to allocate frequencies to individual countries. There were also operational advantages. Ships fitted with radiotelephony and teleprinters would have to call and work to give some protection in the teleprinter bands"

Page 9

The <u>delegate of India</u> said that in his intervention the words "totally banned" should be replaced by "prohibited".

The <u>delegate of Brazil</u> said that "calling" in the second line of his proposal should be "working".

Page 11

The <u>delegate of the U.S.S.R.</u> said that the latter part of his intervention should be made clear by re-wording it as follows:

" to apply the Resolution No. However, 1191C provided that".

The <u>delegate of South Africa</u> pointed out that "synthe<u>t</u>izers" should be changed to "synthe<u>s</u>izers" throughout the text.

Document No. 239, as amended, was approved.

2. Summary Record of the 16th Meeting (Document No. 258)

Page 1

The date in the Spanish text should be corrected to read "Wednesday".

Page 6

The delegate of the United Kingdom said that the last word of his intervention should be "also" and not "only".

Page 7

The <u>delegate of the United Kingdom</u> asked that his country's name should be deleted from paragraph 4, and a new paragraph 4 inserted, as follows:

"The delegate of the United Kingdom said that in the light of the decision made on the use of 500 kc/s, he would not press the proposal to use 2 182 kc/s and would support the French proposal."

Page 8

The <u>delegate of the United States of America</u> said that in line 3 of the first paragraph, the word "might" should be "should".

The Chairman, replying to the delegate of the United Kingdom, said that a decision on frequency 156.8 kc/s had been made and was contained in the Committee's Report.

Document No. 258 was approved as amended.

3. Summary Record of the 17th Meeting (Document No. 259)

Page 2

The <u>delegate of Pakistan</u> said that in the statement by the delegate of India, the words "such standard" in line 3 should read "sub-standard".

The <u>delegate of India</u>, referring to the same statement, said that "least" at the end of the 4th line should be "best".

Page 3

The <u>delegate of the United Kingdom</u> wished to amend the last two lines of the 3rd paragraph to read:

".... Appendix 15A, that would leave 1 duplex and 2 simplex in the 4 Mc/s band instead of 2 duplex and 1 simplex."

The <u>delegate of the U.S.S.R</u>. asked for the following sentence to be added to his statement:

"Taking into account what was said earlier, he proposed that the present Conference abstain from allocating short-wave frequencies for selective calling purposes on an international basis, and restrict itself to collecting experience in transmitting selective calling signals on a national basis."

The <u>delegate of the United Kingdom</u> said that in his second intervention, the following should replace the fifth and following lines:

"calling in the shore-to-ship and perhaps ship-to-shore direction. The Revised Appendix 15A provided for 2 duplex and 1 simplex channel in the 4 Mc/s band and the effect of using one of the coast station duplex pairs would be to leave one duplex pair and 2 simplex at 4 Mo/s."

The <u>delegate of Norway</u> said that his statement was not entirely clear and the second and third lines should be reworded:

"duplex pairs and one simplex frequency in the 4 Mc/s band. Regardless of \dots ".

Page 4

The <u>delegate of the U.S.S.R.</u> asked to be included with the delegate of France in support of the delegate of Norway, in paragraph 5.

Document No. 259 was approved, as amended.

4. Appendix 3 (Documents Nos. DT/100 and DT/104)

Document No. DT/100

Page 2, Note j)

The <u>delegate of the United Kingdom</u> said he saw no advantage in altering the tolerance on the first calling frequency or the lowest series of working frequencies of low traffic ships. However, a 50 parts per million tolerance for the last series in the low traffic ship bands seemed desirable, as it might lessen interference to adjacent coast station channels.

In reply to the <u>delegate of Mexico</u>, the <u>Chairman</u> explained that the United States' proposal already adopted is contained in Document No. DT/100, as some delegations had asked to see the text before making a final decision.

The <u>delegate of the United States of America</u> said he saw the difficulties involved in changing crystals if ships had been using some of the in-between calling frequencies, but suggested a modification to Note j), to make it clear that it referred to new assignments and new installations, and the incorporation of the United Kingdom suggestion with respect to the highest series of working frequencies for low-traffic ships:

"A frequency tolerance of 50 parts per million shall apply to assignments made after the entry into force of the revised Regulations to ship stations using the lowest or highest series of calling frequencies or the lowest or highest series of working frequencies for low traffic ships \(\subseteq \text{see Appendix 154\subseteq} \)."

He explained, in reply to objections raised by the <u>delegate of Denmark</u>, that the aim was to take the first step towards ensuring that emissions would be kept within the appropriate bands so that high traffic ships did not get into the teleprinter channel, calling stations into working bands, etc.

The <u>delegates of Portugal</u>, <u>Japan</u>, <u>Australia</u> and <u>Spain</u> supported the proposal of the United States of America.

The delegate of the United Kingdom said he could accept that wording.

The <u>delegate of Yugoslavia</u>, supported by the <u>delegate of Hungary</u>, reminded the Committee of the lengthy discussions on whether low traffic ships should have a tolerance of 200 or 50 parts per million, and thought it should be stressed that not all ships would be able, with present equipment, to achieve the stricter tolerance.

The <u>delegate of the United States of America</u> pointed out that a ship which was to be assigned a new frequency among those being discussed, would have to use a crystal suitable for tolerance of 50 parts per million. If that were not possible, the ship would be assigned some other frequency.

The <u>delegate of Norway</u> said he agreed in principle with the proposal of the United States of America, as stricter tolerance for the edge frequencies would prevent them overlapping into other bands.

The <u>delegate of the U.S.S.R.</u> thought the figure should be left in the Table, but its application delayed, perhaps until 1973, to give ships the time to be fitted with new apparatus.

The <u>delegate of Yugoslavia</u> supported that suggestion. If the stricter tolerances were to be implemented immediately, some Administrations would either be at a disadvantage or they would continue to use 200 parts per million in practice, whatever the figure given in the Table.

The <u>delegate of India</u> endorsed that statement. He realized the advantages of the proposal, as well as the difficulties of putting it into practice.

The <u>delegate of the United States of America</u> said that if advantage was not taken of the fact that new frequencies were being made available, to instal better equipment at once, the situation would be worse by 1973. The equipment with a tolerance of 200 parts per million should be used far enough in from the band edge to avoid channels used for other types of operation.

The <u>delegates of Brazil</u> and <u>Mexico</u> supported the proposal of the United States of America. After the entry into force of the Regulations, Administrations wishing to assign frequencies to a ship which did not comply with the 50 parts per million tolerance would simply choose an assignment from the other available 15 calling and 82 working frequencies for which the tolerance was 200 parts per million.

The <u>delegate of Norway</u> thought the stricter tolerance should be applied when the Final Acts came into force, as delay might prejudice other dates on which the Conference had to make a decision. He thought that the present Conference should provide as many new channels as possible at the earliest possible moment, and hoped that all delegations would be able to accept the edge-frequency tolerances proposed.

The <u>delegates of Greece</u> and <u>Canada</u> associated themselves with those views and the statement made by the delegate of Brazil.

The <u>delegate of South Africa</u> considered that, since the proposal of the United States of America was designed to cover the period after the Conference, when more frequencies were made available by reducing channel spacing, the Conference should accept the principle of reducing all ship tolerances to 50 parts per million at some future date. He therefore suggested the following version of Footnote j):

"The frequency tolerance of 50 parts per million shall apply to all new band edge calling and working frequency assignments made to low traffic ship stations after the entry into force of the revised Regulations, and this figure shall apply to all low traffic and calling frequencies after"

That would specifically exclude assignments made on those frequencies before the Regulations came into force.

The <u>delegates of the Netherlands</u> and <u>Italy</u> said they could accept either the proposal of the <u>United States</u> of America or the South African amended version, as Administrations which could not comply with that tolerance could refrain from using edge frequencies without too much difficulty.

The <u>delegate of Argentina</u> said he was in favour of the proposal, although he well understood the problems mentioned by several delegations.

The <u>delegate of the Democratic Republic of the Conge</u> agreed that the principle was sound, but as many countries would not be able to put it into effect, the question of fixing a future date should be considered.

The <u>delegate of Denmark</u> agreed with the necessity for tighter tolerances in the upper limit, but not in the lower limit of low traffic frequencies. He was not in favour of limiting the spacing in the inner frequencies as a better signal distribution was obtained with wider tolerance.

The <u>delegate of the United States of America</u> agreed that tighter tolerance in the inner working frequencies might not improve the efficiency of spectrum utilization.

The <u>delegate of India</u> suggested, as a compromise solution, that the proposal might be given the form of a Recommendation, rather than appear in the Regulations proper.

The <u>delegates of the United States of America</u>, <u>Portugal</u>, <u>Greece</u> and <u>Norway</u> preferred the tolerances to be in Appendix 3 of the Regulations.

The <u>delegate of the United States of America</u> proposed an amended wording which took account of the point made by South Africa:

"A frequency tolerance of 50 parts per million shall apply to assignments made after the entry into force of the revised Regulations to ship stations using the lowest or highest series of calling or working frequencies for low traffic ships see Appendix 154."

That wording was adopted by 37 votes to 10, with 7 abstentions.

Footnote j), as amended, and Document No. DT/100 were approved.

Document No. DT/104

The <u>Chairman</u> said that the proposals of the Federal Republic of Germany on page 2 had already been approved by the Committee with the proviso that the tolerances for radiobeacons were to be inserted in Appendix 3.

The <u>delegate of the United Kingdom</u> suggested that the footnotes on page 3 should be combined, as the tolerances for SSB radiotelegraphy and for direct-printing and data systems were the same.

Referring to the Table on page 3, he pointed out that in Column 3 the entries 30* 1) and 15 1) should be moved into alignment with the adjoining column.

The <u>delegate of Brazil</u> said that on page 3 under paragraph 2a), the third line should be amended to read "- power above 500W and less".

The Brazilian amendment was approved.

The <u>delegate of the U.S.S.R.</u>, referring to page 3, said he would prefer tolerances to be expressed in relative rather than absolute values. The tolerance would be 10 parts per million.

The <u>delegate of the United Kingdom</u> said that provision was made in the Radio Regulations for tolerances to be given in **cycles** (c/s) and quoted as an example the table of frequency tolerances on page 348 of the Radio Regulations. With regard to coast and ship station tolerances, it was usual for the former to have the higher tolerances.

The <u>delegate of the U.S.S.R.</u> considered that only one tolerance was needed for direct printing at coast and ship stations and that that should be 10 parts per million.

The <u>delegate of the United Kingdom</u>, supported by the <u>delegates of the United States of America</u> and <u>Norway</u>, repeated the preference he had already expressed for tolerances to be quoted in cycles. Furthermore, tolerances quoted in relative values would result in figures as high as 100 or 300 parts per million.

The <u>delegate of the U.S.S.R.</u> asked the representative of the I.F.R.B. whether it was logical to have both relative and absolute values of tolerances quoted in Appendix 3 of the Radio Regulations.

The <u>representative of the I.F.R.B.</u> said that for the most part, relative values were quoted in Appendix 3, but absolute values had occasionally been given. He had no objection to both absolute and relative values being used in that Appendix.

In reply to the <u>delegate of Norway</u>, the <u>delegate of the United Kingdom</u> said there were no changes in power value consequential on other changes made in Appendix 3.

Document No. DT/104 was approved as amended.

5. Draft Resolution or Recommendation relating to narrow-band direct-printing telegraph and data systems (Document No. DT/102)

The <u>delegate of the United Kingdom</u> pointed out that the title of the Resolution or Recommendation, "Relating to the notification of ship station frequencies used for narrow-band direct-printing telegraph and data systems", had been omitted from page 2.

The <u>delegate of the U.S.S.R.</u>, supported by the <u>delegate of Poland</u>, said he had no objection in principle to Document No. DT/102, but thought that the text should have the force of a Recommendation, not of a Resolution. The future conference which would settle the question of a basis for regulating the frequencies assigned to ship staticns for direct-printing, under "considering" paragraph c), would also have to determine whether changes needed to be made in Document No. 488. Any procedure for allocating frequencies for direct-printing before the next conference should be of a temporary nature and should not be binding on administrations: many countries were not planning to use that type of service, and binding provisions would place administrations on an unequal footing and give rise to complaints from administrations to the I.F.R.B.

The <u>delegate of the United Kingdom</u> considered that some control of frequencies was essential to provide adequate protection for teleprinter transmissions on shore and that the draft Resolution ensured that protection. The procedure should be compulsory and he was therefore in favour of a Resolution, rather than a Recommendation. Furthermore, a Resolution would form a good basis for future planning of the service.

The delegate of the United States of America supported those views and proposed that the reference in the penultimate line of "resolves", paragraph b) should be to 2 only, so that the last phrase should read: "... bearing no date in Column 2, but with a suitable remark in the Remarks column".

The proposal of the United States of America was approved.

The <u>delegate</u> of <u>Yugoslavia</u> considered that nothing in Document No. DT/102 could be construed as affecting the rights of Administrations regarding notification procedure. He was in favour of a Recommendation and could see no justification for a Resolution.

The <u>delegate of France</u> pointed out that the I.F.R.B. would have to apply the Committee's decisions and asked whether that body would be satisfied with a Recommendation or a Resolution. He also asked whether it would be necessary to specify any dates.

The representative of the I.F.R.B. said that the role of the I.F.R.B. was limited to registration of frequencies and the frequency bands in the spectrum. If the Conference decided that the procedure in Document No. DT/102 was necessary, a Resolution would be required. If, however, the procedure was not regarded as essential, Administrations would be recommended to inform the I.F.R.B. of their decisions, and some might fail to do so.

The <u>delegate of the Federal Republic of Germany</u>, supported by the <u>delegate of Norway</u>, said that clear instructions were essential and that he was therefore in favour of a Resolution and of the insertion of a date in column 20.

The <u>delegate of Hungary</u> said he was in favour of a Recommendation only.

The <u>delegate of France</u> said that the insertion of a date would entail come contradiction with "resolves" paragraph c), according to which entries in the Master Register would not prejudge the decisions of the future Conference. However, he did not feel strongly about the question of inserting dates.

The <u>delegate of Yugoslavia</u> said that the notices would indicate the use of the frequencies and a date in 2c was not necessary. He was therefore in favour of retaining the text as it appeared in Document No. DT/102.

The <u>delegate of the U.S.S.R.</u>, supported by the <u>delegate of Czechoslovakia</u>, said that the main point at issue was the number of frequencies used, which would be ascertainable if the text was in the form of a Recommendation.

The <u>delegate of Mexico</u> said he was in favour of a Resolution, provided no dates were inserted.

The delegate of the United States of America, supported by the delegates of Denmark and Norway, suggested that the date might be placed in the Remarks column.

The <u>delegate of the U.S.S.R.</u> pointed out that the <u>ad hoc</u> Working Group, in which the United Kingdom, the United States of America, the U.S.S.R. and the I.F.R.B. had all participated, had decided after lengthy discussions that no dates should be included.

The Chairman agreed that the ad hoc Working Group had already approved the text with no dates to be included in Column 2.

He put to the vote the motion that the Annex to Document No. DT/102, as amended should be approved as a Resolution.

The motion was <u>carried</u> by 31 votes in favour, 11 against and 4 abstentions.

The <u>Chairman</u> asked whether the <u>ad hoc</u> Working Group had reached any decisions on DocumentsNos. 1191E and 1191F, which had been included in its terms of reference.

The <u>delegate of the United Kingdom</u> said that no decision had yet been reached on those Regulations, but that he had drafted the following text for Resolution No. 1191E:

"When assigning the frequencies listed in Appendix 15A, Administrations shall take due account of the entries in the Master Register as a result of notification procedure contained in Resolution No. ..."

Resolution No. 1191F would be deleted.

The <u>delegate of the U.S.S.R.</u> suggested that the word "information" be inserted before "entries" in the new text.

The delegate of the United Kingdom accepted that amendment.

Resolution No. 1191E, as amended was approved.

Resolution No. 1191F was deleted.

The meeting rose at 1255 hours.

E. LURASCHI

F.G. PERRIN

Secretary of Committee 4

Chairman of Committee 4

INTERNATIONAL TELECOMMUNICATION UNION MARITIME CONFERENCE

GENEVA, 1967

Document No. 309-E 23 October, 1967 Original : English

COMMITTEE 4

SUMMARY RECORD

of the

TWENTY-FOURTH MEETING OF COMMITTEE 4

Friday, 20 October 1967, at 0930 hrs.

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

<u>Vice-Chairman</u>: Mr. M. ZAHRADNICEK (Czechoslovak Socialist Republic)

Subjects discussed		Documents Nos.	
1.	Draft Recommendation relating to transmission by television of port radar images to ships	DT/2, page 799	
2.	Draft Recommendation relating to harmonic relation—ship in the ships' radiotelegraph high frequency bands	25 3	
3.	Draft Resolution relating to the implementation of the new arrangement of radiotelegraphy and radio- telephony bands allocated to the maritime mobile service between 4 000 and 23 000 kc/s.	281	
4.	Draft fifth report of Committee 4	DT/107	



Document No. 309-E Page 2

1. Draft Recommendation relating to transmission by television of port radar images to ships (Document No. DT/2, page 799)

The <u>Chairman</u> pointed out that the Committee had agreed at an earlier meeting on the principle of approving a recommendation on the subject, and a small ad hoc Group consisting of the delegates of the Netherlands and Canada and of the Director of the C.C.I.R. had agreed to the proposal on page 799 of Document DT/2, with the deletion of the word "the" before "parameters" in "recommends" paragraph a).

The draft Recommendation was approved with that change.

2. <u>Draft Recommendation relating to harmonic relationship in the ships' radio-telegraph high frequency bands (Document No. 253)</u>

The delegate of Guyana, introducing his Administration's proposal, emphasized the need for the Recommendation by pointing out that equipment allowing for 0.5 kc/s spacing on all the HF bands was already available. Introduction of SSB radiotelephony for the maritime mobile service, in the HF bands only, might be completed by 1978, but the Committee's debates showed that some administrations would need amortization periods of more than 10 years for existing equipment. Accordingly, if obligations to other users of the spectrum were to be fulfilled, it should be possible to propose to the future conference a date after which harmonic spacing in ships' radiotelegraph transmitters would no longer lead to a waste of spectrum space. By existing indications, that date seemed unlikely to be much earlier than 1990; if the Recommendation was not adopted now, the waste might continue into the next century.

The <u>delegate of the U.S.S.R.</u> said he had no objection to the Recommendation in principle, but thought it might be unwise to indicate specific values in the "recommends" paragraph. The study might relate to the optimum spacing and number of channels and the findings submitted to a future World Alministrative Radio Conference.

The <u>delegate</u> of the <u>Netherlands</u> endorsed those views and suggested replacing the words "the next Maritime" by "a future".

The <u>delegate of New Zealand</u> observed that the words "The World Administrative Radio Conference, 1967" should appear immediately after the heading of the draft Recommendation.

Although he agreed in principle with the delegates of the U.S.S.R. and the Netherlands, he thought that unless some specific recommendations were made forthwith, many years might elapse before the recommended improvements could be introduced. He therefore proposed that the second line of the "recommends" paragraph should read: "at the next conference competent to deal with the matter if it..." and that the words "or less" should be inserted after "0.5 ke/s" in the fourth line. His Administration believed that channel spacing of 0.5 kc/s was readily achievable already, and that a study should be made of the possibility of reducing that spacing.

C.C.I.R. Report 181 indicated that the ultimate to lerance for ship stations using A3H, A3A or A3J emissions was 20 c/s; New Zealand believed that frequency tolerances, which were a significant factor of the problem under discussion, might be reduced to that figure in the not too distant future.

The <u>delegate</u> of <u>Mexico</u> considered that the title of the draft Recommendation should reflect the substance of the text more accurately. In considering paragraph b), the word "upper" might be inserted before "frequency spectrum" in the third line, and in considering paragraph d), it might be advisable to substitute the words "within a reasonably long period" for "not less than a period of about 20 years". Finally, the "recommends" paragraph should be drafted in more general terms.

The delegate of the United States of America said that, generally speaking, he could support the New Zealand proposals but would suggest the insertion of the words "for class Al telegraphy" after the word "compulsory" in the penultimate line of the "recommends" paragraph.

The <u>delegate</u> of Roumania agreed with the views expressed by the delegate of the Netherlands and supported the United States amendment.

After a brief discussion, the <u>Chairman</u> suggested the title should read "Draft Recommendation relating to harmonic relationship and channel spacing in the ships' radiotelegraph upper high frequency bands".

The <u>delegates</u> of the United Kingdom and New Zealand considered that the word "upper" should be deleted, since the study should not be limited to those points.

The heading, as amended, was approved

"Considering" paragraph a) was approved.

The <u>delegate of Norway</u> considered that the wording of the paragraph greatly depended on the frequency tolerance established. He assumed that the future conference would strengthen that tolerance to some 50 parts per million. He had no specific wording to propose in that connection, but he hoped that the point would be taken into account.

The <u>delegate of the United States of America</u> said he would prefer the paragraph to remain unchanged, since it dealt with overall development of spacing and to particular types of ships' telegraphy; in ten years' time, the volume of manual telegraphy was likely to be small, as it would probably be replaced by teleprinters or data systems.

The <u>delegate</u> of the <u>United Kingdom</u> said he would also prefer the paragraph to remain unchanged. The Norwegian delegate's point seemed to be covered by the reference to channel spacing in the title of the draft Recommendation, since frequency tolerances were closely allied to spacing.

The <u>delegate</u> of <u>Denmark</u> supported the Norwegian delegate's remarks; paragraph b) related only to low traffic ships for which harmonic relationship had been retained. The tolerance of 200 parts per million for low traffic ships already ensured a uniform spread of signals.

The delegate of Portugal endorsed those views.

The <u>delegate of Mexico</u> thought that a reference to the upper bands might be made in paragraph b), since that element had been eliminated from the heading of the draft Recommendation. It was a basic concept of the text that the upper bands were the ones affected by the continued use of harmonic relationship.

The <u>Chairman</u> suggested that the Mexican delegate's point might be met by inserting the words "in particular the upper bands" after the words "frequency spectrum".

The <u>delegate of Guyana</u> pointed out to the delegates of Norway, Denmark and Portugal that the peak traffic load on 12 Mc/s was less than on the 8 and 16 Mc/s bands. If the maximum traffic could be accommodated on 12 Mc/s, there was no need for wider spacing in the higher bands carrying less traffic.

The <u>delegate</u> of <u>New Zealand</u> suggested that the words "and existing channel spacings" be inserted after "harmonic relationship" in the first line.

The <u>delegate of Norway</u> said that that amendment did not cover his point, because harmonic relationship, irrespective of channel spacing, meant that the relative values of frequency tolerance were the same in all bands.

The <u>delegate</u> of the <u>United States</u> of <u>America</u> supported the New Zealand amendment, which would bring paragraph b) closer in line with the heading of the draft Recommendation.

The <u>delegate of Canada</u>, supported by the <u>delegate of India</u>, observed that if the New Zealand amendment was approved, the words "in the design of ships, transmitters" should be deleted.

The Chairman suggested that the Committee should leave paragraph b) in abeyance for the time being and should discuss considering paragraph c).

The <u>delegate of India</u> said that, since the basic idea in the paragraph was that of the availability of stable and reliable equipment at lower prices, the words "continued to produce" might be replaced by "are leading to cheaper".

The <u>delegate of Denmark</u> suggested that the words "frequency synthesizers" should be added at the end of the paragraph.

The <u>delegate</u> of the <u>United States</u> of America, supported by the <u>delegate</u> of the <u>Netherlands</u>, said he could not endorse the Indian suggestion, since "cheaper" was a relative term. He suggested that the paragraph should read: "that new developments and advances in techniques are leading to more stable and reliable radio communication equipment, such as frequency synthesizers".

It was so agreed.

The <u>delegate of India</u> suggested that the words "cannot be introduced in less than a period of about 20 years", in considering paragraph d) should be replaced by "generally take about two decades".

The <u>delegate of Greece</u> said he preferred the Mexican suggestion to refer to "a reasonably long period".

The <u>delegate</u> of <u>New Zealand</u> considered that reference to about 20 years should be retained, as there were several instances of changes of equipment taking place over that period. For example, the 1959 Administrative Radio Conference had decided to introduce SSB in the maritime mobile service, and the objective would be attained in approximately 1978.

The <u>delegate of Mexico</u> pointed out that the consequences of a decision by a Conference and the terms of a Recommendation differed considerably. Moreover, the decisions of the current Conference might be applied in 10 or 12 years.

The <u>delegate of Ireland</u> suggested that the phrase in question should read: "requires a period of up to 20 years".

The Chairman suggested that an ad hoc Group consisting of the delegates of Norway, New Zealand and Mexico, convened by the delegate of Guyana, should re-examine "considering" paragraphs b) and d) and the "recommends" paragraph in the light of the discussion in the Committee and should prepare a text for inclusion in the Committee's next draft report.

It was so decided.

The <u>delegate of Denmark</u> suggested the addition of a second "recommends" paragraph to read as follows:

"that administrations should study whether the fact that ship stations use synthesized transmitters will make it advantageous to modify the present working method as far as low traffic ships are concerned, to allow more flexibility in the choice of actual working frequencies".

The <u>delegate of Japan</u> suggested that the ad hoc Group should take into account the C.C.I.R. study programme on the optimum use of frequency spacing and tolerances in connection with the "recommends" paragraph.

The <u>delegate of the U.S.S.R.</u> reiterated his view that the "recommends" paragraph should not refer to such specific matters as dates and spacing, but should relate only to the determination of optimum spacing and number of channels. He would hand the appropriate text to the delegate of Guyana.

The delegate of the United Kingdom endorsed the views of the U.S.S.R. delegate.

The <u>delegate of Israel</u> suggested that the word "compulsory" in the "recommends" paragraph might be replaced by "applicable", seeing that it would apply to any future frequency planning.

3. Draft 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 (Document No. 281)

The delegate of the Unites States of America, whose Administration had submitted the draft Resolution, said that the last date in the third column of the table in Annex A should read "31 December 1969" instead of "3 December 1969", and that the words "Step 2" under the heading "Step 2" in the first column on page 4 should read "Step 1".

The <u>Chairman</u> suggested that the Committee should agree in principle on the adoption of the Resolution.

It was so agreed.

The <u>delegate</u> of the <u>United States</u> of <u>America</u> explained how his Administration had arrived at the dates in the tables in Annex A.

No traffic channels could be vacated immediately, once the administrative details had been settled. The United States would prefer a date three months before 14 December 1969, but had been convinced by the argument that the I.F.R.B. could not complete the task of preparing an allotment plan for the newly derived radio telephone channels before 1 July 1969, about six months before implementation could begin. December was probably an inappropriate month because of the rush of Christmas traffic, and a date in January 1970 might be more appropriate.

The <u>delegate</u> of <u>France</u> observed that frequencies in the new simplex and duplex ship telephone channels would become available only towards the end of 1969, while those in the new coast telephone channels would be available early in 1969. Accordingly, vacated coast stations would remain practically unused for about a year, and it might therefore be better not to hasten the conversion of coast stations unduly.

The Chairman invited the Committee to consider Document No. 281 page by page.

Pages 1 and 2 were approved.

Pages 3 and 4 - Annex A

The delegate of the United States of America proposed the following dates for columns 2 and 3 on page 3:

Step 1, to begin on 31 December 1969

Step 1, to be completed by 15 January 1970

Step 2, to begin on 1 January 1970

Step 3, to begin on 16 January 1970

with parallel date changes to be made on page 4.

The delegate of the United Kingdom proposed the following dates for page 4:

Step 1, to begin on 1 January 1969

Step 1, to be completed by 30 September 1969

Step 2, to begin on 1 July 1969

Step 2, to be completed by 30 September 1969

Step 3, to begin on 1 October 1969

Step 3, to be completed by 15 January 1970

Step 4, to begin on 1 October 1969

Step 4, to be completed by 15 January 1970

Step 5, to begin on 16 January 1970

Referring to page 3, step 1, he suggested a later date owing to the seasonal rush of traffic at the turn of the year and proposed 1 February 1970 as the completion date for Step 1.

The <u>delegate of the United States of America</u> said he could not understand why difficulties should arise during the Christmas period, since most ships would have made the change in channels before the proposed beginning date.

The <u>delegate</u> of the <u>United Kingdom</u> explained that his suggested completion date of 1 February 1970 referred to ships. Coast stations would make the change between 2 February and 28 February 1970, for completion by 1 March 1970.

The <u>delegate of the U.S.S.R.</u> said he had no objection to the dates proposed by the United States, but was in favour of later dates and, if possible, postponement by one year of all the dates for completion shown on page 3. It was difficult to discuss dates in full Committee, and he suggested the setting up of a small working group to deal with that matter.

The delegate of France supported the United States proposals.

The delegate of Denmark supported the United Kingdom proposals.

The delegate of Japan considered that 1 January 1970, the suggested beginning date for Step 3, should be the beginning date for all Steps.

The <u>Chairman</u> observed that agreement had almost been reached on dates and asked whether the delegate of the U.S.S.R. could provisionally accept the United Kingdom proposal, so that a revised draft report might be prepared for the Committee's next meeting.

The delegate of Cuba supported the U.S.S.R. proposal on dates.

The <u>delegate of the U.S.S.R.</u> said that, although he would have welcomed an opportunity to review Document No. 281 as a whole before giving a final opinion on the suggested amendments, he could agree to the Chairman's suggestion regarding the need for a revised draft report.

The <u>delegate of Norway</u> said he was in favour of the earliest possible date for the coming into force of the changes and suggested that a compromise solution might be found. He suggested the summer of 1970.

The <u>delegate</u> of the <u>United Kingdom</u> recapitulated the suggestions he had made on dates for page 3:

Step 1 to begin as soon as possible

Step 1 to be completed by 1 February 1970

Step 2 to begin on 2 February 1970

Step 2 to be completed by 28 February 1970

Step 3 to begin on 1 March 1970

The <u>delegates of Norway</u>, <u>Italy</u> and <u>Belgium</u> supported the United Kingdom proposals.

The <u>delegate of the United Kingdom</u>, referring to page 4 of Document No.281, suggested the following dates:

Step 1 to begin as soon as possible

Step 1 to be completed by 30 September 1969

Step 2 to begin on 1 October 1969

Step 2 to be completed by 30 October 1969

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Step 3 to begin on 1 October 1969

Step 3 to be completed by 30 October 1969

Step 4 to begin on 1 January 1970

Step 4 to be completed by 28 February 1970

Step 5 to begin on 1 March 1970

The <u>delegate</u> of the United States of America said there might be some difficulty in making the change for high traffic ships before 1 January 1969, because virtually all the frequencies were to be changed for that category of ship.

The <u>delegate of the United Kingdom</u> said he agreed to the United States suggestion of 1 January 1969.

The <u>delegate</u> of the <u>Netherlands</u> considered that the time allowed for the change in Step 2, namely one month, was rather short in view of the large number of ships, particularly tankers, that would be involved. He favoured an earlier beginning date than 1 October 1969.

The <u>delegate</u> of the <u>United Kingdom</u> said that the difficulty referred to by the <u>delegate</u> of the <u>Netherlands</u> could be overcome by providing an earlier completion date for high traffic ships; perhaps Step 2 could begin on 1 July 1969.

The <u>delegate of the Netherlands</u> endorsed the United Kingdom proposal.

The Chairman recapitulated the revised schedule of dates:

Step 1 to begin on 1 January 1969

Step 1 to be completed by 30 June 1969

Step 2 to begin on 1 July 1969

Step 2 to be completed by 31 October 1969

Step 3 to begin on 1 November 1969

Step 3 to be completed by 31 December 1969

Step 4 to begin on 1 January 1970

Step 4 to be completed by 28 February 1970

Step 5 to begin on 1 March 1970.

The <u>delegate</u> of South Africa suggested the <u>del</u>etion of the first line of the text under Step 2 on page 4.

The South African amendment was approved.

The <u>delegate</u> of <u>New Zealand</u> suggested the deletion of the last two lines of text under Step 4 on page 4.

The New Zealand amendment was approved.

The <u>delegate of France</u> suggested the deletion of the text at the head of column 1 in the table on page 4.

The French amendment was approved.

The <u>Chairman</u> proposed that Document No.281 should be approved provisionally on the understanding that it would be submitted to the Committee again in draft form.

It was so decided.

4. Draft fifth report of Committee 4 (Document No. DT/107 (Rev.))

The Chairman said that the experts in Working Group 5D had agreed unanimously on the proposals shown in Document No. DT/107 (Rev.), and invited the Chairman of that Working Group to introduce the document.

The Chairman of Working Group 5D drew attention to the following editorial amendments in Document No. 107 (Rev.):

Page 2

The consequential amendments to No. 573 resulting from the proposals of Committee 4 had been incorporated. The draft Resolution on pages 3 - 6 had been suitably amended in the English text, but not in the other languages.

Page 4 - Line 2

The word "conditions" should be replaced by "governs".

Para. 3 - Line 5 Insert after No. 489 "of Section 1 of Article 9".

Page 5 - Para. 3, line 1 "at x hours GMT on *)" should be deleted.

Para. 4 The last sentence should read: "Should any other change be notified in the basic characteristics of the original assignment, it shall be dealt with in accordance with the provisions of Article 9 of the Radio Regulations".

Foot-note - Add the word "on" between the words "decided" and "in".

Page 6

Para. 5 - Line 5 Add at the beginning of the second sentence "For such provisional entries,"

Para. 5 - Line 7 Between the words "retained" and "but" add the words "in the Master Register".

Para. 5 - Lines 8 and 9 Close the space between "2" and "a" and "2" and b", and delete the brackets.

Para. 7 - Line 1 Replace "thirty" by "sixty".

Para. 7 - Line 3 Insert "and 3" after "paragraph".

Para. 7 - Line 6 Close the space between "2" and "b" and delete the bracket.

Para. 7 - Add a new sentence at the end reading:

"if, however, the Administration concerned notifies the transfer during the sixty-day period, the provisions of paragraph 4 above shall apply".

The <u>delegate</u> of the <u>United States</u> of <u>America</u> referring to page 5, paragraph 2, suggested that the first and second lines be replaced by:
"that, as soon as practicable, the use by low traffic ships of frequences".
He also suggested the deletion of the word "may" in paragraph 2, line 4. In paragraph 2, line 5, he suggested adding at the end of the last sentence, "and in any event not later than 1 February 1970".

The United States amendments were approved.

The Representative of the I.F.R.B. read out the following changes to be made on Page 4:

In the 8 Mc/s band replace 8 730 by 8 728.5 In the 12 Mc/s band replace 13 110 by 13 107.5 In the 16 Mc/s band replace 17 255.8 by 17.255 In the 22 Mc/s band replace 22 626 by 22 624.5

All delegations had been consulted on those frequencies, and the only remaining problem was in the 16 Mc/s band. Discussions with the delegate of Denmark had shown that in regard to frequency tolerances for low traffic ships there appeared to be some risk of going beyond the band limit. The frequency 17 255.8 kc/s had been slightly shifted and there was therefore a small gap between the frequencies for low traffic ships and those for coast stations.

In the 12 Mc/s band, the first frequency to be shifted was 13 107.5 kc/s for coast stations and, with allowance for a 2.5 kc/s gap, that frequency became 13 110 kc/s. Administrations might notify such changes to the I.F.R.B.

The <u>delegate of Spain</u>, referring to the explanations given by the representative of the I.F.R.B. and to the frequency 13 110 kc/s assigned to his Administration, mentioned difficulties that might occur when the frequency transfer was made near the limit of the band.

The <u>representative of the I.F.R.B.</u> said that the frequency 13 110 kc/s was the <u>first to be transferred</u>. The limit for coast stations was 13 107.5 kc/s, but in the draft Resolution it was shown as 13 110 kc/s.

The <u>delegate</u> of the <u>United States</u> of <u>America</u> suggested that the phrase "that <u>between 2 February 1970 and 28 February 1970"</u> be in**ser**ted at the beginning of paragraph 3 on page 5.

The United States amendment was approved.

The Chairman suggested the deletion of the footnote on page 5.

It was so decided.

The Chairman suggested that the contents of Document No. DT/107 (Rev.) should be included in a draft report, which would state that the document had been approved in principle.

It was so decided.

The meeting rose at 1310 hours.

Secretary of Committee 4:

Chairman of Committee 4:

E. LURASCHI

F.G. PERRIN

INTERNATIONAL TELECOMMUNICATION UNION MARITIME CONFERENCE

GENEVA, 1967

Document No. 310-E 23 October 1967 Original : English

COMMITTEE 4

SUMMARY RECORD

of the

TWENTY-FIFTH MEETING OF COMMITTEE 4

Saturday, 21 October 1967, at 0930 hours

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

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

Sub	jects discussed :	Documents Nos.
1.	Draft Fifth Report of Committee 4	DT/113
2.	Summary Record of the Eighteenth Meeting	284
3.	Summary Record of the Nineteenth Meeting	285



1. <u>Draft Fifth Report of Committee 4</u> (Document No. DT/113)

The <u>Chairman</u> said that the contents of pages 1, 2 and 3 had already been adopted in principle but that the figures given on pages 4 and 5 were provisional.

Annex I, pages 4 and 5

The <u>representative of the I.F.R.B.</u> pointed out that the French and English dates for Step 1 differed and it was <u>agreed</u> to align the French on the English, i.e. 1 February 1970.

The <u>delegate of France</u> said that "Annex III" in the column Beginning date should be "Annex II".

The <u>Chairman</u> asked for comments on the French proposal to delete the column headings.

The <u>delegate of the United States of America</u> favoured the retention of the original headings.

The <u>delegate of Mexico</u> suggested a division into two parts Annex I and Annex II.

The <u>delegate of the Netherlands</u>, taking up that suggestion, proposed Annex A and Annex B, with an amendment to the reference in the last line of the Resolution, to read: ".... in Annexes A and B".

It was so agreed.

In the light of the deletion of Appendix B, the <u>delegate of Brazil</u> proposed the following re-wording of Step 4, Annex B:

"Shift simplex use of Section B, Appendix 15, frequencies (Geneva, 1959)."

The <u>delegate of Norway</u> suggested deletion of the word "simplex".

The Brazilian proposal, with that amendment, was approved.

The <u>delegate of the United Kingdom</u>, supported by <u>delegate of Norway</u>, proposed the addition of a second sentence to Step 1, Annex B, to provide for the dropping of the first calling channel in the existing Regulations, namely:

"Vacate calling channel No. 1 of Section A, Appendix 15 (Geneva 1959)."

The <u>delegate</u> of the Federal Republic of Germany suggested that the original Step 1 be made paragraph a) and the new sentence b).

Those amendments were approved.

Annex I (Resolution and Annexes) was approved, as amended.

Annex II

The <u>Chairman</u> said that the Resolution had been passed to Committee 4 by Working Group 5D and had been amended at the previous meeting.

The representative of the I.F.R.B. pointed out that the French text should have the date 1970 in paragraph 2, as in the English.

The <u>delegate of the United States of America</u> said that the date to be inserted in "resolves" 5 was 1 March 1970.

It was so agreed.

The Chairman said that the same date would be included in paragraph 6. He also remarked that the word "assignment" in line 3 of paragraph 6 should be in the plural.

The Resolution in Annex II was approved, as amended.

Annex III

The <u>delegate of the United Kingdom</u> proposed that the last two lines should read :

"... at the next World Administrative Radio Conference competent to deal with the matter."

It was so agreed.

The Recommendation was approved, as amended.

Annex IV

The representative of the I.F.R.B. pointed out that the title in the French text should refer to channel spacing not width.

The <u>delegate of Norway</u> said that the ad hoc Group had considered reversing the order of paragraphs b) and c) of <u>considering</u>.

In the absence of any objections it was so decided.

The <u>delegate of Mexico</u> said that in "recommends" 1 and 2, the Spanish text should read "debieran" (English = should).

The Chairman pointed out that Appendix 15A in "recommends" 1 should read Appendix 15, and that in "recommends" 2, line 3, the word "working" should be inserted before "method".

The <u>delegate of Denmark</u> proposed including a reference to Nos. 1191 - 1206 after "concerned" in line 4 of "recommends" 2.

The <u>delegate of Brazil</u> supported that suggestion but said the Regulations quoted should be 1191 - 1201.

It was so agreed.

The draft Recommendation in Annex IV was approved, as amended.

The Chairman invited the Committee to consider the consequential amendments to certain Regulations.

No. 956

The <u>delegates of the United States of America</u>, <u>South Africa</u>, <u>Norway</u> and <u>France</u> thought the Regulation should be suppressed. The figure (1) before No. 955 would also be suppressed.

It was so decided.

No. 971

The delegate of the United Kingdom proposed suppression.

The <u>delegate of the United States of America</u> was in favour but thought that the preceding words "Bands between 110 and 160 kc/s" should be deleted also.

The <u>delegates of France and Portugal</u> preferred to retain the Regulation, but said they could agree to its deletion after an explanation by the I.F.R.B. representative.

The United States proposal was approved.

No. 1137

It was decided to suppress No. 1137.

No. 1138

The delegate of the United States of America said that decisions by Committee 5 might make it necessary to alter the band limits 2070 to 2080 kc/s. He proposed that the Regulation be written \(\sqrt{20} \) ... to 20 \)...\(\sqrt{kc/s} \), with a footnote to the effect that the final figures would be determined by that Committee.

It was so agreed.

Appendix 20, 1.a)

The <u>delegate of the United States of America</u>, supported by the <u>delegate of Mexico</u>, proposed deleting the final words "... or B (but see No. 677)".

The <u>delegate of the United Kingdom</u> supported that proposal but thought provision should be made for A2H emission. In reply to the <u>delegate of South Africa</u> who favoured deletion of "at least", he thought that Al might still be in use for some alarm signals. He aslo considered that reference should be made to No. 1105A. He proposed the following wording:

"... emissions of at least class A2 and A2H (see No. 1105A)."

That amendment was supported by the <u>delegates of Norway</u>, the <u>Netherlands</u> and <u>Argentina</u>.

It was so decided.

Document No. 310-E Page 6

2. Summary Record of the Eighteenth Meeting (Document No. 284)

Document No. 284 was approved.

3. Summary Record of the Nineteenth Meeting (Document No. 285)

Page 2

The <u>delegate of South Africa</u> pointed out a typing error in the English text, where the word "who" in the eighth line from the bottom was redundant.

Page 7

The <u>delegate of the Netherlands</u> noted that in the third line of his first intervention the figures should read "47 - 68 Mc/s".

Document No. 285 was approved, as amended.

The meeting rose at 1110 hours.

Secretary of Committee 4

Chairman of Committee 4

E. LURASCHI

F.G. PERRIN

INTERNATIONAL TELECOMMUNICATION UNION MARITIME CONFERENCE

GENEVA, 1967

Document No. 311-E 27 October 1967 Original: English

COMMITTEE 4

SUMMARY RECORD

of the

TWENTY-SIXTH AND LAST MEETING OF COMMITTEE 4

Tuesday, 24 October 1967 at 1430 hours

Chairman : F.G. PERRIN (Canada)

Vice-Chairman: M. ZAHRADNICEK (Czechoslovak Socialist Republic)

•	Subjects discussed	Documents Nos.
1.	Draft Seventh Report of Committee 4	DT/116
2.	Draft Eighth Report of Committee 4	DT/123
3.	Revision of Appendix 3	291 (B.5)
4.	Summary Record of Twentieth Meeting	286
5.	Summary Record of Twenty-first Meeting	287
6.	Summary Record of Twenty-second Meeting	288
7.	Summary Record of Twenty-third Meeting	308
8.	Summary Record of Twenty-fourth Meeting	309
9.	Summary Record of Twenty-fifth Meeting	310
10.	Summary Record of Joint Meeting of Committees 4 and 5	273
11.	Completion of the Committee's work	



1. <u>Draft Seventh Report of Committee 4</u> (Document No. DT/116)

Annex 1

The <u>Chairman</u> explained that Annex 1 contained certain amendments to page 425 of the Radio Regulations consequential on the decision of Committee 5 to delete Section B of Appendix 15.

The <u>delegate</u> of <u>Poland</u> repeated his delegation's reservation regarding the ocean data service contained in Appendix 15.

The <u>delegate of Brazil</u> proposed the insertion of the word "Radiotelegraph" after the words "Table of" in the title.

Annex 2

The <u>delegate of the United Kingdom</u> suggested that the words "narrow-band" be inserted after the word "for" in the heading of column 7 of the revised Appendix 15.

The <u>Chairman</u> pointed out that the word "transmission" should be added after the word "data" in that heading. In the footnote * the word "ocean" should be replaced by "oceanographic" and in the last line, the text between square brackets should be deleted. The letter "C" should be inserted after Resolution No. ..., and in footnote ** the word "morse" should read "Morse".

The <u>delegate of Norway</u> suggested that the heading of column 3 might be rearranged in a more logical manner and improved by putting a comma after the word "frequencies".

The <u>delegate of Mexico</u> suggested that certain typographical errors in the footnotes should be rectified. He mentioned the confusion that might arise between the typewritten letter "l" and the number one.

The <u>delegate of the Netherlands</u> said that in the column for High Traffic Ships in the 12 Mc/s band, the frequency 12 516.75 kc/s should be amended to read 12 517.75 kc/s. In the same column the vertical arrow in the 12 Mc/s band should end opposite the frequency 16 67 kc/s, not 16 662 kc/s.

The <u>delegate of France</u> said that the French text, footnote ** should be amended to include the words "manual or automatic Morse" in brackets.

The <u>delegate</u> of Australia, referring to footnote ****, suggested that some reference be made to the Radio Regulations regarding ship-to-shore transmissions. He proposed the addition of a sentence at the end of that footnote reading "See Nos. of the Radio Regulations".

Document No. DT/116, as amended, was approved.

2. Draft Eight Report of Committee 4 (Document No. DT/123)

The Chairman said that the word "minimum" should be inserted before "separation" in ADD 438A on page 2.

On page 3, the reference to footnote 1 after 25 110 kc/s should be deleted from MOD 452, and in MOD 453 the frequencies in the 4 Mc/s band should read "4 231 - 4 361 kc/s".

Annex I

Page 2

The delegate of the United States of America suggested inserting the word "transmission" after the word "data" in ADD 451B.

The <u>delegate of Poland</u> asked for the Polish reservation on ADD 451B to be recorded.

Page 3

The <u>delegate of Norway</u>, referring to MOD 453.1, asked whether the reference to footnote 1 should remain before the word "Frequencies".

The Chairman explained that the reference appeared in the existing Radio Regulations.

The <u>delegate of South Africa</u> said that reference to footnote 1 should appear in the 22 Mc/s band after the frequency 22 624.5 kc/s.

The <u>delegate of Denmark</u> pointed out that, with the suppression of No. 452.1, all reference to the 25 Mc/s band had been eliminated. He suggested the addition of a new No. 453A which would be exactly the same as the revised No. 453.1.

Page 4

The delegate of the United States of America suggested that the word "transmission" be inserted after "data" in ADD 964A.

The delegate of Denmark, said that the word "if" in MOD 677 should be replaced by "is".

Page 5

The <u>delegate</u> of the <u>United Kingdom</u> supported by the <u>delegate</u> of <u>South Africa</u>, suggested that the words "as a result of" be replaced by "resulting from" in ADD 1191E.

Annex II

The <u>delegate</u> of France suggested that the symbols OD and OE should be put in square brackets, as they had not yet been approved in Committee 6.

The <u>Chairman</u> said that that would be unnecessary, as Committee 4 was empowered to take decisions on the matter. He would, however, confirm any decisions taken on the symbols with the Chairman of Committee 6.

The <u>delegate</u> of <u>Italy</u>, supported by the <u>delegates</u> of <u>France</u>, <u>Ghana</u> and the <u>United States</u> of <u>America</u>, suggested that the word "ocean" in the two definitions of the symbols be replaced by "oceanographic".

The <u>delegate of France</u> suggested that the definition of the ship stations mentioned in Appendix 15, be changed to "ship stations transmitting oceanographic data".

The <u>delegate of the United States of America</u> said that action would be unnecessary, since Appendix 10 contained many symbols that were not defined in the Radio Regulations. The purpose of Appendix 10 was to assist the I.F.R.B. and Administrations in interpreting the Regulations.

Annex III

The <u>delegate of Japan</u> suggested that the reference in paragraph 1 (a) should be to C.C.I.T.T. Alphabet No. 2, rather than to International Telegraph Alphabet No. 2.

The <u>delegate</u> of the <u>United Kingdom</u> said he had referred to the records of Study Group XIII and had found a reference reading "C.C.I.T.T. International Telegraph Code No. 2", He suggested the adoption of the Study Group wording.

He proposed the following text for paragraph 1 (a):

a) "The System should accept signals conforming to C.C.I.T.T. Code No. 2 at a modulation rate of 50 bauds and should provide similar signals at its output for extension to the public telegraph network (See I.T.U. List of Definitions, Part I, Item 01.12) and vice versa".

The <u>delegate of Italy</u> suggested that the word "should" be replaced by "shall".

The delegate of South Africa suggested that the word "System" be replaced by the word "Equipment" in the introductory clause.

The delegate of the United Kingdom accepted these amendments.

The United Kingdom proposal, as amended, was approved.

The <u>delegate</u> of the U.S.S.R. said that he might revert later to the general aspects of the frequency shift of 170 c/s referred to in paragraph c).

Document No. DT/123, as amended, was approved.

3. Revision of Appendix 3 (Document No. 291, pages B.5-05 and B.5-06)

The Chairman reminded the Committee that the third Plenary meeting had referred certain parts of Appendix 3 back to it for redrafting, and put the following wording to delegations for consideration:

Document No. 311-E

Page B.5-05

- "a) Ship Stations:
 - 1) Class Al emission

low traffic shipshigh traffic ships50 **

** A frequency tolerance of 50 parts per million shall be applicable to new transmitters installed after the date of entry into force of the Final Acts of the W.A.R.C., Geneva, 1967. Ship station installations made before this date may continue to have tolerances of 200 parts per million until 1 January 1973, from which time all ship stations shall have a tolerance of 50 parts per million".

Page B.5-06

- "j) A frequency tolerance of 50 parts per million shall be applicable to assignments made after the entry into force of the Final Acts of the W.A.R.C., Geneva, 1967, to ship stations using the lowest or highest series of
 - a) calling frequencies: and
 - b) working frequencies

for low traffic and high traffic ships (See Appendix 15)".

The <u>delegates of the United States of America</u> and the United Kingdom supported these suggestions.

The delegate of South Africa suggested that the words "from which time" in footnote ** be replaced by "from which date".

After a brief exchange of views between the <u>delegates of the</u>

Netherlands and <u>Guyana</u>, the <u>delegate of the United Kingdom</u> suggested that the second sentence of footnote ** should begin with the words "Ship station transmitters installed".

In reply to the <u>delegate of France</u>, the <u>representative of the I.F.R.B.</u> suggested that the problem of the use of the word "applicable" in the French text might be solved by the Drafting Committee.

The delegate of South Africa suggested replacing the words "applicable to" by "applicable in the case of".

The delegate of Poland suggested that it would be logical to use the reference m) instead of ** for the footnote.

It was so agreed.

Appendix 3, as amended, was approved.

4. Summary Record of Twentieth Meeting (Document No. 286)

Page 2

The <u>delegate of the U.S.S.R.</u> said that his statement should read as follows:

"The delegate of the U.S.S.R. said that the proposed modification to No. 488 of the Radio Regulations would in practice cause administrations, especially those already using teleprinters, to hasten to register their frequencies, with the result that administrations might find themselves in different positions. The U.S.S.R. delegation could not agree with the modification to No. 488 proposed by the delegate of the United Kingdom".

Page 4

The <u>delegate of Norway</u> said that the word "as" at the beginning of the third line of his statement should be deleted and a full stop placed after "calling bands".

Page 5

The <u>delegate of Norway</u> said that the words "listen to" in the fifth line of his statement should be replaced by the word "use". The phrase "they would need the equipment to contact certain stations, even if the service were optional" should be deleted from the seventh and eighth lines.

Document No. 311-E Page 8

The delegate of Israel said that the word "Two" in the third line of his statement should be replaced by "Coast".

Page 6

The delegate of Norway said that the last sentence of his statement should be deleted.

Document No. 286 was approved, as amended.

5. Summary Record of Twenty-first Meeting (Document No. 287)

Page 4

The <u>delegate</u> of <u>Denmark</u> said that "No. 441" should be inserted after "Regulation" in his statement.

Document No. 287 was approved, as amended.

6. Summary Record of the Twenty-second Meeting (Document No. 288)

Document No. 288 was approved.

7. Summary Record of Twenty-third Meeting (Document No. 308)

Page 9

The <u>delegate</u> of the U.S.S.R. said that the words "of the Radio Regulations" should be inserted after "No. 288" in his statement.

The <u>delegate</u> of the <u>United Kingdom</u> said that the words "on shore" should be replaced by "extended to shore subscribers" in the third line of his last statement on that page.

Document No. 308, was approved, as amended.

8. Summary Record of Twenty-fourth Meeting (Document No. 309)

Page 4

The <u>delegate</u> of the <u>United Kingdom</u>, speaking for the delegate of Guyana, said that the word "more" should be replaced by "less" in the second line of the Guyanan statement.

Page 7

The delegate of the United States of America said that the word "No" should be replaced by "Low" at the beginning of the fifth paragraph.

Document No. 309 was approved, as amended.

9. Summary Record of Twenty-fifth Meeting (Document No. 310)

Document No. 310 was approved.

10. Summary Record of Joint Meeting of Committees 4 and 5 (Document No. 273)

Page 2

The delegate of the United States of America said that "ship-to-shore" should be replaced by "shore-to-ship" in his statement.

Page 3

The <u>delegate</u> of <u>Norway</u> said that the phrase "on a test basis to attain experience" should be added at the end of his statement at the bottom of the page.

Page 5.

The delegate of Czechoslovakia said that the word "examine" should be replaced by "re-examine".

Document No. 273 was approved, as amended.

11. Completion of the Committee's work

The <u>Chairman</u> said that he would approve the <u>summary record</u> of the twenty-sixth and last meeting of Committee 4 and that any corrections to that record would be published in the form of a corrigendum.

Before closing the meeting, he said that it had been a great pleasure and a memorable experience to serve as Chairman of Committee 4, and thanked all delegates, the Vice-Chairman, the representatives of the I.F.R.B. and the General Secretariat for their valuable co-operation.

Document No. 311-E Page 10

The <u>delegate</u> of the United States of America said he was sure he spoke for many <u>delegates</u> in thanking the Chairman for his able leadership, which had contributed so greatly to the successful completion of the Committee's work.

The meeting rose at 1625 hours.

Secretary of Committee 4:

Chairman of Committee 4:

E. LURASCHI

F.G. PERRIN

INTERNATIONAL TELECOMMUNICATION UNION MARITIME CONFERENCE

GENEVA, 1967

Document No. 312-E 23 October 1967 Original: French

DECLARATION -

BY THE PEOPLE'S REPUBLIC OF POLAND

In view of the fact that only the delegates of the People's Republic of China can legally represent China at conferences of the International Telecommunication Union, we consider the presence of the persons sent by the Chang-Kai-Shek group to the World Administrative Maritime Radio Conference to be illegal.

J. RUTKOWSKI

Head of the Delegation

of the People's Republic of Poland



MARITIME CONFERENCE

GENEVA, 1967

Document No. 313-E 20 October 1967 Original : English

COMMITTEE 5

THIRD REPORT OF WORKING GROUP 50

TO COMMITTEE 5

1. Appendix 18

The Working Group decided to accept the frequency plan Appendix 18 $\overline{\text{A}}$ (see Annex I) and the notes referring to the table (see Annex II) prepared by the Ad Hoc Working Group 5C with slight modifications.

In the light of the discussion in the Working Group and, taking into account the proposed amendment of Article 1, the United States of America has withdrawn the existing footnote g) of Appendix 18 to the Radio Regulations, Geneva, 1959.

2. Article 35

The Working Group decided to have a new paragraph 1359A in Section IV, A. Call, Reply and Safety, as given in Annex III and to add four new paragraphs 1373A to 1373D in Section IV, C. Traffic, as given in Annex IV.

The Working Group also decided to change No. 1379, determining the power level of 25 Watts for new equipments in Regions 2 and 3 (see Annex IV).

The Working Group decided that in the Radio Regulations under the words "Appendix 18/A", a reference be given in each case. by a footnote, to the Resolution No. / Document No. 242 /. This should apply to Nos. 988, 1370, 1373, 1375 and 1377.



3. Recommendation relating to the use of the band 450-470 Mc/s for radiotelephone communication on board ships proposed by the United Kingdom was discussed in some detail. (See proposal No. G/114(60)).

This frequency band being used in many countries for land mobile services, it was not possible to reach an agreement on selecting some exclusive frequencies which could be used for that purpose on a world-wide basis, without jeopardizing the existing land mobile service in the vicinity of harbours.

For this reason, the majority of the Working Group did not favour the inclusion of such a Recommendation into the Radio Regulations.

4. Recommendation relating to the utilization of space communications techniques in the maritime mobile service proposed by the United States of America. (See proposal No. USA/126(83)).

The Working Group unanimously agreed to the principle of such a Recommendation but felt it necessary to amend it, taking into account the proposals made during the discussion. The Chairman of the Working Group was then requested to re-draft it with the assistance of some interested delegates. The new draft of that Recommendation is given in Annex V to this report.

Chairman of Working Group 5C

E. FROMMER

Annexes: 5

ANNEXI

MOD

Table of transmitting frequencies for the band 156 - 174 Mc/s for radiotelephony in the International Maritime Mobile Service.*

(See Article 35)

Channels O1-28 coincide with the present channel designators (ref. Appendix 18, Radio Regulations, Geneva, 1959) and channels 60-88 represent the additional channels available for assignments by Administrations in the future in this frequency band, see Resolution No. ... /Document No. 242/

Channel	Transm	_	Inter-	Port operations		Public
designators	Ship Stations	Coast Stations	ship .	Single frequency	Two frequency	corres- pondence
*** 60	156.025	160,625			17	25
01	156.050**	160.650		* !	10	8
61	156.075	160.675			23	19
02	156.100	160.700			8	10
62	156.125	160.725			20	22
03	156.150**	160.750			9	9
63	156.175**	160 .7 75			18	24
04	156.200	160.800			11	7
64	156.225	160.825			22	20
05	156.250	160.850		·	6	12
65	156.275	160.875			21	21
06	156.300		1		1.	
66	156.325	160.925			19	23
07	156.350	160.950	,	,	7	11
67	156.375	156.375	10	10		
08	156.400		2			
68	156.425	156.425		6		
09	156.450	156.450	5	5		
69	156,475	156.475	9	11		.]
10	156,500	156.500	J 3 .	9		
70	156.525		. 6			
11 .	156.550	156.550	,	3		
	•	1				

^{*} For assistance in understanding the Table, see Notes a) to f) below.

^{**} See Note e)

^{***} See Note f)

		*	1			
Channel	Transmitting Frequencies (Mc/s)		Inter-	Port operations		Public
designators	Ship	Coast	ship	Single	Two	corres-
	Stations	Stations		frequency	frequency	ponde nc e:
71	156.575	156.575		. 7		
12	156.600	156.600		1		
72	156,625		7		. •	
13	156 .6 50	156.650	4	. • 4		4 · · · · · · · · · · · · · · · · · · ·
73	156.675	156.675	8	12		,
14	156.700	156.700		2		
74	156.725	156.725		8		
15****	156.750	156.750	12	14		
75		Guard	band 156.7	625-156.787	5 Mc/s	
16	156.800	156.800	CALLING A	ND SAFETY		
76		Guard	band 156.8	125-156.837	5 Mc/s	
17****	156 .8 50	156.850	13	13	-	
77	156.875		11			
18	156.900	161.500			. 3	
78	156.925	161.525	1 .		12	
19	156.950	161.550			4	·
79	156.975	161.575	. *	-	. 14	:
20	157.000	161.600	-		1	
80	157.025	161.625			16	•
21	157.050	156.050**			5	*
		or 161.650	,		, , ,	,
81	157.075	161.675			15	
22	157.100	161.700			(a)	
82	157.125	161.725			13	26
23	157.150	156.150** or 161.750				5
83	157.175	156.175**				16
\$;	or 161.775				
24	157.200	161.800		, etc.		4
84	157.225	161.825			24	13

^{**} See Note e)

^{****} See Note h)

Annex I to Document No. 313-E
Page 5

Channel	Transmitting Frequencies (Mc/s)		Inter-	Port operations		Public
designators	Ship Stations	Coast Stations	ship	Single frequency	Two frequency	corres- pondence
25	157.250	161.850				(3)
85	157.275	161.875			i	17
26	157.300	161.900				1
86	157.325	161.925				15
27	157.350	1 61 . 950	·			(2)
87	157.375	161.975	· .			14
28	157.400	162.000				. 6
*** 88	157.425	162.025				18

^{***} See Note f)

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ANNEX II

(of App. 18/A_)

NOTES REFERRING TO THE TABLE

a) | o) |

c) 🖯

NOC (identical to notes to Table in Appendix 18)

i)

e)

The frequencies 156.050, 156.150 and 156.175 Mc/s marked ** are used as ship station frequencies in Channels 1, 3 and 63 respectively and as coast station frequencies in Channels 21, 23 and 83 respectively when these latter are used in the special semi-duplex public correspondence systems employed by France and Belgium, with 1 Mc/s separation between transmit and receive frequencies.

SUP f)

ADD f)

f) bis Channels 60 and 88 can be used subject to special agreements between interested and affected administrations.

- g) $\sqrt{\text{see note g)}}$ mentioned under item 3 of Document No.271 $\sqrt{\text{J}}$
- ADD h) On these channels the frequency deviation shall be limited to + 5 kc/s. Until 1.1.1983, the effective radiated power of ship stations must not exceed 1 watt.
 - i) The channels assigned in Appendix 18 /A /, with the exception of channels 6 and 8, for intership communications, preferably /70, 72 and 77 / may also be used for internal operational communications on board ships, provided the effective radiated power does not exceed / 1 W / and subject to the national regulations of the Administrations concerned when these channels are used in territorial waters. / See 1373 D /.

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A N N E X III

Article 35

ADD 1359A

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ANNEX IV

Article 35

1373A ADD "The normal sequence in which channels should be taken into use by stations of the maritime mobile service in the band 156-174 Mc/s is indicated by the figures in the relevant columns of Appendix 18/A_/;" 1373B "Administrations should, as far as possible, arrange that ship stations fitted with the channels corresponding to the figures in a circle in Appendix 18/A/ can obtain a reasonably adequate use of available services." 137**3**C "During ice seasons, ship stations shall avoid harmful interference to_communications on 156.300 Mc/s (Chamnel 06 of Appendix 18/A_/) between icebreakers and assisted ships;" "The channels assigned in Appendix 18 A, with the exception of channels 6 and 8, for intership communications, 1373D preferably [70, 72 and 77] may also be used for internal operational communications on board ships, provided the effective radiated power does not exceed \angle 1 \mathbb{W} \angle and subject to the national regulations of the administrations concerned when these channels are used in territorial waters;" MOD 1379 In Regions 2 and 3, the carrier power of ship station transmitters shall not exceed 25 watts for equipments brought into service after / 1.1.1969 /."

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ANNEXV

DRAFT RECOMMENDATION No. ..

Relating to the Utilization of Space Communication techniques in the Maritime Mobile Service

The World Administrative Radio Conference, Geneva, 1967,

considering

- a) the efforts of the International Telecommunication Union to reduce congestion in the frequency bands available to the maritime mobile service;
- b) the fact that ships at sea are completely dependent upon the use of radio for communication; and
- <u>c</u>) the potential value of adapting satellite relay techniques to the communications requirements of the maritime mobile service,

noting

- a) that limited tests have demonstrated the feasibility of effecting communications between ships and coast stations by means of relaying through a stationary satellite;
- <u>b</u>) that there are now no frequency bands allocated to the maritime mobile service wherein provision is made for the use of space communication techniques;
- that the frequencies available to the maritime mobile service by virtue of Appendix 18 to the Radio Regulations are technically suitable for the use of space communication techniques, but that the congestion foreseen therein from terrestrial maritime mobile

usage even after implementation of reduced channel spacing is expected to preclude the accommodation of an operational system employing space communication techniques;

- d) that the Intergovernmental Maritime Consultative
 Organization (I.M.C.O.) has undertaken a study of the requirements
 for maritime safety and navigation that may be satisfied by
 utilization of space communication techniques;
- e) that the C.C.I.R. has a study group on space systems and radioastronomy as well as a study group on mobile services and that close coordination of the work of the C.C.I.R. and I.M.C.O. in this field is desirable; and
- <u>f</u>) that the Scientific and Technical Subcommittee of the United Nations Committee on the Peaceful Use of Outer Space has established a working group which is also studying the need for feasibility and ways and means of establishing a universal navigation satellite system;

invites administrations

to determine the foreseeable operational requirements of the maritime mobile service that can be accommodated by means of space communication techniques;

invites the Intergovernmental Maritime Consultative Organization

to continue to study the requirements and other considerations where benefit may accrue to the safety and navigation of ships at sea through application of space communication techniques;

invites the C.C.I.R.

to study the technical aspects of systems which offer the potential of fulfilling these maritime requirements and to recommend a practical system with particular attention to the environment in which ships operate;

and invites both administrations and the C.C.I.R.

in these studies to consider a technically suitable frequency band higher in the spectrum than band 8 and of sufficient bandwidth to accommodate the overall needs of the maritime mobile service. In this connection, particular attention may be given to band 9 for the link between the mobile station and the relaying satellite.

Ε

INTERNATIONAL TELECOMMUNICATION UNION

MARITIME CONFERENCE

23 October, 1967

Document No. 314-E

Geneva, 1967

PLENARY MEETING (SECOND READING)

R. 1

The Editorial Committee, having examined documents B.1 to . B.5, submits them to the Plenary Assembly for a second reading.

Habib BEN CHEIKH Chairman of the Editorial Committee

Annex: Pages R.1/1—97



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-

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 or modified by these revisions shall be abrogated.

The delegates signing this revision of the Radio Regulations, Geneva, 1959, hereby declare that, should an administration make reservations concerning the application of one or more of the revised provisions of the Radio

Regulations, Geneva, 1959, 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, Geneva, 1959, 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.

ANNEX

Revision of Article 5 of the Radio Regulations

Article 5 of the Radio Regulations shall be amended as follows:

- MOD 158

 Limited to coast telegraph stations (Al and F1 only). Exceptionally, the use of class A7J emission 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,
- 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, Malaysia (Sabah [North Borneo], Sarawak), Brunei, Singapore, China, Indonesia, 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.

SUP 200

ANNEX 🔯

Revision of Article 7 of the Radio Regulations

Article 7 of the Radio Regulations shall be amended as follows:

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 8 364 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, wide-band and manual telegraphy, facsimile, special and data transmission systems and direct printing telegraph systems

SUP 455

ANNEX **S**

Revision of Article 20 of the Radio Regulations

Article 20 of the Radio Regulations shall be amended as follows:

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 to 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 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

ANNEX

Revision of Article 23 of the Radio Regulations

Article 23 of the Radio Regulations shall be amended as follows:

ARTICLE 23, SECTION II

ADD 860A (3) There is also a radiocommunication operator's general certificate for the maritime mobile service (Resolution No. F refers).

ANNEX 👩

Revision of Article 28 of the Radio Regulations

Article 28 of the Radio Regulations shall be amended as follows:

ARTICLE 28

MOD	974	a) send class A2 or A2H emissions and receive class A2 and A2H emissions with a carrier fre-					
		quency 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	MOD 978 § 17. In Region 2, any radiotelegraphy station installed on board a ship which uses frequencies in the band 2 089·5-2 092·5 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	985	[held in abeyance]					
MOD	986	c) receive, in addition, class:					

R.1--08

- 1) A3 and A3H or
- 2) A3, A3H, A3A and A3J

NOC 987

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.

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 emission. 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 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 emission. 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;

MOD 997

— in the bands between 4 000 and 27 500 kc/s, be able to transmit with a carrier frequency of 8 364 kc/s using class A2 or A2H emission. 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 [8 320 to 8 745 kc/s];

ANNEX 🔽

Revision of Article 29 of the Radio Regulations

Article 29 of the Radio Regulations shall be amended as follows:

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, 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 by a coast station is not followed by an indication of the frequency to be used for the traffic, this indicates that the coast station 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

ANNEX 🧸

Revision of Article 30 of the Radio Regulations

Article 30 of the Radio Regulations shall be amended as follows:

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

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 from the coast station. The provision of this information is authorized only by the master or the person responsible for the mobile station.

SUP 1087

ARTICLE 31

NOC 1088-1094

ANNEX ...

Revision of Article 32 of the Radio Regulations

Article 32 of the Radio Regulations shall be amended as follows:

ARTICLE 32

SUP

A. Call and Reply

SUP 1095-1097

SUP

B. Traffic

SUP 1098 to 1105

MOD

Section I. General

(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, except for selective calling purposes, 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, 1071 and 1071A.
- 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 Nos. 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 Section IV. Additional Provisions Applicable in Region 3 Areas (title) 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

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 bands. 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:

Band		Maximur	n mean	power
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).

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

MOD 1158 (3) The arrangement of the frequencies in the ship radiotelegraph bands is illustrated graphically in Appendix 15.

NOC 1159-1172

MOD 1173 (3) Working frequencies assignable 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 6 514 kc/s
8 459·5 to 8 728·5 kc/s
12 689 to 13 107·5 kc/s
16 917·5 to 17 255 kc/s
22 374 to 22 624·5 kc/s (see No. 453.1)
```

NOC

D. Assignment of Frequencies to Mobile Stations

NOC

1. Calling Frequencies of Ship Stations

MOD 1174 § 29. (1) The calling frequencies assignable to ship stations are included within the following band limits:

```
4 187
 4 178
        to
                     kc/s
 6 267
             6 280·5 kc/s
        to
 8 356
        to
             8 374
                     kc/s
12 534
        to 12 561
                     kc/s
16 712
        to 16 748
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 15.
- 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 4000 and 18000 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 15.

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 15.

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 15.

- 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 15.
- MOD 1181 § 33. (1) The working frequencies for high traffic ships in the band 4 172.25 to 4 178 kc/s are spaced 0.5 kc/s apart, the extreme frequencies assignable being 4 172.5 and 4 177.5 as shown in Appendix 15.
- MOD 1182 (2) In the band 4 187 to 4 231 kc/s, the working frequencies for 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 15.
- 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 15.
- 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 15:
- 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 working frequencies are spaced 1.5 kc/s apart. The extreme frequencies assignable are 25 084 and 25 106.5 kc/s, as shown in Appendix 15.

- NOC

b) Working Frequencies for Ship Stations using Wide-Band Telegraphy, Facsimile and Special Transmission Systems

MOD 1188 § 37. The working frequencies assignable for 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 15.

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 15. Nevertheless, administrations shall take into account, as far as possible, the provisions of Appendix 15 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
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- ADD 1191B § 38B. The frequency bands in No. 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 Nos. 1191A and 1191B one or more of the assignable frequencies designated in Appendix 15.
- ADD b)B Working Frequencies for Ship Stations using
 Narrow-Band Direct-Printing Telegraph and Data Transmission Systems
- ADD 1191D § 38D. Working frequencies assignable 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
```

(MOD)

- c) Working Frequencies for High Traffic Ship Stations
- MOD 1192 § 39. The working frequencies assignable to high traffic ship stations 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 station under its jurisdiction two or more of the series of working frequencies shown in Appendix 15 for vessels of this class. The total number of series of frequencies assigned to each ship should be determined by the traffic requirements.

NOC 1194-1195

MOD

d) Working Frequencies for Low Traffic Ship Stations

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 16 917·5 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 15).
- 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 one of the frequencies 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

(MOD)

e) Working Frequencies Available for Use by Ship Stations of all Categories

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 ship stations of all categories.

ANNEX 🔀

Revision of Article 33 of the Radio Regulations

Article 33 of the Radio Regulations shall be amended as follows:

ARTICLE 33

NOC 1209-1210

NOC 1211-1215

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 1217-1219

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.

R.1—28

NOC 1223

MOD 1224 [G/91 (52), DT/2, page 292, held in abeyance]

NOC 1225

(MOD) 1226 a) the carrier frequency 2 182 kc/s;

NOC 1227

ADD 1227AA [1/31 (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), DT/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

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 <u>call</u> 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

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... (number), K spoken as KILO in case of language difficulties); or
 - "Your No... to No... received, over" (or R spoken as ROMEO... (number), 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 VICTOR ALFA in case of language difficulties).
- 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

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].

ANNEX ...

Revision of Article 34 of the Radio Regulations

Article 34 of the Radio Regulations shall be amended as follows:

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) 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 (1)A. However, in the maritime mobile service, when a station called does not reply, the call may be repeated at three-minute intervals.

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(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), 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. The provision of this information is authorized only by 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].

ANNEX 💮

Revision of Article 35 of the Radio Regulations

Article 35 of the Radio Regulations shall be amended as follows:

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. This may be 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...].

NOC -

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.

R.1-37

However, unless otherwise specified in the present Regulations (see Nos. 984, 996, 1323, [1336] and [1337]):

- 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 and 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 No. 984). The class of emission to be used by emergency position-indicating radio beacons shall be as specified in Appendix 20A.

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.

ADD 1323.1 Whatever the class of emission used, the frequency 2 182 kc/s always designates the carrier frequency of the emission.

- 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 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.

ANNEX S

Revision of Article 36 of the Radio Regulations

Article 36 of the Radio Regulations shall be amended as follows:

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 also is 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.

R.1-40

ARTICLES 37, 38 AND 39

NOC 1496-1504

ANNEX 🍱

Revision of Article 40 of the Radio Regulations

Article 40 of the Radio Regulations shall be amended as follows:

ARTICLE 40

NOC 1505-1529

NOC 1530

NOC 1531-1559

ANNEX 💮

Addition of a new Appendix (Appendix 13A) to the Radio Regulations

The following new Appendix 13A shall be added to the Radio Regulations after Appendix 13:

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)

R.1-43

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 that this signal has a meaning similar to a signal appearing in the International Code of Signals.

Abbreviations Available for the Maritime Mobile Service

A. List of Abbreviations in Alphabetical Order

Abbre-	Question	Answer or Advice
viation	. Question	Allswei of 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-frequency 156-80 Mc/s)?	I can communicate by radio- telephony (channel 16-frequency 156·80Mc/s).
QOD	Can you communicate with me	I can communicate with you in
	in 0. Dutch 5. Italian 1. English 6. Japanese 7. Norwegian 3. German 8. Russian 4. Greek 9. Spanish?	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.
ДОН	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 onkc/s (or Mc/s) for signals of emergency position-indicating radiobeacons?	I am listening onkc/s (or Mc/s) for signals of emergency position-indicating radiobeacons.

Abbre- viation	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).
		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
	. 7	2. variable 3. bad.
QRJ	How many radiotelephone calls have you to book?	I have radiotelephone calls to book.
		7

Abbre- viation	Question	Answer or Advice
	m 0 0 4 4 4	
QRK	What is the intelligibility of my signals (or those of (name and/or call sign))?	The intelligibility of your signals (or those of (name and/or call sign)) is 1. bad 2. poor 3. fair 4. good
	-	5. excellent.
-		
QRL	Are you busy?	I am busy (or I am busy with (name and/or call sign)). Please do not interfere.
-		do not interest.
QRM	Is my transmission being interfered with?	Your transmission is being interfered with 1. nil 2. slightly 3. moderately 4. severely 5. extremely.
	3-12	5. Oktobioly.
QRN	Are you troubled by static?	I am troubled by static
147		slightly moderately 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.

Abbre- viation	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 cailing him onkc/s (or Mc/s)?	Please inform that I am calling him onkc/s (or Mc/s).
QRX .	When will you call me again?	I will call you again at hours (onkc/s (or Mc/s)).
QRY	What is my turn? (Relates to communication)	Your turn is Number (or according to any other indica-
	J. 181 v. 3	tion). (Relates to communica- tion).
QRZ	Who is calling me?	You are being called by (onkc/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
	4	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).
-		

Abbre- viation	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 (name and/or call sign)).
QSI		I have been unable to break in on your transmission.
		Will you inform (name and/or call sign) that I have been unable to break in on his transmission (onkc/s (or Mc/s)).
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 may 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 (or some previous telegram)?	Repeat the last telegram which you sent me (or telegram(s) number(s)).
QSN	Did you hear me (or (name and/or call sign)) onkc/s (or Mc/s)?	I did hear you (or (name and or call sign)) onkc/s (o Mc/s).

Abbre- viation	Question	Answer or Advice
QSO	Can you communicate with (name and/or call sign) direct (or by relay)?	I can communicate with (name and/or call sign) direct (or by relay through).
QSP	Will you relay to (name and/or call sign) free of charge?	I will relay to (name and/or call sign) free of charge.
QSQ	Have you a doctor on board (or is (name of person) on board)?	I have a doctor on board (or (name of person) is on board).
QSR	Shall I repeat the call on the calling frequency?	Repeat your call on the calling frequency; did not hear you (or have interference).
QSS	What working frequency will you use?	I will use the working frequencykc/s (or Mc/s) (in the high frequency bands normally only the last three figures of the frequency need be given).
QSU	Shall I send or reply on this frequency (or onkc/s (or Mc/s)) (with emissions of class)?	Send or reply on this frequency (or onkc/s (or Mc/s)) (with emissions of class).
QSV	Shall I send a series of V's (or signs) for adjustment on this frequency (orkc/s (or Mc/s))?	Send a series of V's (or signs) for adjustment on this frequency (orkc/s (or Mc/s)).
`QSW	Will you send on this frequency (or on kc/s (or Mc/s)) (with emissions of class)?	I am going to send on this frequency (or onkc/s (or Mc/s)) (with emissions of class).
QSX	Will you listen to (name and/or call sign(s)) onkc/s (or Mc/s)?	I am listening to (name and/or call sign(s)) onkc/s (or Mc/s).
QSY	Shall I change to transmission on another frequency?	Change to transmission on another frequency (or on kc/s (or Mc/s)).

Abbre- viation	Question	Answer or Advice
1. 9.		
QSZ	Shall I send each word or group more than once?	Send each word or group twice (or times).
4.5	- 4	
QTA	Shall I cancel telegram (or message) number?	Cancel telegram (or message) number
	The second second	
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 (or for (name and/or call sign)).
13		
QTD*	What has the rescue vessel or rescue aircraft recovered?	(identification) has recovered 1 (number) survivors 2. wreckage
Pi .		3 (number) bodies.
QTE	What is my TRUE bearing from you?	Your TRUE bearing from me is degrees at hours.
	What is my TRUE bearing from (name and/or call sign)?	Your TRUE bearing from (name and/or call sign) was degrees at hours.
	What is the TRUE bearing of (name and/or call sign) from (name and/or call sign)?	The TRUE bearing of (name and/or call sign) from (name and/or call sign) was degrees at hours.
		7
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 (or other indication of position), class at hours.

Abbre- viation	Question	Answer or Advice
QТG	Will you send two dashes of ten seconds each (or carrier) followed by your call sign (or name) (repeated times) (onkc/s (or Mc/s))?	I am going to send two dashes of ten seconds each (or carrier) followed by my call sign (or name) (repeated times) (on kc/s (or Mc/s)).
	Will you request (name and/or call sign) to send two dashes of ten seconds each (or carrier) followed by his call sign (and/or name) (repeated times) on kc/s (or Mc/s)?	I have requested (name and/or call sign) to send two dashes of ten seconds each (or carrier) followed by his call sign (and/or name) (repeated times) on kc/s (or Mc/s).
		-
QТН	What is your position in latitude and longitude (or according to any other indication)?	My position is latitude longitude (or according to any other indication).
:		•
QTI*	What is your TRUE course?	My TRUE course is degrees.
QTJ*	What is your speed?	My speed is knots (or kilometres per hour or statute miles per hour).
	(Requests the speed of a ship or air- craft through the water or air	(Indicates the speed of a ship or air- craft through the water or air
	respectively.)	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 (or kilometres
		per hour <i>or</i> statute miles per hour).
QTL*	What is your TRUE heading?	My TRUE heading is degrees.

Abbre- viation	Question	Answer or Advice
QTM*	What is your MAGNETIC heading?	My MAGNETIC heading is degrees.
QTN	At what time did you depart from (place)?	I departed from (place) at hours.
QТО	Have you left dock (or port)? or Are you airborne?	I have left dock (or port). or I am airborne.
QTP	Are you going to enter dock (or port)?	I am going to enter dock (or port).
, •	or Are you going to alight (or land)?	or I am going to alight (or 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 send your call sign (and/or name) for seconds?	will send my call sign (and/or 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 ofkc/s (or Mc/s) (from to hours)?	Stand guard for me on the frequency of kc/s (or Mc/s) (from to hours).
QTW*	What is the condition of survivors?	Survivors are in condition and urgently need

Abbre- viation	Question	Answer or Advice
QTX	Will you keep your station open for further communication with me until further notice (or untilhours)?	I will keep my station open for further communication with you until further notice (or 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 (name and or call sign)?	Here is news of (name and/or 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 (place of observation)?	Here is the information requested: (The units used for speed and distances should be indicated).
QUC	What is the number (or other indication) of the last message you received from me (or from (name and/or call sign))?	The number (or other indication) of the last message I received from you (or from (name and/or call sign)) is
QUD	Have you received the urgency signal sent by (name and/or call sign)?	I have received the urgency signal sent by (name and or call sign) at hours.
QUE	Can you speak in (lan-guage), with interpreter if necessary; if so, on what frequencies?	I can speak in (language) onkc/s (or Mc/s).
QUF	Have you received the distress signal sent by (name and/or call sign)?	I have received the distress signal sent by (name and/or call sign) at hours.

Abbre- viation	Question	Answer or Advice
QUH*	Will you give me the present barometric pressure at sea level?	The present barometric pressure at sea level is (units).
QUM	May I resume normal working?	Normal working may be resumed.
QUN	1. When directed to all stations: Will vessels in my immediate vicinity or (in the vicinity of latitude longitude) or (in the vicinity of) 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	Please search for 1. aircraft 2. ship
* 1.3	3. survival craft in the vicinity of latitude longitude (or according to any other indication)?	3. survival craft in the vicinity of latitude longitude (or according to any other indication).
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 (or according to any other indication).

Abbre- viation	Question	Answer or Advice
1		
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 (specify other marking).
QUU*	Shall I home ship or aircraft to my position?	Home ship or aircraft (name and/or call sign) 1. to your position by sending your call sign and long dashes onkc/s (or Mc/s) 2. by sending onkc/s (or Mc/s) TRUE track to reach you.
QUW*	Are you in the search area designated as (designator or latitude and longitude)?	I am in the (designation) 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 (specify other marking).

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).	
\overline{AR}	End of transmission.	
AS	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.	
BT	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 1 confirm).	
CL-	I am closing my station.	
COL	Collate (or I collate).	
CORREC- TION	Cancel my last word or group. The correct word or group follows (for radiotelephony).	
(KOR-REK- SHUN)		

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 (see Article 31).
CQ .	General call to all stations.
CS ***	Call sign (used to request a call sign).
DE	"from" (used to precede the name or 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 (or at hours).
E	East (Cardinal point) (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 (Knots).
MIN	Minute (or Minutes).
MSG	Prefix indicating a message to or from the master of a ship concerning its operation or navigation.
N	North (Cardinal point) (see No. 1400).
NIL .	I have nothing to send to you.
NO	No (Negative).
NW	Now.
NX	Notice to Mariners (or Notice to Mariners follows).
OK	We agree (or It is correct).
OL	Ocean Letter
P	Prefix indicating a private radiotelegram.
PBL	Preamble (used after a question mark in radiotelegraphy or after RQ in radiotelephony (in case of language difficulties) or after RPT, to request a repetition).
PSE	Please.
R	Received.
REF	Reference to (or Refer to).
RPT	Repeat (or I repeat) (or Repeat).

Abbreviation or Signal	Definition
RQ	Indication of a request.
S	South (Cardinal point) (see No. 1400).
SIG	Signature (used after a question mark in radiotelegraphy or after RQ in radiotelephony (in case of language difficulties) or after RPT, to request a repetition).
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 (see Nos. 1083 and 1314); used also as a prefix to the reply.
TU	Thank you.
TXT	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).
\overline{VA}	End of work.
w	West (Cardinal point) (see No. 1400).
WA	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).
WB	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).
WD	Word(s) or Group(s).
WX	Weather report (or Weather report follows).
XQ	Prefix used to indicate the transmission of a service note.
YZ	The words which follow are in plain language.

ANNEX

Revision of Appendix 16 to the Radio Regulations

Appendix 16 to the Radio Regulations shall be amended as follows:

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 *
\mathbf{A}	Alfa	AL FAH
В	Bravo	BRAH VOH
Ċ	Charlie	CHAR LEE or SHAR LEE
D	Delta	DELL TAH
E	Echo	ECK OH
F	Foxtrot	FOKS TROT
G	Golf	GOLF
Н	Hotel	HOH TELL
I	India	IN DEE AH
1	Juliett	JEW LEE ETT

^{*} The syllables to be emphasized are underlined.

Letter to be transmitted	Word to be used	Spoken as *
K	Kilo	KEY LOH
L	Lima	LEE MAH
M	Mike	MIKE
N	November	NO <u>VEM</u> BER
О	Oscar	OSS CAH
P	Papa	PAH PAH
Q	Quebec	KEH BECK
R	Romeo	ROW ME OH
S	Sierra	SEE AIR RAH
T	Tango	TANG GO
\mathbf{U}	Uniform	YOU NEE FORM or
		OO NEE FORM
V	Victor	VIK TAH
W	Whiskey	WISS KEY
X	X-ray	ECKS RAY
Y	Yankee	YANG KEY
Z	Zulu	Z00 L00

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 to be used	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

^{*} The syllables to be emphasized are underlined. ** Each syllable should be equally emphasized.

Figure or		
mark to be	Code word	Spoken as **
transmitted	to be used	
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, when communicating between themselves, may use any other table recognized by their administration.

NOC Appendices 21 and 22

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 1-1122 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 or modified by these revisions shall be abrogated.

* *

The delegates signing this revision of the Additional Radio Regulations, Geneva, 1959, hereby declare that, should an administration make reservations concerning the application of one or more of the revised provisions of the Additional Radio Regulations, Geneva, 1959, 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, Geneva, 1959, 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.

Additional Radio Regulations

ARTICLES 1, 2 AND 3

NOC 2001-2017

ANNEX 📆

Revision of Article 4 of the Additional Radio Regulations

Article 4 of the Additional Radio Regulations shall be amended as follows:

ARTICLE 4

NOC 2018-2030

SUP 2031

NOC 2032-2039

(MOD) 2040 § 11. The land station or ship or aircraft station charges for radiotelegrams 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 indica-

=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

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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

ANNEX AR

Revision of Article 7 of the Additional Radio Regulations

Article 7 of the Additional Radio Regulations shall be amended as follows:

	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	1) 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.

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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

ANNEX AR

Revision of Article 10 of the Additional Radio Regulations

Article 10 of the Additional Radio Regulations shall be amended as follows:

ARTICLE 10

MOD 2152 § 1. 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

ANNEX AR

Revision of Article 11 of the Additional Radio Regulations

Article 11 of the Additional Radio Regulations shall be amended as follows:

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, so far as existing conditions or special arrangements permit. In such cases the name or call sign of the station from which the radiotelegram was received is quoted.

ARTICLES 12, 13 AND 14

NOC 2161-2165

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. 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 undermentioned Resolutions and Recommendations of the Administrative Radio Conference, Geneva, 1959, are obsolete:

resolves

that the said Resolutions and Recommendations are abrogated.

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;
- 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

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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 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 has 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. requires 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.

RESOLUTION No. E

Relating to the notification of ship station frequencies used for narrow-band direct-printing telegraph and data transmission systems

The World Administrative Radio Conference, Geneva, 1967,

considering

- a) that in Appendix 15 certain sections of the HF bands allocated to the maritime mobile service are reserved for narrow-band direct-printing telegraph and 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 regulate the orderly use of frequencies for the transmission by ship stations of direct-printing telegraph signals or on what basis this might be done;
- 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 narrow-band direct-printing telegraph or data transmission systems for ships shall notify to the International Frequency Registration Board, for recording in the Master International

Frequency Register, and to the Secretary-General for inclusion in the List of Coast Stations, the frequencies on which ship stations participating 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 notified 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 referring to this Resolution;
- 3. that these entries in the Master Register shall not prejudge any decisions which may be taken by the World Administrative Radio Conference referred to in Recommendation No.

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 secondclass certificate;
- c) that the higher Morse code speed qualification of the first-class certificate may not 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:

- 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 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.
- 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 radiotelephone.
- 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 holding a radiocommunication operator's general certificate 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 holding a radiocommunication operator's general certificate 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.

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 to this Resolution);

requests the Secretary-General

to communicate the present Resolution together with the Annex to the Intergovernmental Maritime Consultative Organization.

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:

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 radiobeacons?
- I am listening on...kc/s (or Mc/s) for signals of emergency position-indicating radiobeacons.
- QOK Have you received the signal of an emergency position-indicating radiobeacon on ... kc/s (or Mc/s)?
- I have received the signal of an emergency positionindicating radiobeacon on ...kc/s (or Mc/s).

^{*} The mark "Full Stop":appears in the International Code of Signals but not in the figure spelling table of that Code.

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 (name and/or call sign).
QOE?	YJ	Have you received the safety signal sent by (name and/or call sign)?
QRX	YL	I will call you again at hours (onkc/s (or Mc/s)).
QRZ?	ΥM	Who is calling me?
QTA	YN	Cancel telegram (or message) No
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 - frequency 156 80 Mc/s)?
QTQ	YU	I am going to communicate with your station by means of the International Code of Signals (INTER-CO).
QSW	YW	I am going to send on this frequency (or onkc/s (or Mc/s)) (with emissions of class).
QSW	YX	I am going to send on this frequency (or onkc/s (or Mc/s)) (with emissions of class).
QSW	YY	I am going to send on this frequency (or onkc/s (or Mc/s)) (with emissions of class).
		(With chilosottis of olds).

^{**} In cases of slight differences of meaning, the wording in Appendix 13A is given.

App. 13A	International Code of Signals	Meaning **
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
	e (Dutch Italian English Japanese French Norwegian German Russian Greek Spanish
QRS	ZM	Send more slowly (words per minute).
QRS?	ZM1	Shall I send more slowly?
QSZ	ZN	Send each word or group twice (or times).
QRT	ZO	Stop sending.
QRT?	Z O1	Shall I stop sending?

- 4. 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.
- 5. Identical abbreviations or signals having only a slight difference of meaning

 $\mathbf{C}\mathbf{Q}$

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 for keeping adequate watch by ship stations 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 radiobeacons on the international distress frequency for radiotelephony;
- b) that ship stations which are equipped for radiotelegraphy but are also equipped for 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 the radiotelephony and radiotelegraphy international distress frequencies, it would increase the safety of ships and especially of those fitted for radiotelephony only;
- e) that a watch on both the radiotelephony and radiotelegraphy international distress frequencies would 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 radiotelephony distress frequency;

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resolves

that the Intergovernmental Maritime Consultative Organization be invited to consider this matter, as part of the study currently being undertaken on the maritime safety system, taking into account the possibility of eventual amendment to the pertinent provisions of the International Convention for the Safety of Life at Sea (London, 1960);

requests the Secretary-General

to communicate this Resolution to the Intergovernmental Maritime Consultative Organization.

RECOMMENDATION No. AA

Relating to a Reprint of the Radio Regulations and of the Additional 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, and by 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, Geneva, 1959, and the Additional Radio Regulations, Geneva, 1959, have undergone partial revision by the present Conference,

is of the opinion

that the task of administrations would be facilitated if these 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 or 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 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 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 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

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- 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 Administrative Council Decision No. 346;

requests

the Secretary-General and the I.F.R.B. also to study this question and to submit their suggestions to administrations in due time.

INTERNATIONAL TELECOMMUNICATION UNION MARITIME CONFERENCE

GENEVA, 1967

Document No. 315-E 20 October 1967 Original: English

PLENARY MEETING

REPORT OF COMMITTEE 2

- 1. The Credentials Committee held two meetings. At the first of these it set up a Working Group, the terms of reference of which 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.
- 2. 1) On the basis of the report of the Working Group, the Credentials Committee considers that the credentials of the representatives of countries 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 the delegations of other Members 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.
- 3. The delegation of the Kingdom of Morocco has not yet deposited credentials.
- Meeting 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 thereto. It considers that, while Viet-Nam may not at present have the right to vote at conferences of the Union, its delegation may nevertheless sign the Final Acts of the Conference.
- 5. The Credentials Committee has entrusted its Chairman with the task of examining any further credentials which may be received prior to the signing ceremony and of reporting thereon directly to the Plenary Meeting.

A. PETTI Chairman of Committee 2

Annex: 1

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$A \ N \ N \ E \ X$

A. CREDENTIALS FOUND IN ORDER

Algeria (Algerian Democratic and Popular Republic)

Argentine Republic

Australia (Commonwealth of)

Austria

Belgium

Brazil

Cameroon (Federal Republic of)

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

Ghana

Annex to Document No. 315-E

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Page 4
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Greece
Guyana
Hungarian People's
  Republic
India (Republic of)
Indonesia (Republic of)
Ireland
Iceland
Israel (State of)
Italy
Jamaica
Japan
                            (powers delegated to the State of
Jordan (Hashemite
                             Kuwait (Document No. 226))
  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
Portuguese Oversea
  Provinces
Federal Republic of
  Germany
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Roumania (Socialist Republic of)

Annex to Document No. 315-E Page 5

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)

Viet-Nam (Republic of)

Yugoslavia (Federal Socialist Republic of)

B. PROVISIONAL CREDENTIALS

Bulgaria (People's Republic of)

Chile

Congo (Democratic Republic of)

INTERNATIONAL TELECOMMUNICATION UNION MARITIME CONFERENCE

GENEVA, 1967

Document No. 316-E 24 October 1967 Original: French

DECLARATION

BY THE DELEGATION OF THE SOCIALIST REPUBLIC OR ROUMANIA
TO THE WORLD ADMINISTRATIVE MARITIME RADIO CONFERENCE

The delegation of the Socialist Republic of Roumania declares that the persons sent by the Chiang-Kai-Shek group have no right to represent China and cannot, therefore, take part in the work of this Conference on behalf of the Government and the people of China.

Only the legitimate representatives of the People's Republic of China are entitled to represent the Government and the people of China and to participate on their behalf in the work of the International Telecommunication Union and the conferences - including the present Conference - organized under its auspices.

V. NICOLESCU

Head of the Delegation of the Socialist Republic of Roumania



INTERNATIONAL TELECOMMUNICATION UNION MARITIME CONFERENCE

GENEVA, 1967

Document No. 317-E 25 October 1967 Original: English

STATEMENT BY THE DELEGATION OF

THE UNITED STATES OF AMERICA

TO THE I.T.U. MARITIME RADIO CONFERENCE

The delegation of the United States of America wishes to refer to statements which have been circulated by the delegations of the U.S.S.R., Bulgaria, Czechoslovakia, Hungary, Poland and Roumania concerning the representation of China at the World Administrative Radio Conference of the International Telecommunication Union. The delegation of the United States of America wishes in this connection to record the view of the United States Government that the Government of the Republic of China and only the Government of the Republic of China is entitled to represent China at this Conference. It is also the view of the United States Government that the question of the representation of China is a political issue which should properly be dealt with in the United Nations General Assembly and not in technical conferences and organs of specialized agencies which should be guided by the relevant decision of the United Nations General Assembly.

Robert T. BARTLEY

Head of the Delegation of the United States of America

October 24, 1967



INTERNATIONAL TELECOMMUNICATION UNION MARITIME CONFERENCE

GENEVA, 1967

Document No. 318-E 24 October 1967 Original : French

COMMITTEE 6

TO COMMITTEE 6 (OPERATION)

LIST V - LIST OF SHIP STATIONS

Working Group 6A has examined the suggestions submitted by the Secretary-General in Document No. 119 and <u>recommends</u> that Committee 6 take the following decisions:

- 1. Appendices 9 and 10 will be modified so that the List of Ship Stations (List V) may be published with the aid of the I.T.U. computer, starting with the 1969 edition.
- 2. Studies will be continued to investigate the possibilities of improving the layout of List V. In deciding on what the final solution shall be, (direct printing or intermediate processes), the Secretary-General shall take account of the need for satisfactory legibility and minimum sales costs as well as the experience gained in publishing service documents (notably, the List of Telegraph Offices) with the aid of the I.T.U. computer.



INTERNATIONAL TELECOMMUNICATION UNION MARITIME CONFERENCE

GENEVA, 1967

Document No. 319-E 24 October 1967 Original : English

PLENARY MEETING COMMITTEE 6

FOURTH REPORT OF COMMITTEE 5

- I. Timetable for the transition to SSB in the bands between 4000 and 23 000 kc/s (see paragraphs in the attached Resolution)
 - 1. It was decided that as from 1 January 1972 coast stations should cease DSB emissions entirely. This decision was taken after a vote which gave the following results:
 - 34 administrations could accept the date 1 January 1972;
 - 10 administrations were opposed to that date;
 - 4 administrations abstained.

The <u>delegation</u> of the <u>U.S.S.R.</u> reserved its right to re-open the discussion when the question was further submitted to the Plenary Meeting.

- 2. It was 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.
- J. It was also decided that as from 1 January 1978 DSB emissions should completely cease, the only classes of emissions permitted being A3A and A3J. However, the <u>delegation of Poland</u> reserved its right to re-open this question at the Plenary Meeting, this delegation being able only to accept the date of 1 January 1980.
 - 3.1 The discussions which took place on this subject 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.



Finally the text which appears in paragraph 3 under, resolves that of the draft resolution was adopted after a vote which gave the following results:

- 20 administrations were in favour of that text;
 - 4 administrations were opposed to it;
- 4 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 1.

II. Use of class A3B emissions

It was decided that the question as to whether or not class A3B emissions will continue to be authorized after the new allotment plan is implemented should be considered by the conference which will be convened in 1973.

To this effect the Committee adopted the text of a draft resolution which appears in Annex 2.

III. Designation of common frequencies in the MF bands for use by the radiotelephone coast stations for their communications with ships of other nationality

The Committee has studied 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, after having examined the Master International Frequency Register, it concluded that it was not possible, for the time being, to designate such frequencies. Consequently, the Committee adopted the text of a draft recommendation to the effect that proposals should be made by the administrations to the next appropriate 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 3.

IV. Technical characteristics of SSB transmitters

The Committee agreed that technical characteristics of SSB transmitters used in the maritime mobile service in the bands between 1605 and 4000 kc/s, and between 4000 and 23 000 kc/s, should be specified in the Radio Regulations.

These specifications will be contained in a new Appendix 17A, the text of which appears in Annex 4.

As a consequence of the decision taken with respect to the tolerances to be applied to SSB transmitters, the Committee felt it necessary to amend the table of frequency tolerances which is the subject of Appendix 3. These modifications are indicated in Annex 5. (See also paragraph V.)

V. Technical characteristics of VHF transmitters with 25 kc/s channel spacing

- 1. The Committee decided that the technical characteristics for equipment with 25 kc/s channel spacing should conform with the standards laid down in a new section B in Appendix 19. (See Annex 6 to this report.)
- 2. As a consequence, the Committee decided that the specifications contained in the present Appendix 19 applying to transmitters and receivers using 50 kc/s spacing should form the section A of the new Appendix 19.

It was also decided to amend paragraph 4 of this Appendix in order to put the text in line with the phrasing of C.C.I.R. Recommendation No. 425. (See Annex 7.)

3. As a consequence of the introduction of characteristics contained in section B, Appendix 19, the relevant tolerances in Appendix 3 have been changed. (See Annex 5 to this report).

VI. Port-Operation services

- 1. The Committee decided to amend the definition of the Port-Operation service given in Article 1. (See Annex 7.)
- 2. As a consequence, the text of No. 1371 of Article 35 was modified. The new text of this number appears in Annex 8.
- 3. The Committee also considered a proposal submitted by the United Kingdom and contained in Document No. 78 to the effect that the following new paragraph should be added in Article 35:

Document No. 319-E Page 4

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 Committee regarded that matter as being under the terms of reference of Committee 6. (See also Annex 8.)

VII. Communications on inland waterways

The Committee adopted the additional text for No. 287 of the Radio Regulations. The new text of this number appears in Annex 9 to provide for the use of the VHF bands, allocated to the maritime mobile service, for communications on inland waterways.

The Chairman

P. MORTENSEN

Annexes: 9

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;
- 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 Final Acts of this Conference or in any decision concerning the use of class of emission A3B which may be taken by the Conference mentioned in Resolution No. \(\subseteq \text{Document No. 266.} \) Annex 27 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 installation made in ship stations shall consist solely of single sideband equipment.

Annex 1 to Document No. 319-E

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 1972, coast stations shall cease all double sideband emissions.
- Juntil 1 January 1978, coast stations equipped for single sideband operations shall, and ship stations equipped for single sideband operations should, be able to use Class A3H emissions in addition to Class A3A and A3J emissions. In any event, ship stations shall until 1 January 1972 be able to use either:
 - 1) Class A3 emission or
 - 2) Classes of emission A3H, A3A and A3J.
- 4. As from 1 January 1978 Class A3A and A3J emissions only shall be authorized.

further resolves

that Recommendation No. 28 of the Administrative Radio Conference, Geneva 1959, be abrogated. 7 [*]

^{*} Note for the drafting Committee: This paragraph may be included in Resolution No.A.

WNNEX 5

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. \(\sum_{Document} \text{No. 230/}; \)

resolves

- 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 conference which is the subject of Recommendation

 No. \[
 \int Document No. 230 \int shall consider whether Class A3B emissions should be maintained after that date.

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DRAFT RECOMMENDATION No. ...

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;
- that reducing the number of receiver crystals required, the cost of single sideband receivers is kept to a 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

- 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;
- 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.

ADD

APPENDIX 17A

Technical Characteristics of SSB Transmitters Used in the Maritime Mobile Service for Radiotelephony in the Bands between 1605 and 4000 kc/s and between 4000 and 23 000 kc/s

- 1. Classes of emissions:
 - a) For emissions in class A3J the power of the carrier shall be at least 40 db below the peak envelope power of the emission.
 - b) For emissions in class A3A the power of the carrier shall be 16 ± 2 db below the peak envelope power of the emission.
- 2. Coast and ship stations shall use only upper sideband emissions.
- 3. The transmitter audio-frequency band shall be 350 to 2700 c/s, with a permitted amplitude variation of 6 db.
- 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; the short-term limits (of the order of 15 minutes) shall be ± 40 c/s.
- 5. The unwanted frequency modulation of the carrier shall be sufficiently low to prevent harmful distortion.

6. 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 in accordance with the following table:

Frequency separation Δ kc/s from the assigned frequency 1	Minimum attenuation below peak envelope power
1.6 < ∆ ≤ 4.8	28 db
4.8 < ∆ ≤ 8.0	38 db
8.0 < Δ	43 db, without exceeding the power of 50 milliwatts

Transmitters when using reduced carrier or suppressed carrier emission may, as far as spurious emissions are concerned, 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.

The assigned frequency shall be 1 400 c/s higher than the carrier frequency.

APPENDIX 3

	Band : 1605 to 4000 kc/s		
MOD	O Tond stations		
MOD	2. Land stations - power 200 W or less	100	100 h)
	- power above 200 W	50	50 h)
MOD	3. Mobile stations		
	a) Ship stations	200	200 i)
1			
	Band : from 4 to 29.7 Mc/s		
	* * * * * * * * * * * * * * * * * * *		
	2. Land stations:		·
MOD	a) coast stations:		
	- power 500 W or less	50	50 h)
	- power above 500 W	50 *	30* h)
	and 5 kW or less	1	
	- power above 5 kW	50.	15 h)

MOD

3. Mobile stations:

ship stations

2.	emissions other than	-	
	class Al		
	- power 50 W or less	50 c)	50 c) i)
	- power above 50 W	50	50 i)

Ban	d: 100 to 470 Mc/s		
2.	Land stations:		
	a) Coast stations	100	20 j)
	b)		·
	c)		,
ه خام	3		
3.	Mobile stations :		
	a) Ship stations and		
	survival craft		·
	stations :		
	- in the band 156 -		
	17 ⁴ Mc/s	100	20 j)

ADD h) For coast radiotelephone SSB transmitters the tolerance is 20 c/s

ADD i) For ship radiotelephone SSB transmitters the tolerance is 100 c/s. (See also Appendix 17A)

ADD j) For transmitters put into service after 1 January 1973, the tolerance of 10 parts in 10 shall apply; this tolerance is applicable to all transmitters after 1 January 1983.

MOD

APPENDIX 19

Technical Characteristics for Transmitters and Receivers

Used in the Maritime Mobile Service in the 156-174 Mc/s Band

(See Articles 28 and 35, Appendix / 18 7 and Resolution No. ...)

Section A:

Transmitters and receivers using 50 kc/s spacing between adjacent channels

- 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 15 kc/s as nearly as practicable. In no event shall the frequency deviation exceed ± 15 kc/s. However, it is recognized that under certain conditions, the percentage of modulation may be decreased to avoid adjacent channel interference.
- 3. When transmitting on any of the frequencies designated in the Table in Appendix 18, the emission of each station shall be polarized vertically at the source.
- 4. The audio frequency band shall be limited to 3 000 c/s.

Section B:

Transmitters and receivers using 25 kc/s spacing between adjacent channels

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.
- The frequency tolerance for coast and ship stations shall not exceed: 10.10^{-6} .
- 4. When transmitting on any of the frequencies designated in the Table in Appendix 18, the emission of each station shall be polarized vertically at the source.
- 5. The audio frequency band shall be limited to 3 000 c/s.
- 6. It shall be possible to reduce, readily, the effective radiated power of ship station to 1 watt or less.

		Article 1
MOD	37	"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. Messages
		which are of a public correspondence nature shall be
		excluded."
ADD	38A	"Port station: A coast station in the Port Operations
	•	Service".
-		

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		Article 35
		• • • • • • • • • • • • • • • • • • • •
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.
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. Messages which are of a public correspondence nature are excluded.

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Article 5

MOD 287

The frequency 156.8 Mc/s is the international safety and calling frequency for the maritime mobile VHF radiotelephone service. Administrations shall ensure that a guard-band of 75 kc/s on each side of the frequency 156.8 Mc/s is provided. The conditions for the use of this frequency are contained in Article 35.

In the bands 156.025-157.425 Mc/s, 160.625-160.975 Mc/s and 161.475-162.025 Mc/s, each administration shall give priority to the maritime mobile service on only such frequencies as are assigned to stations of the maritime mobile service by that administration (see Article 35).

Any use of frequencies in these bands by stations of other services to which they are allocated, should be avoided in areas where such use might cause harmful interference to the maritime mobile VHF radiotelephone service.

"However, the frequency bands in which priority is given to the maritime mobile service may be used for radiotelephone communications on inland waterways, subject to agreements between interested and affected administrations and taking into account current usage and existing agreements."

INTERNATIONAL TELECOMMUNICATION UNION

Document No. 320-E

MARITIME CONFERENCE

25 October, 1967

Geneva, 1967

PLENARY MEETING (FIRST READING)

B. 7

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	307	3-5	Rés. K	New arrange-
4	307	3-3	Kes. K	ment of bands
	7.			(4-23 000 kc/s)
] ,	7 =	No. 573	(1.25 000 Re/s)
		. 8-12	Res. L	Transfer of
				assignments
				(4-23 000 kc/s)
	200	13	Rec. DD	Port radar
				· images
5	319	17	Art. 1 (37, 38A)	
		21	Art. 5 (287)	
		19	Art. 35 (1367A,	
			1371)	
	0	11-12	App. 17A	
		15-16	App. 19	
		5-6	Res. M	SSB technique
		_	_ 1	(4-23 000 kc/s)
		17	Res. N	A3B
, .		15.16	D: PP	(4-23 000 kc/s)
4	307	15-16	Rec. EE	Harmonic
			16	relationship,
5	210	9-10	Rec. FF	channel spacing Common
5	319	9-10	NCC. FF	frequencies
				Trequencies
				I

Chairman of the Editorial Committee

Habib BEN CHEIKH



Annex: Pages B.7/01-21

RESOLUTION No. K

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

- a) that each of the HF radiotelegraphy and radiotelephony bands allocated to the maritime mobile service by the Administrative Radio Conference, Geneva, 1959, has been modified to make additional channels available for radiotelephony;
- b) that 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) that changes in frequency assignments should be made as soon as possible so that the advantages of the rearrangement of bands may be realized at the earliest opportunity;
- d) that the transfer of assignments should be made with the least possible disruption of the service rendered by each station;
- e) that the transfer of assignments should be made in such a manner that harmful interference between stations involved is avoided during the implementation period;

resolves

- 1. that the implementation of the decisions made by this Conference relating to the rearrangement of the HF bands allocated to the maritime mobile service should follow an orderly procedure for the transfer of the existing services from the old to the new assignments;
- 2. that administrations shall make every effort to implement the rearrangement in accordance with the time schedule in Annexes 1 and 2.

	Step of implementation	Starting date	Completion date
Step 1	Vacate low traffic ship working channels 85 to 98	As soon as possible	1 February 1970
			7
Step 2	Transfer coast telegraph stations to new assignments made available by Step 1	2 February 1970 (In accordance with Resolution No)	28 February 1970
	, and of 2.0p		1
Step 3	Authorize coast telephone sta- tions to use the channels vacated by coast telegraph stations in	1 March 1970	. 1-

	<u> </u>		
Ste	ep of implementation	Starting date	Completion date
Step 1 a)	Transfer high traffic ship tele- graphy (A1) stations to their new frequencies	1 January 1969	30 June 1969
b)	Vacate calling channel No. 1 (the lowest assignable calling frequency in each band) of Section A, Appendix 15	1 January 1969	30 June 1969
	(Geneva, 1959)		
Step 2	Transfer direct-printing tele- graph systems to their new	1 July 1969	31 October 1969
-1 17	bands	-	-
Step 3	Transfer wide-band telegraph systems upward in frequency,	1 November 1969	31 December 1969
9	as needed		
Step 4	Change frequency usage specified in Section B, Appendix 15 (Geneva, 1959), to	1 January 1970	28 February 1970
:	that specified in Appendix 17 (Revised)	100	
Step 5	Ship stations may commence use of the new simplex and duplex ship channels	1 March 1970	-
	1		

ARTICLE 9

MOD 573 § 26. (1) Frequency Bands:

10 - 2 850 kc/s
3 155 - 3 400 kc/s
3 500 - 3 900 kc/s in Region 1
3 500 - 4 000 kc/s in Region 2
3 500 - 3 950 kc/s in Region 3
4 231 - 4 361 kc/s
6 345·5 - 6 514 kc/s
8 459·5 - 8 728·5 kc/s
12 689 - 13 107·5 kc/s
16 917·5 - 17 255 kc/s
22 374 - 22 624·5 kc/s

RESOLUTION No. L

Relating to the Transfer of certain Frequency Assignments for Coast Radiotelegraph Stations in the Frequency Bands allocated exclusively to the Maritime Mobile Service between 4 000 and 23 000 kc/s

The World Administrative Radio Conference, Geneva, 1967,

considering

- a) that the frequency band limits for radiotelegraph coast stations have been modified as a result of the revision of Appendices 15 and 17;
- b) that the new limits of the frequency bands for coast radiotelegraph stations are:

4 231 - 4 361 kc/s 6 345·5 - 6 514 kc/s 8 459·5 - 8 728·5 kc/s 12 689 - 13 107·5 kc/s 16 917·5 - 17 255 kc/s 22 374 - 22 624·5 kc/s

recognizing

that the rearrangement of the frequency usage within the frequency bands allocated to the maritime mobile service should be carried out in several stages and that the transfer of certain coast radiotelegraph station frequency assignments governs any subsequent arrangements and should therefore be one of the phases of the rearrangement;

resolves

- 1. that the frequency assignments to coast radiotelegraph stations which, on the date of entry into force of the Final Acts of this Conference, are recorded in the Master International Frequency Register, shall be transferred as follows:
 - any frequency assignment f in the 4 361 4 368 kc/s band shall be transferred to the frequency f-129 kc/s;

- any frequency assignment f in the 6514 6525 kc/s band shall be transferred to the frequency f-168 kc/s;
- any frequency assignment f in the 8 728.5 8 745 kc/s band shall be transferred to the frequency f-269 kc/s;
- any frequency assignment f in the 13 107.5 13 130 kc/s band shall be transferred to the frequency f-419 kc/s;
- any frequency assignment f in the 17 255 17 290 kc/s band shall be transferred to the frequency f-338 kc/s;
- any frequency assignment f in the 22 624.5 22 650 kc/s band shall be transferred to the frequency f-251 kc/s;
- 2. that low traffic ships will discontinue the use of frequencies above 4 229 kc/s, 6 343.5 kc/s, 8 458 kc/s, 12 687 kc/s, 16 916 kc/s and 22 370 kc/s as soon as practicable, and in any event not later than 1 February 1970;
- 3. that between 2 February 1970 and 28 February 1970 administrations shall transfer the transmitting frequencies of their coast radiotelegraph stations as indicated in paragraph 1 above. Administrations shall notify the I.F.R.B. of these transfers, in accordance with the provisions of Section I of Article 9 of the Radio Regulations;
- 4. provided that the notices received by the I.F.R.B. in accordance with paragraph 3 above do not contain any change in the basic characteristics of the originally recorded assignment, other than the assigned frequency, the I.F.R.B. shall record the change in the Master Register. The dates to be entered in the appropriate parts of column 2 shall be those of the original assignment. Should any other change in the basic characteristics of the original assignment be notified, this change shall be dealt with in accordance with the provisions of Article 9 of the Radio Regulations;
- 5. that on 1 March 1970 the I.F.R.B. shall also include in the Master Register, in respect of each original assignment the transfer of which has not at that time been notified to the Board, a provisional entry determined in accordance with paragraph 1 above. For such provisional entries, the dates in column 2 recorded for the original assignment shall be retained. The original entries shall be retained in the Master Register

but with a special remark in the "Remarks" column and any dates in column 2a shall be transferred to column 2b;

- 6. that thirty days after 1 March 1970, the I.F.R.B. shall send to those administrations which have not yet notified the transfer of frequency assignments to their coast radiotelegraph stations in accordance with paragraphs 1 and 3 above, an extract from the Master Register showing the relevant entries contained therein on their behalf, and shall remind them of the provisions of this Resolution;
- 7. that if, sixty days after the despatch of these extracts, an administration has still not notified to the I.F.R.B. the transfer of an existing assignment in accordance with paragraphs 1 and 3 above, the corresponding provisional new entry shall be deleted from the Master Register and the original entry shall be retained with its date in column 2b and a special remark in the "Remarks" column; if, however, the administration concerned notifies the transfer during the sixty days period, the provisions of paragraph 4 above shall apply;
- 8. that in those cases where the foregoing transfer procedure will result in an increase in the probability of a specific frequency assignment causing or experiencing harmful interference, the I.F.R.B. shall render such assistance as will be necessary to the administrations concerned in order to solve the problem. In doing so, the I.F.R.B. shall apply the provisions of No. 534 or Nos. 629 to 633 of the Radio Regulations, as the case may be.

RECOMMENDATION DD

Relating to Transmission by Television of Port Radar Images to Ships

The World Administrative Radio Conference, Geneva, 1967,

considering

- a) that there may be a future requirement for the transmission by television of port radar images from shore to ships, in congested waters;
- b) that the Table of Frequency Allocations does not provide spectrum space for this purpose;

recommends

- 1. that as a matter of urgency, administrations and the Intergovernmental Maritime Consultative Organization study the operational need and the characteristics for such systems and inform the Secretary-General of the results of these studies;
- 2. that if such an operational need does exist, the C.C.I.R. be invited to determine the most suitable order of frequencies required for this purpose, and the technical parameters to be met by such systems;
- 3. that administrations be prepared to take a decision in this matter at the next World Administrative Radio Conference competent to deal with the matter.

ARTICLE 1

MOD 37 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. Messages which are of a public correspondence nature shall be excluded. ADD 38A Port Station: A coast station in the Port Operations Service. ARTICLE 5 The frequency 156.8 Mc/s is the international safety and calling frequency for the maritime mobile VHF radiotelephone service. Administrations shall ensure that a guard-band of 75 kc/s on each side of the frequency 156.8 Mc/s MOD 287 is provided. The conditions for the use of this frequency are contained in In the bands 156·025-157·425 Mc/s, 160·625-160·975 Mc/s and 161·475-162.025 Mc/s, each administration shall give priority to the maritime mobile service on only such frequencies as are assigned to stations of the maritime mobile service by that administration (see Article 35). Any use of frequencies in these bands by stations of other services to which they are allocated should be avoided in areas where such use might cause harmful interference to the maritime mobile VHF radiotelephone service. However, the frequency bands in which priority is given to the maritime mobile service may be used for radiotelephone communications on inland waterways, subject to agreements between interested and affected administrations and taking into account current frequency usage and existing agreements.

ADD 1367A (5) However, ship stations within the service area of a Port Operations Coast Station may maintain watch either on 156.80 Mc/s or on the appropriate port operations frequency if watch cannot be maintained on both. MOD 1371 § 22. Communications on port operations channels shall be restricted to those relating to operational handling, the movement and the safety of ships and, in emergency, to the safety of persons. Public correspondence messages are excluded.

ARTICLE 35

ADD

APPENDIX 17A

Technical Characteristics of Single Sideband Transmitters Used in the Maritime Mobile Service for Radiotelephony in the Bands between 1 605 and 4 000 kc/s and between 4 000 and 23 000 kc/s

- 1. Classes of emission:
 - a) For class A3A emission the power of the carrier shall be 16 ± 2 db below the peak envelope power.
 - b) For class A3J emission the power of the carrier shall be at least 40 db below the peak envelope power.
- 2. Coast and ship stations shall use only the upper sideband.
- 3. The transmitter audio-frequency band shall be 350 to 2 700 c/s, with a permitted amplitude variation of 6 db.
- 4. The carrier frequencies shall be maintained within the following limits:
 - a) coast stations: \pm 20 c/s;
 - b) ship stations: \pm 100 c/s; the short-term limits (of the order of 15 minutes) shall be \pm 40 c/s.
- 5. The unwanted frequency modulation of the carriers shall be sufficiently low to prevent harmful distortion.
- 6. When class A3H, A3A or A3J emission is used, the power of any unwanted emission delivered to the antenna transmission line on any discrete frequency shall, when the transmitter is driven to full peak envelope power, be in accordance with the following table:

B.7-11

Minimum attenuation below peak envelope power (db)	
28	
38	
43, without exceeding the power of 50 milliwatts	

Transmitters using reduced carrier or suppressed carrier emission may, as far as spurious emissions are concerned, be tested for compliance with this regulation by means of a two-tone audio input signal with a frequency separation between the tones such that all intermodulation products occur at frequencies at least 1.6 kc/s removed from the assigned frequency.

¹ The assigned frequency shall be 1 400 c/s higher than the carrier frequency. [No. 445A]

APPENDIX 19

Technical Characteristics for Transmitters and Receivers Used in the Maritime Mobile Service in the 156-174 Mc/s Band

(See Articles 28 and 35, Appendix [18] and Resolution No.



- Section A. Transmitters and receivers using 50 kc/s-spacing between adjacent channels
- Only frequency modulation with a pre-emphasis of 6 db/octave (phase modulation) shall be used.
- The frequency deviation corresponding to 100% modulation shall approach 15 kc/s as nearly as praticable. In no event shall the frequency deviation exceed ± 15 kc/s. However, it is recognized that under certain conditions, the percentage of modulation may be decreased to avoid adjacent channel interference.
- When transmitting on any of the frequencies designated in the Table in Appendix [18], the emission of each station shall be polarized vertically at the source.
- The audio frequency band shall be limited to 3 000 c/s.
- Section B. Transmitters and receivers using 25 kc/s-spacing between adjacent channels
- Only frequency modulation with a pre-emphasis of 6 db/octave (phase modulation) shall be used.
- The frequency deviation corresponding to 100% modulation shall approach 5 kc/s as nearly as practicable. In no event shall the frequency deviation exceed \pm 5 kc/s.
- The frequency tolerance for coast and ship stations shall not exceed 10 parts in 106.

B.7-13

- 4. When transmitting on any of the frequencies designated in the Table in Appendix [18], the emission of each station shall be polarized vertically at the source.
- 5. The audio frequency band shall be limited to 3 000 c/s.
- 6. It shall be possible to reduce, readily, the effective radiated power of a ship station to 1 watt or less.

RESOLUTION No. M

Relating to the Use of Single Sideband Technique in the Radiotelephone Maritime Mobile Service Bands between 4 000 and 23 000 kc/s

The World Administrative Radio Conference, Geneva, 1967,

considering

- a) Recommendation No. 28 and Resolution No. 3 of the Administrative Radio Conference, Geneva, 1959;
- Becommendation No. 3 contained in the Final Report of the Panel of Experts convened for the purpose of devising ways and means of reducing the congestion in 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 Final Acts of this Conference or in any decision concerning the use of class of emission A3B which may be taken by the Conference mentioned in Resolution No. 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 installations made in ship stations shall consist solely of single sideband equipment. However, administrations shall endeavour to avoid installing new double sideband equipment in these stations from the time that the Final Acts of this Conference come into force;

- 2. As from 1 January 1972, coast stations shall cease all double sideband emissions;
- 3. Until 1 January 1978, coast stations equipped for single sideband operations shall, and ship stations equipped for single sideband operations should, be able to use class A3H emissions in addition to class A3A and A3J emissions. In any event, ship stations shall until 1 January 1972 be able to use either:
 - a) Class A3 emission, or
 - b) Classes of emission A3H, A3A and A3J;
- 4. As from 1 January 1978, class A3A and A3J emissions only shall be authorized.

[further resolves

that Recommendation No. 28 of the Administrative Radio Conference, Geneva, 1959, be abrogated.] [*]

^{[*} Note by the Drafting Committee: This provision will be included in Resolution No. A.]

RESOLUTION No. N

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, Geneva, 1967,

considering

- a) that certain administrations are at present using class A3B emission, 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.

resolves

- 1. that, as an exception, the use of class A3B emission, in addition to normal SSB emissions, may continue to be authorized up to the date when the new allotment plan enters into force, subject to agreements between administrations concerned and those whose services may be affected;
- 2. that the conference envisaged in Recommendation No. shall consider whether class A3B emission should be maintained after that date.

RECOMMENDATION No. EE

Relating to Harmonic Relationship and Channel Spacing in the High Frequency Bands used by Ship Stations for Radiotelegraphy

The World Administrative Radio Conference, Geneva, 1967,

considering

- a) that there is an urgent need for all services to utilize the high frequency spectrum with maximum efficiency;
- b) that new developments and advances in technique, and in frequency synthesizers in particular, are leading to more stable and reliable radiocommunication equipment;
- c) that the continued use of harmonically related frequencies and of the existing channel spacings may hinder the fullest use in the future of the bands allocated exclusively to the maritime mobile service for ships' radiotelegraph stations, especially the upper bands;
- d) that, in view of the time required for full utilization and amortization of equipment, any organized change of equipment for ships may require a period of some 20 years;

recommends

1. that administrations should study, in the light of advancing techniques, the problems relating to the future use of harmonic relationship in ships' radio equipment and to the determination of the optimum channel spacing and the number of channels in the calling bands allocated for high and low traffic ships; as indicated in Appendix 15 to the Radio

Regulations, and should submit their proposals for consideration by the next World Administrative Radio Conference competent to deal with the matter;

2. that administrations should consider whether the use of synthesized transmitters by ship stations will make it desirable to modify the provisions for low traffic ships of Nos. 1196 to 1201, in order to allow more flexibility in the choice of actual working frequencies.

RECOMMENDATION No. FF

Relating to the Designation of Common Frequencies in the Medium Frequency Bands for Use by the Radiotelephone Coast Stations for Communicating with Ships of other Nationalities

The World Administrative Radio Conference, Geneva, 1967,

noting

- a) that on small ships, fitted with single sideband equipment, a crystal-controlled spot frequency receiver is essential to facilitate correct tuning;
- b) that if such ships make international voyages and communicate with coast stations of other nationalities, they need to be provided with a considerable number of additional crystals;
- c) that by reducing the number of receiver crystals required, the cost of single sideband receivers can be kept to a satisfactory level;

considering

- a) that international working frequencies should be assigned to all coast stations for working with ships of other nationalities, without precluding their use for national purposes;
- b) that according to the Master International Frequency Register no frequencies appear to be available for common use by all coast stations for working with ships of other nationalities, either on a world-wide or on a regional basis;

recommends

- 1. that administrations study this question 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 frequencies for coast stations working with ship stations of other nationalities.

INTERNATIONAL TELECOMMUNICATION UNION MARITIME CONFERENCE

GENEVA, 1967

Document No. 321-E 24 October 1967 Original: French

Geneva, 24 October 1967

DECLARATION BY THE DELEGATION OF THE REPUBLIC OF VIET-NAM TO THE MARITIME CONFERENCE OF THE I.T.U.

The Delegation of the Republic of Viet-Nam protests most vigorously against what was said by the representative of the Castro régime at the 2nd meeting of the Credentials Committee. His words were nothing but fallacious political propaganda which has no place in an international meeting attended by eminent specialists.

The "National Liberation Front" mentioned by the delegate concerned is above all an army of aggressors trained and equipped by the Hanoi régime to infiltrate into the South with a view to seizing power by subversion and acts of terrorism.

Without wishing to embark on a useless polemic, the Viet-Namese Delegation would simply point out that Viet-Nam has been a Member of the I.T.U. and that it has always borne its share of the responsibilities in the field of radiocommunication and in all other international fields.



INTERNATIONAL TELECOMMUNICATION UNION MARITIME CONFERENCE

GENEVA, 1967

Document No. 322-E 25 October 1967

Original : French, English,

Spanish

PLENARY MEETING

NINTH REPORT OF COMMITTEE 4

Subject : Appendix 3

- 1. The Third Plenary Meeting agreed that the revision of Appendix 3 contained in Document No. 291 would be re-examined by Committee 4.
- 2. The attached texts were <u>unanimously adopted</u> by the twenty-sixth meeting of Committee 4.

F.G. PERRIN Chairman of Committee 4



Annex: 1

ANNEX

1. Page B.5-05 of Document No. 291 is modified, insofar as it relates to high traffic ships, to read as follows:

MOD 3. Mobile stations:

- a) Ship stations:
 - 1) Class Al emission

ADD - low traffic ships 200 200 j)

ADD - high traffic ships 50 j) m)

2) Emission other than

Class Al

- power 50 W or less 50 c) 50.c) k)

- 2. Page B.5-06 of Document No. 291 is modified, insofar as it relates to the <u>Footnotes to the Table of Frequency Tolerances</u>, to read as follows:
 - ADD <u>j</u>) A frequency tolerance of 50 parts per million shall be applicable in the case of assignments made after the entry into force of the Final Acts of the World Maritime Radio Conference, Geneva, 1967, to ship stations using the lowest or highest series of:
 - a) calling frequencies; and
 - \underline{b}) working frequencies for low traffic and high traffic ships (see Appendix 15).
 - ADD \underline{k}) For ship station transmitters used for direct-printing telegraphy or for data transmissions, the tolerance is 100 c/s

Annex to Document No. 322-E

Page 4

(with a maximum deviation of 40 c/s for short periods of the order of 15 minutes).

ADD 1) For coast station transmitters used for direct-printing telegraphy and for data transmissions, the tolerance is 40 c/s.

ADD <u>m</u>) Applicable to new transmitters installed after the date of entry into force of the Final Acts of the World Administrative Radio Conference, Geneva, 1967. Ship station transmitters installed before this date may continue to have a tolerance of 200 parts per million until 1 January 1973 from which date all ship station transmitters shall have a tolerance of 50 parts per million.

Note to the Editorial Committee

Footnote m) applies only to high traffic ships.

INTERNATIONAL TELECOMMUNICATION UNION MARITIME CONFERENCE

GENEVA, 1967

Document No. 323-E 25 October 1967 Original: French

COMMITTEE 3

Report by the Secretary-General

EXPENDITURE ON THE MARITIME CONFERENCE AS AT 20 OCTOBER 1967

A further interim statement of the accounts of the Maritime Conference is submitted herewith for the consideration of the Budget Control Committee. This statement shows that of the budget approved by the Administrative Council Swiss Francs 67 500 are still available.

As will be seen from the attached tables, the following transfers of credits from one subhead to another are proposed:

Subhead I (Item 7.703) to Subhead II (Item 7.705):

Sw. frs. 16,000 - Amortization of an assembly machine (instead of engagement of 7 operators)

Subhead III (Item 7.711) to Subheads I and II (Items 7.702, 7.706 and 7.707):

Sw. frs. 57,000 - Apportionment of the credits for printing a volume of proposals

Subhead I (Item 7.702) to Subhead II (various items)

Sw. frs. 40 000 -

In accordance with Article 15 of the Financial Regulations of the Union (1967 edition), the transfer of credits from one subhead to another requires the approval of the Budget Control Committee. I would therefore ask the Committee to be good enough to authorize these transfers of credits.

Mohamed MILI Secretary-General a.i.

Annex: 1



A N N E X

EXPENDITURE ON THE MARITIME CONFERENCE AS AT 20 OCTOBER 1967

Subheads and items	Transfer of credits Budget		Total credits	Actual	Commitment	Estimated ex-	Total estimated		
Subfleads and Items	Duager	Item to item Subhead to subhead		available	expenditure	expenditure	penditure	e x - penditure	
I. Staff				·		:			
7.701 - Administration									
- Salaries - Travel - Overtime - Miscellaneous					15,806.80 665,3 0 56.80	36,451.20 - 10,596.45	1,896 10,785.55 1.741.90	54,154 665.30 21,382 1,798,70	
	71,500	+ 7,000		78,500	16,528.90	47,047,65	14,423.45	78,000	
7.702 - Language services			**************************************						
- Salaries - Travel - Overtime - Miscellaneous		·			134,715,45 14,391,45	320,591,60 709,35 9,245,40	10,773 10,754.60 5,819.15	466,080.05 15,100.80 20,000 5,819,15	
	587,000	- 12,000	+ 38,000 - 40,000	573,000	149,106.90	330,546.35	27,346.75	507,000	
7.703 - Reproduction - Salaries - Travel - Cvertime - Miscellaneous					19,417,30	17,771.40 - 8,980,70	300 - 7,530.60 2,000	37,488.70 - 16,511.30 2,000	
	69,000	+ 3,000	- 16,000	56,000	19,417.30	26,752,10	9,830.60	56,000	
7.704 - Insurance - Accident Insurance - Sickness Insurance/Pension Fund	5,000	+ 2,000		7,000	35.45 2.187.95 2.223.40	- 50,60 50,60	3.498,55 1.227,45 4,726	3,534 3,466 7,200	
TOTAL, Subhead I	732,500	-	- 18,000	714,500	187, 276, 50	404,396.70	56,326.80	648,000	

Subheads and items	Budget	Transfer of credits		Total credits	Actual	Commitment to	Estimated ex-	Total estimated
	- Lange	Item to item	Subhead to subhead	available	expenditure	expenditure	penditure	ex- penditure
II. Premises and equipment 7.705. Premises, furniture, machin	ne s -							
- 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	50 000	F. 000	70000	63 666		de deo	800	800
7.706. Document Production	70 <u>,000</u>	+ 5,000	+ 16,000	91,000		77,750	13,250	91,000
- paper and offset workshop					24,534.75	16 ,7 85.80	9,679.45	51,000
- stencils					1,381.95	1,020	598.05	
- ink					1,112.10	460.10	427.80	2 000
- Final Acts					1,112,10	.00.10	90.000	90.000
- translation of Final Acts into R	and C.						15 000	15.000
	115,000	- 3,000	+ 9,000	161,000	27.028.80	18,265.90	115,705.30	161,000
7.707. Office supplies and overhea	ds		9	m in the second				
- office supplies	-				3,689.85	739.55	1,270,60	5.700
- removal expenses					999•	-	801	1.800
- postage, teleph., telegr.			•		16.331.90	-	1,668,10	
- local transport		-			1.197.40	_	70 2.60	1,900
- guide, badges, list of participa	ints				2,243.25		56.75	2,300
- miscellaneous, cars					6.45	1,900	493.55	2.400
- purchase of files					3,900			3,900
	27,000	- 1,000	+ 10,000	36,000	28 , 367.85	2,639,55	4,992,60	36,000
7.708. Simultaneous interpretation and other sound equipment	<u>1</u>	Part a n in a la sala la						
- hire of equipment								
- magnetic tapes, etc.		1.4.4				· ·	<u>. </u>	
•	1,000	- 1,000		-	-		,	

Subheads and items	Budget	Transfer	r of credits	Total credits	Actual	Commitment to		Total estimated
		item	to subhead	available	expenditure	expenditure	expenditure	expenditure
7.709 - Unforeseen	2,500			2,500	75	70	1,855	2,000
TOTAL, Subhead II	215,500		+ 75,000	290.500	55,471.65	98,725.45	135,802.90	290,000
III. Preparatory work							·	
7.710 - I.F.R.B. preparatory work				,				
- Staff				·	38,088.20	-	_	38,088.20
- Overtime - Sickness insurance - Miscellaneous					1,028.50 332.80 668.25	4,326.05 - -	- - 56 . 20	5,354.55 332.80 724.45
	45,000	-	-	45,000	40,117.75	4,326.05	` 56.20	44,500
7.711 - Book of proposals - Salaries						,		
Paper, offset plates, etc.Printing coverPurchase of filesDispatch costs								
	57,000	-	- 57,000	<u>-</u>	_	_	_	
TOTAL, Subhead III	102,000	-	- 57,000	45,000	40,117.75	4 ,3 26.05	56.20	44,500
TOTAL, SECTION 7.7 MARITIME CONFERENCE	1,050,000	_	-	1,050,000	282,865.90	507,448.20	192,185.90	982,500
Margin compared with the budget								67,500

INTERNATIONAL TELECOMMUNICATION UNION MARITIME CONFERENCE

GENEVA, 1967

Document No. 324-E 25 October 1967 Original: French

COMMITTEE 3

Report by the Secretary-General

COST OF PRINTING THE FINAL ACTS

Administrative Council Resolution No. 83 (amended) entitled:

ORGANIZATION, FINANCING AND LIQUIDATION OF THE ACCOUNTS OF CONFERENCES AND MEETINGS

contains the following provisions concerning publication of the Final Acts of conferences and meetings:

"20.1 If a conference or meeting prints, for its own use, documents of which typographical composition can subsequently be used, in whole or in part, for the printing of the Final Acts, it must bear a percentage of the composition costs and the whole of the printing costs of the said document;

20.3 The percentage of the composition costs mentioned in paragraph 20.1 above, ... shall be decided by the Plenary Assembly of the Conference or meeting ...".

It is for the Budget Control Committee to make a proposal to the Plenary Meeting concerning the share of the composition costs to be debited to the Conference accounts. The Plenipotentiary Conference (Montreux) fixed this share, for its Final Acts, at one-third, as did all the conferences held in recent years, and it is suggested that the present Conference should do the same.

Taking the share as one-third, the sum to be borne by the Maritime Conference may be estimated at 90,000 Swiss francs. This sum takes account of the following factors:



Document No. 324-E Page 2

Number of pages : 280

Expenses:

Cost of composition and authors' corrections

Printing costs

Overtime of printing staff (night work, Saturdays and Sundays and waiting time)

	To be borne by						
Total	the Conference	Publications Budget					
60,000	20,000	40,000					
30,000	30,000						
40,000	40,000						
130,000	90,000	40,000					

Mohamed MILI Secretary-General a.i.

INTERNATIONAL TELECOMMUNICATION UNION MARITIME CONFERENCE

GENEVA, 1967

Document No. 325-E 25 October 1967

Original : French/

English/ Spanish

PLENARY MEETING

SEVENTH REPORT OF COMMITTEE 4

The text in Annex 1 and table in Annex 2 have been <u>unanimously</u> adopted by Committee 4, except for reservations made by the delegation of the <u>People's Republic of Poland</u> with regard to frequencies assignable to oceanographic data transmission.

F.G. PERRIN
Chairman of Committee 4

Annexes: 2



ANNEX 1

MOD

APPENDIX 15

Table of Frequencies to be used by Radiotelegraph Ship Stations in the Bands Between 4 and 27.5 Mc/s Allocated Exclusively to the Maritime Mobile Service (see Article 32).

In the table:

- a) the assignable frequencies in a given band for each usage are:
 - indicated by the lowest and highest frequency, in heavy type, assigned in that band;
 - regularly spaced, the number of assignable frequencies and the spacing in kc/s being indicated in italics;
- <u>b</u>) the vertical arrows indicate the harmonic relationship between the frequencies assigned in the different bands.

Annex to Document No. 325-E Page 5

ANNEX 2

FREQUENCIES ASSIGNABLE TO SHIP RADIOTELEGRAPH STATIONS USING THE MARITIME MOBILE SERVICE BANDS BETWEEN 4 AND 27.5 Mc/s

IOD APP 15

kc/s

Bands Mc/s	Limits	Tacsimile and	es wide- elegraph, mile and Oceanographic data trensmission Limits ling frequencies for direct printing tele- Limits Assign		Assignable working frequencies for high traffic ships	Calling Limits frequencies		Limits	Assignable working frequencies for low traffic ships		Limits			
,		special trans- mission system		*		graph and data systems	,	**	,			Group A	Group B	
4	4142.5	4144.54160.5 5 frequencies spaced 4	4162.5	4162.94165.6 10 frequencies spaced 0.3	4166	4166.54172 12 frequencies spaced 0.5	4172.25	4172.54177.5 11 frequencies spaced 0.5	4178	4178.54186.5 17 frequencies spaced 0.50	4187	4187.54208 v 4 84 frequen spaced 0	cies	4231
6	6216.5	6218.56242.5 7 frequencies spaced 4	6244.5	6244.96247.6 10 frequencies spaced 0.3	6248	6248.56258 20 frequencies spaced 0.5	6258.25	6258.756266.25 11 frequencies v spaced 0.75 v	6267	6267.756279.75 17 frequencies Vspaced 0.79	6280.5	6281.256312 6 84 frequen spaced 0		634 5.5
8	8288	82908326 10 frequencies spaced 4	8328	8328.48331.1 10 frequencies spaced 0.3	8331.5	83328341.5 20 frequencies spaced 0.5	8341.75	834283458355	8356	8357***.8373 17 frequencies V spaced 1 V	8374	83758416 8 84 frequentspaced		8459.5
12	12431 . 5	12433.512477.5 12 frequencies spaced 4	12479.5	12479.912482.6 10 frequencies spaced 0.3	12483	1248412503 20 frequencies spaced 1	12503.25	1250412513 12517,512532.5 20 frequencies, spaced 1.5	12534	12535.512559.5 17 frequencies spaced 1.5	12561	12562.512624 120 84 frequent spaced 1	cies	12689
16	16576	1657816634 15 frequencies spaced 4	16636.5	16636.916639.6 10 frequencies spaced 0.3	16640	1664116660 20 frequencies spaced 1	16660.5	16662 16672166841669016710 25 frequencies, spaced 2	16712	1671416746 17 frequencies spaced 2	16748	1675016832 166 84 frequent spaced 2	cies	16917.5
22	22112	2211422158 12 frequencies spaced 4	22160.5	22160.922163.6 10 frequencies spaced 0.3	22164	2216522184 20 frequencies spaced 1	22184.5	22187 22221 18 frequencies, spaced 2	22222.5	2222522265 17 frequencies spaced 2.5	22267.5	2227022320 223 41 frequence spaced 2	cies	22374

Assignable frequencies to ships of all categories

	Limits	Calling frequencies	Limit	Working frequencies	Limit
25	25070	25073.5	25082.5	25084	25110

^{*} The frequency bands may also be used by buoy stations for oceanographic data transmission and by stations interrogating these buoys, in accordance with the conditions set forth in Resolution No. C...

^{**} Manual or automatic Al Morse telegraphy at speeds not exceeding 40 bauds...

^{***} For particulars concerning the use of 8364 kc/s, see No. 1179.

The frequencies 4186.5, 6279.75, 8373, 12559.5, 16746 and 22262.5 kc/s may also be assigned as special calling frequencies. Administrations shall, if possible, abstain from assigning these frequencies as normal calling frequencies (See Nos 1077D and 1077D.17).

Note to the Editorial Committee

Concerning Annex 2

- 1. The typeset to be used for printing the column headings as well as the arrangement of the headings should be as in Section A of Appendix 15 to the Radio Regulations, Geneva, 1959.
- 2. The final heading adopted for the column between the limits 4166 etc. and 4172.25 etc. is as follows:

Assignable Working Frequencies for narrowband direct-printing telegraph and data transmission systems.

J. In the column "assignable working frequencies for high traffic ships" the frequency 16 662 should be in line with the remaining frequencies, i.e.:

16 662 ... 16 672 ... 16 684 ... 16 690 ... 16 710 the preceding arrow from 12 504 should point to 16 672.

INTERNATIONAL TELECOMMUNICATION UNION MARITIME CONFERENCE

GENEVA, 1967

Document No. 326-E 25 October 1967 Original : French, English, Spanish

PLENARY MEETING

EIGHTH REPORT OF COMMITTEE 4

Subjects: Annex I

: Article 7, Nos. : 438A, 441, 451, 451A, 451B

452, 452.1, 453, 453.1 and

453A

Article 12, No. : 677

Article 28, Nos.: 955, 956, 964A, Section III

(title after No. 970) and 971

Article 32, Nos.: 1137, 1138, 1147 and 1191E

Annex II

: Appendix 10 OD and OE

Annex III

: Appendix 20B

1. Except for reservations made by the delegation of the <u>People's Republic of Poland</u> with regard to No. 451A, the texts in Annexes I, II and III have been <u>unanimously adopted</u> by Committee 4.

F.G. PERRIN

Chairman of Committee 4

Annexes: 3



ANNEX

Article 7,	Section	IV
------------	---------	----

ADD 438A §8A. As a general rule, the minimum separation between adjacent frequencies used respectively by coast stations and by ship stations is 4 kc/s.

SUP 441

MOD 451 (e) Ship stations, wideband telegraphy, facsimile, and special transmission systems.

4 142.5 - 4 162.5 kc/s

6 216.5 - 6 244.5 kc/s

8 288 - 8 328 kc/s

12 431.5 - 12 479.5 kc/s

16 576 - 16 636.5 kc/s

22 112 - 22 160.5 kc/s

ADD 451A (e)A Ship stations, oceanographic data transmission (see note shown with one asterisk in Appendix 15).

4 162.5 - 4 166 kc/s

6 244.5 - 6 248 kc/s

8 328 - 8 331.5 kc/s

12 479.5 - 12 483 kc/s

16 636.5 - 16 640 kc/s

22 160.5 - 22 164 kc/s

ADD 451B (e)B Ship stations, narrow-band direct-printing telegraph and data transmission systems

4 166 - 4 172.25 kc/s

6 248 = 6 258.25 kc/s

8 331.5 - 8 341.75 kc/s

12 483 - 12 503.25 kc/s

16 640 - 16 660.5 kc/s

22 164 - 22 184.5 kc/s

Annex I to Document No. 326-E Page 4

		Article 7 - Section IV (cont.)
MOD	452	(f) Ship station, telegraphy
		4 172.25 - 4 231 kc/s 6 258.25 - 6 345.5 kc/s 8 341.75 - 8 459.5 kc/s 12 503.25 - 12 689 kc/s 16 660.5 - 16 917.5 kc/s
		22 184.5 - 22 374 kc/s
		25 070 - 25 110 kc/s
SUP	452.1	
MOD	453	(g) Coast stations, wideband and manual telegraphy, facsimile, special and data transmission systems and direct-printing telegraph systems. 4 231 - 4 361 kc/s 6 345.5 - 6 514 kc/s 8 459.5 - 8 728.5 kc/s 12 689 - 13 107.5 kc/s 16 917.5 - 17 255 kc/s
		22 374 - 22 624.5 kc/s
ADD	45 3 î.	Frequencies in the bands 25 010 - 25 070 kc/s, 25 110 - 25 600 kc/s and 26 100 - 27 500 kc/s may be assigned to coast stations.
SUP	453.1	

Note to the Editorial Committee

No. MOD 453 (title) appears in Document No. 231.

		Article 12
MOD	(77	
MOD	677	88. The use of class B emissions is forbidden in
		all stations.
		Article 28
NOC		Section.I. General provisions
(MOD)	955	S1. Mobile stations shall be established in such
	, .	a way as to conform to the provisions of Chapter II
		as regards frequencies and classes of emission.
SUP	956	
ADD	964A	Equipment intended for use on narrow-band direct-
	•	printing telegraph and data transmission systems should conform to the characteristics given in Appendix 20B.
		Section III
SUP		Title after No. 970. Bands between 110 and 160 kc/s.
SUP	971	
		Article 32
SUP	1137	
MOD	1138	\$15. In Region 2, the frequencies in the band
•		[20- to 20- kc/s] are assigned to ship stations using
•		wide-band telegraphy, facsimile and special trans-
		mission systems. The provisions of No. 1146 are
		applicable.

Annex I to Document No. 326-E Page 6

		Article 32 (cont.)
MOD	1147	(3) Except as provided for in No. 1352B, coast radiotelegraph stations operating in the maritime mobile exclusive bands between 4 000 and 27 500 kc/s shall not use Type 2 emissions. (See No. 1105A.)
ADD	11916	\$38E. When assigning frequencies listed in Appendix 15, Administrations shall take due account of the information entries in the Master Register resulting from the notification procedure contained in Resolution No / E_J.

Note to the Editorial Committee

In No. MOD 1138: the limits of the band in square brackets will be consequential to decisions taken in Committee 5 relating to Document No. 145.

Document No. 326-E Page 7

ANNEX

Appendix 10

ADD	OD	Oceanographic data station.
ADD	OE	Oceanographic data interrogating station.

ANNEX III

ADD

APPENDIX 20B

Narrow-band direct-printing telegraph equipment (see Articles 28 and 29)

- 1. The equipment for narrow-band direct-printing telegraph systems in the maritime mobile service shall fulfil the following conditions:
 - a) The equipment shall accept signals conforming to C.C.I.T.T. Code No. 2 at a modulation rate of 50 bauds and shall provide similar signals at its output for extension to the public telegraph network \(\int \) (see I.T.U. List of Definitions, Part I, item 01.12)\(\int \) and vice versa.
 - <u>b</u>) The modulation rate over the radio path shall not exceed 100 bauds.
 - $\underline{\mathbf{c}}$) Class F1 emission shall be used, with a total frequency shift of 170 c/s.

INTERNATIONAL TELECOMMUNICATION UNION MARITIME CONFERENCE

GENEVA, 1967

Document No. 327-E(Rev.) 26 October 1967 Original: English

COMMITTEE 6

NINTH REPORT OF WG 6A TO COMMITTEE 6 (OPERATION)

SELECTIVE CALLING DEVICES

Working Group 6A <u>unanimously agreed</u> to recommend the adoption of the provisions appearing in the Annex attached hereto.

The attention of Committee 5 is invited to the present Report in particular with respect to No. 1235A (Document No. DT/126 refers).

A. CHASSIGNOL Chairman

Annex: 1



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ANNEX

Article 19

Section I

MOD 737

§ 2. A station shall be identified either by a call sign or other recognized means of identification. Such recognized means of identification may be one or more of the following necessary for complete identification: name of station, location of station, operating agency, official registration mark, flight identification number, ship station's selective call number, coast station identification number, characteristic signal, characteristic of emission or other clearly distinguishing features readily recognized internationally.

Section II

MOD 750

§ 11. (1) Each country shall choose the call signs and where selective calling is used in accordance with Appendix 20C, the ship station's selective call number and the coast station identification number of its stations from the international series allocated to it, and shall, in accordance with Article 2O, notify this information to the Secretary-General together with the information which is to appear in Lists I to VI inclusive. These notifications do not include call signs assigned to amateur and experimental stations.

Article 19 (cont.)

Section III

MOD

776

- (2) Ship stations
- a call sign (see Nos. 765 and 766); or
- the official name of the ship preceded, if necessary, by the name of the owner on condition that there is no possible confusion with distress, urgency and safety signals;

or

- its selective call numbers

ADD

New Section IVA

ADD

Heading:

Selective Call Numbers in the Maritime Mobile Service

ADD

783A

§ 1. When stations of the maritime mobile service use selective calling devices in accordance with Appendix 20C, their call numbers shall be assigned by the responsible administrations in accordance with the provisions below.

ADD

Sub-heading:

Formation of ship's selective call numbers and coast station identification numbers

ADD

783B

§ 25(bis) (1) The ten digits from 0 to 9 inclusive shall be used to form selective call numbers.

Article 19 (contd.)

ADD	783C	(2) However, combinations of numbers commencing
		with the digits 00 (zero, zero) shall not be used when
		forming the identification numbers for coast stations.
ADD	783D	(3) Ship station's selective call numbers and coast station identification numbers in the international series are formed as indicated in Nos. 783E, 783F and 783G.
ADD	783E	(4) Coast station identification numbers
		- four digits (see No. 7830)
ADD	783F	(5) Ship stations selective call numbers
		- five digits
ADD	783G	(6) Predetermined groups of ship stations
		- five digits:
		- consisting either of the same digit repeated five times

alternately.

- or of two different digits repeated

Annex to Document No. 327-E(Rev.) Page 6

Article 19 (cont.)

ADD

Allocation of International Series and Assignment of Ship's Selective Call Numbers and Coast Station Identification Numbers

ADD 783H

- § 25 ter. (1) Where selective call numbers and coast station identification numbers are required for ships and coast stations for international use in the maritime mobile service and the selective calling system is in accord with Appendix 20C, they shall be given from the series allocated to each country by the Secretary-General upon request of the administration concerned. Upon notification by an administration of the introduction of selective calling for international use in the maritime mobile service
- selective call numbers for ships will be allocated as required in blocks of 100 (one hundred);
- coast station identification numbers will be allocated in blocks of 10 (ten) to meet actual requirements;
- selective call numbers for selective calling of predetermined groups of ship stations in accordance with No. 783G will be allocated as required as single numbers.

783I

(2) Each administration shall choose the selective call numbers to be assigned to its ship stations from the blocks of the international series allocated to it and shall (in accordance with Article 20) notify to the Secretary-General the selective call numbers which it has assigned for inclusion in List V.

783J

(3) Each administration shall choose the coast station identification numbers to be assigned to its coast stations from the blocks of the international series allocated to it and shall (in accordance with Article 20) notify to the Secretary-General the coast station identification numbers which it has assigned for inclusion in List / IVA /.

ADD <u>Article 28A</u>

International usage of Selective Calling in the
Maritime Mobile Service*

ADD 999B S1. The characteristics of the international selective

calling system shall be in accordance with

Appendix $\sqrt{200}$.

Method of Calling

ADD 999C § 2. (1) The call shall consist of:

- the selective call number of the ship station called;
- the identification number of the coast station calling or the number of the channel to be used for the reply and for traffic if included in the call;

the whole transmitted twice.

ADD 999D

(2) When a station called does not reply, the call should not normally be repeated until after an interval of at least ten minutes and should not then normally be renewed until after a further interval of 30 minutes.

or

The present Appendix 20C has been framed without prejudice to any systems that may be developed in the future.

Note to the Editorial Committee

"provisions of the revised Radio Regulations, Geneva, 1967" may need to be aligned to the formula used elsewhere.

^{* /} The World Administrative Radio Conference, Geneva, 1967, recognized that the final objective of a single international system could not be attained during the lifetime of the provisions of the revised Radio Regulations, Geneva, 1967, and accordingly the present Appendix 20C has been framed without prejudice to any systems that may be developed in the future.

Annex to Document No. 327-E(Rev.) Page 8

Article 28A (cont.)

Reply to Calla

ADD 999E § 3. The reply to calls should be made in accordance with:

Nos. 1022 - 1023 when using radiotelegraphy;

Nos. 1241 - 1253 when using radiotelephony.

Frequencies to be used*

ADD 999F § 4. Selective calls / may/shall / be radiated on one or more of the following calling frequencies

500 kc/s 2 182 kc/s 2 170.5 kc/s** 4 434.9 kc/s 6 518.6 kc/s 8 802.4 kc/s 13 182.5 kc/s 17 328.5 kc/s 22 699.0 kc/s 156.8 Mc/s

- * Same note as for No. 999B (preceding page)
- ** 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.

Annex to Document No. 327-E (Rev.) Page 9

Article 29

Section III

ADD 1013B

(4) When selective calling is used in the maritime mobile service, the procedures prescribed in Nos. 999C, 999D and 999E shall be observed.

Article 33

Section III

MOD 1224

(3) When the coast station is fitted with equipment for selective calling and the ship station is fitted with equipment for receiving selective calls, the coast station shall call the ship by transmitting the appropriate code signal, and the ship station shall call the coast station by speech in the manner given in No. 1222. (See also Article 28A).

ADD 1242A

When a ship station is called by selective calling 2170.5 kc/s (carrier frequency) it shall reply on a frequency on which the coast station keeps watch.

APPENDIX 20C

Selective calling system for use in the international maritime mobile service

(See Articles 19, 28A, 29 and 33 and Appendix 9)

- 1. Where there is a need to fulfil immediate requirements for, selective calling the system to be used should have the following characteristics:
 - 1.1 the selective call signal _shall/should_7 consist of five figures representing the code number assigned to a ship for selective calling;
 - 1.2 the audio frequency signal applied to the input of the coast station transmitter _ shall/should _ consist of consecutive audio-frequency pulses conforming to the following:

Figure	1	2	3	4	5	6	7	. 8	9	0	Figure repeti- tion
Audio fre- quency (c/s)	1124	1197	12 7 5	1 35 8	1446	1540	1640	1747	18 6 0	1981	2110

Annex to Document No. 327-E(Rev.) Page 11

For example, the series of audio-frequency pulses corresponding to the selective call 12133 would be 1124-1197-1124-1275-2110 c/s, and the series corresponding to the code number 22222 would be 1197-2110-1197-2110-1197 c/s;

- 1.2.2 if the series of numbers represented by the use of only two frequencies, chosen from those in Section 1.2.1, are reserved for calling predetermined groups of ships, then 100 different groups of numbers are available for allocation, according to the needs of administrations;
- 1.2.4 the audio-frequency pulses _ shall/should_ be
 transmitted sequentially;

- 1.2.7 the time interval between consecutive pulses,

 measured between the half-amplitude points,

 __shall/should__7 be 3 ms ± 2 ms;
- 1.2.9 the frequency tolerance of the audio frequencies given in Section 1.2.1 / shall/should / be + 4 c/s;
- 1.2.11 the interval between calls from a coast station
 to different ships _ shall/should _ be at least
 l s (Figure 1).
- 2. If additional information is added to the selective call signal it _shall/should_7 be as follows:
 - 2.1 to identify the calling coast station four figures

 __shall/should__7 be transmitted;
 - 2.2 to identify the VHF channel on which a reply is required two "zeros" followed by two "figures" should be transmitted (see Appendix 18A).

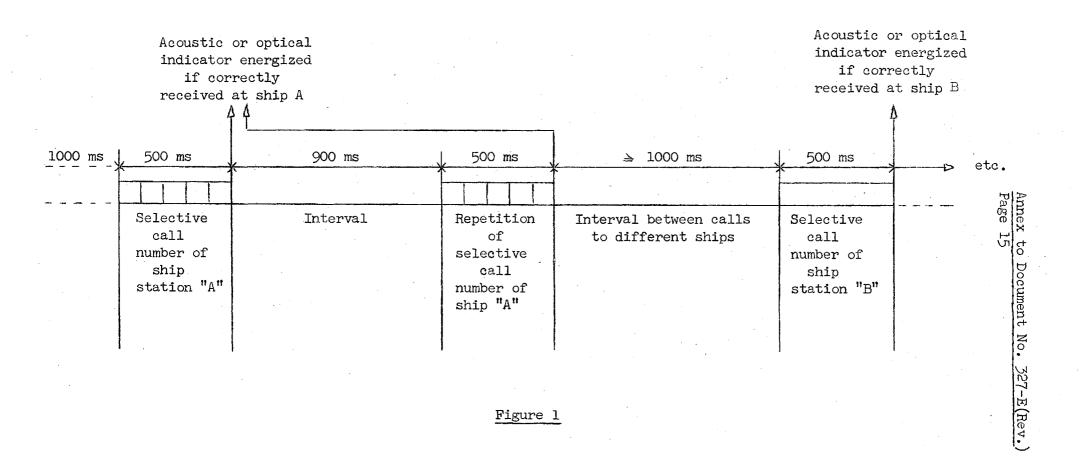
Annex to Document No. 327-E(Rev.) Page 13

- 2.3 the characteristics of the signals _shall/should_7
 conform to Sections 1.2.1 and 1.2.3 to 1.2.9 inclusive;
- 2.4 the composition of the signal _shall/should_7 be as shown in the diagram (Figure 2); the tolerance on the 350 ms interval being + 30 ms;
- 3. An "all ships call" to actuate the receiving selectors on all ships, regardless of their individual code numbers,

 [shall/should] consist of a continuous sequential transmission of the eleven audio-frequencies given in Section 1.2.1 The
 parameters of the audio-frequency pulses [shall/should] be in
 accordance with Sections 1.2.3, 1.2.4, 1.2.5 and 1.2.9. The
 duration of each audio-frequency pulse, measured between the
 half-amplitude points, [shall/should] be 17 ms ± 1 ms and the
 interval between consecutive pulses, measured between halfamplitude points, [shall/should] not exceed 1 ms;
- 4. Receiving selectors on ships should operate reliably in any radio conditions acceptable for satisfactory communication;
- 5. The receiving selector _shall/should_7 be designed to accept the signals as defined in Section 1. However, bearing in mind that coast stations may transmit additional signals (e.g. coast station identification) it is important that the re-set time of the decoder should be 250 ms ± 40 ms;

- 6. The receiving selector should be so designed, constructed and maintained that it is resistant to atmospherics and other unwanted signals including selective calling signals other than that for which the decoder has been set up;
- 7. The receiving selector _shall/should__ include an audible or visual means of indicating the receipt of a call and, if required, an additional facility allowing the determination of the identity of the calling station or the VHF channel on which to reply according to the needs of administrations;
- 8. The indicating means _shall/should_7 be actuated on correct reception of the calling signal, no matter whether the correct registration has occurred on the first, or the second, or both parts of the calling signal transmitted by the coast stations;
- 9. The indicating means / shall/should / remain actuated until re-set manually;
- 10. The receiving selector equipment should be as simple as is practicable, be capable of reliable operation over long periods with a minimum of maintenance, and could, with advantage, include facilities for self-testing.

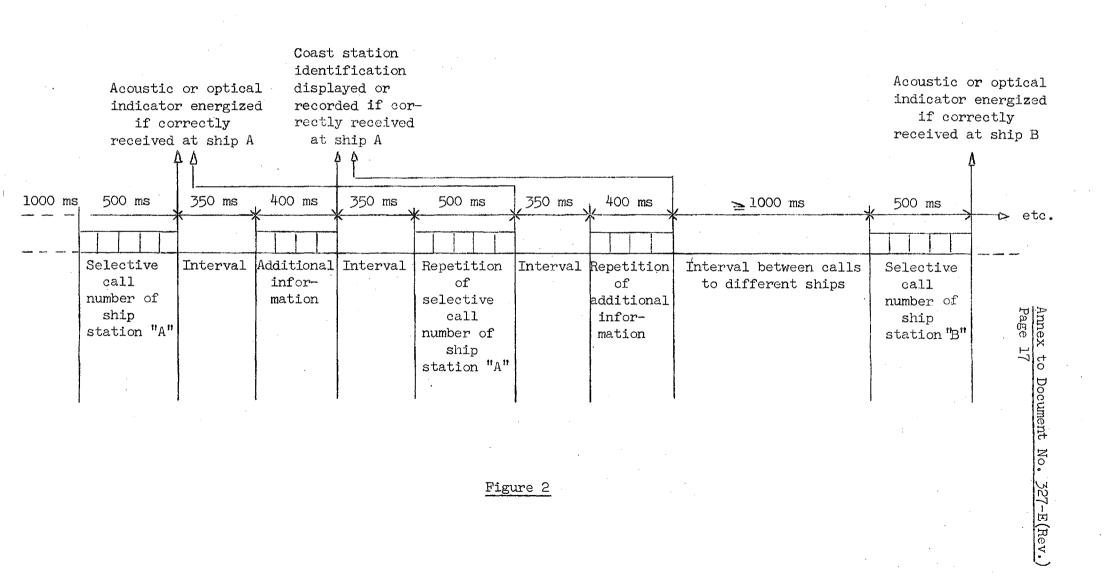
COMPOSITION OF SELECTIVE CALL SIGNALS WITHOUT ADDITIONAL INFORMATION



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COMPOSITION OF SELECTIVE CALL SIGNALS WITH ADDITIONAL INFORMATION



INTERNATIONAL TELECOMMUNICATION UNION MARITIME CONFERENCE

GENEVA, 1967

Document No. 327-E 25 October 1967 Original: English

COMMITTEE 6

NINTH REPORT OF WG 6A TO COMMITTEE 6 (OPERATION)

SELECTIVE CALLING DEVICES

- 1. Working Group 6A <u>unanimously agreed</u> to recommend the adoption of the provisions appearing in the Annex attached hereto.
- 2. Article 28A ADD 999F
 - 2.1 The delegate of the United States wished to invite attention to the statements of his and other delegations recorded in the Fourth Report of Committee 4, Document No. 275, on pages 2 and 3.
 - 2.2 The delegate of the United Kingdom announced that his delegation would wish to record a statement in Committee 6 when these provisions were adopted.

A. CHASSIGNOL Chairman

Annex: 1



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ANNEX

Article 19

Section I

MOD 737

§ 2. A station shall be identified either by a call sign or other recognized means of identification. Such recognized means of identification may be one or more of the following necessary for complete identification: name of station, location of station, operating agency, official registration mark, flight identification number, ship station's selective call number, coast station identification number, characteristic signal, characteristic of emission or other clearly distinguishing features readily recognized internationally.

Section II

MOD 750

§ 11. (1) Each country shall choose the call signs and where selective calling is used in accordance with Appendix 20C, the ship station's selective call number and the coast station identification number of its stations from the international series allocated to it, and shall, in accordance with Article 20, notify this information to the Secretary-General together with the information which is to appear in Lists I to VI inclusive. These notifications do not include call signs assigned to amateur and experimental stations.

Article 19 (cont.)

776

Section III

MOD

- (2) Ship stations
- a call sign (see Nos. 765 and 766); or
- the official name of the ship preceded, if necessary, by the name of the owner on condition that there is no possible confusion with distress, urgency and safety signals;

or

- its selective call numbers

ADD.

New Section IVA

ADD

Heading:

Selective Call Numbers in the Maritime Mobile Service

ADD 783A

§ 1. When stations of the maritime mobile service use selective calling devices in accordance with Appendix 20C, their call numbers shall be assigned by the responsible administrations in accordance with the provisions below.

ADD

Sub-heading:

Formation of ship's selective call numbers and coast station identification numbers

ADD 783B

§ 25(bis) (1) The ten digits from 0 to 9 inclusive shall be used to form selective call numbers.

Article 19 (contd.)

ADD	7830	(2) However, combinations of numbers commencing with the digits 00 (zero, zero) shall not be used when forming the identification numbers for coast stations.
ADD	783D	(3) Ship station's selective call numbers and coast station identification numbers in the international series are formed as indicated in Nos. 783E, 783F and 783G.
ADD	783E	(4) Coast station identification numbers
		- four digits (see No. 783C)
ADD	783F	(5) Ship stations selective call numbers
		- five digits
ADD	783G	(6) Predetermined groups of ship stations
		- five digits:
		- consisting either of the same digit repeated five times

alternately.

- or of two different digits repeated

Article 19 (cont.)

ADD

Allocation of International Series and Assignment of Ship's Selective Call Numbers and Coast Station Identification Numbers

ADD 783H

§ 25 ter. (1) Where selective call numbers and coast station identification numbers are required for ships and coast stations for international use in the maritime mobile service and the selective calling system is in accord with Appendix 20C, they shall be given from the series allocated to each country by the Secretary-General upon request of the administration concerned. Upon notification by an administration of the introduction of selective calling for international use in the maritime mobile service, selective call numbers for ships will be allocated as required in blocks of 100 (one hundred); coast station identification numbers will be allocated in blocks of 10 (ten) to meet actual requirements.

783I

(2) Each administration shall choose the selective call numbers to be assigned to its ship stations from the blocks of the international series allocated to it and shall (in accordance with Article 20) notify to the Secretary-General the selective call numbers which it has assigned for inclusion in List V.

783J

(3) Each administration shall choose the coast station identification numbers to be assigned to its coast stations from the blocks of the international series allocated to it and shall (in accordance with Article 20) notify to the Secretary-General the coast station identification numbers which it has assigned for inclusion in List / IVA /.

ADD Article 28A

Selective Calling in the Maritime Mobile Service

ADD 999B

§ 1. The characteristics of the SSFC international selective calling system* shall be in accordance with Appendix \(\int 20C_7. \)

Method of Calling

ADD 9990

§ 2. (1) The call shall consist of:

- the selective call number of the ship station called;
- the identification number of the coast station calling if included in the call;
- the whole transmitted twice.

ADD 999D

(2) When a station called does not reply, the call should not normally be repeated until after an interval of at least ten minutes and should not then normally be renewed until after a further interval of 30 minutes.

^{*} The World Administrative Radio Conference, Geneva, 1967, recognized that the final objective of a single international system could not be attained during the lifetime of the provisions of the revised Radio Regulations, Geneva, 1967, at present being worked out and accordingly the present Appendix 20C and provision No. 999F have been framed without prejudice to any systems that may be developed in the future.

Annex to Document No. 327-E Page 8

Article 28A (cont.)

Reply to Calls

ADD 999E

§ 3. The reply to calls should be made in accordance with:

Nos. 1022 - 1023 when using radiotelegraphy;

Nos. 1241 - 1253 when using radiotelephony.

Frequencies and Classes of Emission to be used

ADD 999F

§ 4. Selective calls shall be radiated on one or more of the following calling frequencies as appropriate:

Frequ	ency	Class of Emission	Remarks
500	kc/s	А2Н	Not permitted in Region 2
2 182	kc/s	А2Н	₫ ⁰
2 170.5	kc/s**	А2Н	d ^o
<u>√</u> 4 <u>√</u> 8 <u>√</u> 13 <u>√</u> 17	kc/s_7 } kc/s_7 } kc/s_7 }	А2Н	A2H and other classes of emission as may be necessary for other systems
156.8	Mc/s	F2	Not permitted in Region 2

^{*} Same note as for No. 999B (preceding page)

^{**} 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.

Annex to Document No. 327-E Page 9

Article 29

Section III

ADD 1013B

(4) When selective calling is used in the maritime mobile service, the procedures prescribed in Nos. 999C, 999D and 999E shall be observed.

Article 33

Section III

ADD 1242A When a ship station is called by selective calling 2170.5 kc/s (carrier frequency) it shall reply on a frequency on which the coast station keeps watch.

MOD 1224 (3) When selective calling is used the provisions of Article 28A shall be observed.

INTERNATIONAL TELECOMMUNICATION UNION MARITIME CONFERENCE

GENEVA, 1967

Document No. 328-E 25 October 1967 Original: English

PLENARY MEETING

EIGHTH REPORT OF COMMITTEE 6 (OPERATION)

List V - List of Ship Stations

Designation of the frequency 156.8 Mc/s as a distress frequency

Distress, Alarm, Urgency and Safety (Article 36 cont. Nos. 1461-1476)

Emergency position-indicating radiobeacons (Articles 1, 19 and 36)

Urgency Signal and Safety Signal (Article 36, Sections IX and X)

Appendix 20A and draft Resolution

Articles 22, 23, 24, 25, 26 and 28

Appendices 11 and 12

Additional Radio Regulations Articles 8 and 9

Draft Resolution abrogating Recommendation No. 26

- 1. Committee 6 <u>unanimously adopted</u> the provisions and draft resolutions appearing in the annex hereto.
- 2. List V List of Ship Stations

Committee 6, having examined the suggestions submitted by the Secretary-General in Document No. 119, unanimously decided:

- 1. that Appendices 9 and 10 will be modified so that the List of Ship Stations (List V) may be published with the aid of the I.T.U. computer, starting with the 1969 edition;
- 2. that the studies will be continued to investigate the possibilities of improving the layout of List V. In deciding on what the final solution shall be, (direct printing or intermediate processes), the Secretary-General



shall take account of the need for satisfactory legibility and minimum sales costs as well as the experience gained in publishing service documents (notably, the List of Telegraph Offices) with the aid of the I.T.U. computer.

3. Designation of the frequency 156.8 Mc/s as a distress frequency

3.1 Committee 6, 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

3.2 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;
- 3.3 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;
- 3.4 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;
- 3.5 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:

- $3.6\,$ 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.
- 3.7 After the discussion of the principles involved in the designation of 156.8 Mc/s as a distress frequency, the <u>delegate of New Zealand</u>, taking into account the points raised, <u>withdrew NZL/131(27, 28, 29)</u>.
- 3.8 The Committee <u>agreed</u> that proposal NZL/131(25) should be adopted either
 - a) in a manner proposed by New Zealand or
 - b) as a reference to Appendix $18 \angle 18A \angle$ for the use of the band 156 to 174 Mc/s by the maritime mobile service.
- 3.9 In considering NZL/131(26), the Committee was of the opinion that no need existed at this time for designation of 156.8 Mc/s as a survival craft frequency.
- 3.10 The attention of <u>Committee 5</u> is invited to this section of the present report.

4. ADD 1476L and draft Resolution

Committee 6 took into account the contents of the Fourth Report of Committee 4 (Document No. 275) on this subject and introduced minor amendments in No. 1476L and the draft Resolution.

5. Article 36; Section IX, Urgency Signal; Section X, Safety Signal

Proposals F/111(166-170, 172, 174-180, 183 and 184) were considered. The Committee recognized the validity of the amendments proposed, but concluded that their adoption would impose duplication of all the paragraphs concerned to avoid trespassing beyond the competency of the Conference. Since no vital change of substance was involved, the proposals were withdrawn.

Konstantin ČOMIĆ Chairman

Annex: 1

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ANNEX

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 1)

MOD 1472

(b) the transmission of an urgent cyclone warning. The warning should be preceded by the safety signal (see Nos. 1488 and 1489). In this case they may only be used by coast stations duly authorized by their government; or

NOC 1473 1)

MOD 1474

(2) In the cases referred to in Nos. 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 1473A, together with Section VIIIA, Sections IX and X appear later in the present annex.

<u>Article 1</u> - 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

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

When speech transmission is used (No. 1476G)

Article	36.	Section	Ι
111 01010		~~~~~~	_

ADD 1388A § 5(bis) The characteristics of the emergency positionindicating radiobeacon signals are given in Nos. 1476B, 1476C and 1476D. Article 36, Section III 1466A (3) The use of the radiotelephone alarm signal (see ADD No. 1465) by emergency position-indicating radiobeacons is indicated in Article 36, Section VIIIA. (1-bis) The radiotelephone alarm signal may be used ADD .1473A by emergency position-indicating radiobeacons of Type H (No. 1476C). Article 36 - Distress Signal and Traffic, Alarm Urgency and Safety Signals ADD Section VIIIA - Emergency position-indicating radiobeacon signals

ADD 1476A 844(bis) (1) The emergency position-indicating radiobeacon signal consists of:

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".

Article 36, Section VIIIA (cont.)

ADD 1476B a) for medium frequencies / i.e. 2182 kc/s 7^{-1}

i) a keyed emission modulated by a tone of 1300 cycles per second having a ratio of the period of the emission to the period of silence equal to or greater than one, and an emission duration between one and five seconds;

or

ADD 1476C

ii) the radiotelephone alarm signal (see No. 1465) followed by the morse letter 'B' and/or the call sign of the ship to which the beacon belongs transmitted by keying a carrier modulated by a tone of 1300 cycles per second or of 2200 cycles per second.

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 page 15 7

ADD 1476E

Only the signal of No. 1476B shall be used on low power radiobeacons (Type L) and it shall be transmitted continuously.

ADD 1476B.1 In Japan, there exist emergency position-indicating radiobeacons which transmit the distress signal and identification on frequencies between 2089.5 kc/s and 2092.5 kc/s using class Al emissions.

Article 36, Section VIIIA (cont.)

ADD	1476F	Either the signal of Nos. 1476B or 1476C may be
		transmitted by high power radiobeacons (Type H) and shall
		have a keying cycle which alternately consists of the
		keying signal for between thirty and fifty seconds
		followed by a period of silence having a duration of
		between thirty and sixty seconds.
ADD	1476G	(4) However, the keying cycles in Nos. 1476E and
		1476F may be interrupted for speech transmission if
		administrations so desire.
ADD	1476н	(5) The essential purpose of the emergency position-
	•	indicating radiobeacon signals is to facilitate determin-
		ing the position of survivors in search and rescue
		operations.
ADD	14761	(6) These signals shall indicate that a person(s) is
	1 . .	in a distress situation, may no longer be on board
		a ship or an aircraft and that receiving facilities
		may not be available.
	1476Ј	(7) Any mobile service station receiving one of these
	** · · · *	signals, while no distress or urgent traffic is being
	• •	passed, shall consider that the provisions of

Nos. 1452 and 1453 are applicable.

Article 36, Section VIIIA (cont.)

ADD 1476K (8) Equipment designed to transmit emergency position-indicating radiobeacon signals on the carrier frequency 2182 kc/s shall meet the requirements specified in Appendix 20A.

ADD 1476L (9) Equipment designed to transmit emergency position-indicating radiobeacon signals on very high frequencies shall be in agreement with those recommendations and standards referred to in Resolution No. ... of the World Administrative Radio Conference, Geneva, 1967.

Section IX

NOC 1477 - 1481

(MOD) 1482 (2) The urgency signal and the message following it shall be sent on one of the international distress frequencies (500 kc/s or 2182 kc/s) or on one of the frequencies which may be used in case of distress.

N.B. The provisions of Section VIIIA, Article 36, were prepared by Committee 6 (Document No. 206) and submitted to Committees 4 and 5. The present texts include the amendments adopted by Committee 4, i.e. revised No. 1476D and addition of No. 1476L. (See No. 1323, Document No. 272).

Article 36, Section IX (cont.)

ADD 1482A However, in the maritime mobile service, in regions of heavy traffic or in the case of a long message or a medical call, the message should be transmitted on a working frequency. An indication to this effect should be given at the end of the call.

NOC 1483

ADD 1483A In the maritime mobile service, urgency messages may be addressed either as messages to all stations or

as messages to a particular station.

NOC 1484

MOD 1485 \$49.(1) Mobile stations which hear the urgency signal

shall continue to listen for at least three minutes. At the end of this period, if no urgency message has been heard, a land station should, if possible, be notified of the receipt of the urgency signal. Thereafter, normal working may be resumed.

NOC 1486-1487

Article 36, Section X

NOC 1488-1490

(MOD) 1491 (2) The safety signal and call shall be sent on the distress frequency or one of the frequencies which may

be used in case of distress.

MOD 1492 (3) Wherever possible, the safety message which follows

the call should be sent on a working frequency,
particularly in areas of heavy traffic, and a suitable
announcement to this effect shall be made at the end

of the call.

Article 36, Section X (cont.)

ADD

1492A

In the maritime mobile service, safety messages shall generally be addressed to all stations. In some cases, however, they may be addressed to a particular station.

NOC

1493 -

1495

End of Article 36/

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:

- 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.
- <u>b</u>) 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.
- <u>c</u>) 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.
- emergency position-indicating radiobeacons (Nos. 1476B and 1476C) are:
 - $\frac{+}{2}$ 20 c/s for the frequency of 1300 c/s
 - + 35 c/s for the frequency of 2200 c/s
- <u>f</u>) Equipment shall be so designed as to comply with relevant C.C.I.R. recommendations.

N.B. This Appendix, originally agreed in Committee 6 (Document No. 206), has been adopted without charge by Committee 4 (Document No. 275, para. 1.1 refers). MOD 1323 and Appendix 3 refer.

RESOLUTION No. ...

Relating to the Recommendations and Standards for Emergency Position-indicating Radiobeacons Operating on the Frequencies 121.5 Mc/s and 243 Mc/s.

The World Administrative Radio Conference, Geneva 1967, considering

- a) that emergency position-indicating radiobeacons operating on 121.5 Mc/s and 243 Mc/s are intended to facilitate search and rescue operations;
- b) that frequencies 121.5 Mc/s and 243 Mc/s are in common use by aircraft engaged in search and rescue operations;
- c) that the International Civil Aviation Organization has established recommended signal characteristics and technical specifications for aircraft equipment operating on 121.5 Mc/s and/or 243 Mc/s;

resolves

that administrations authorizing the use of emergency position-indicating radiobeacons on 121.5 Mc/s and/or 243 Mc/s should ensure that such radiobeacons comply with the relevant recommendations and standards of the International Civil Aviation Organization and the International Radio Consultative Committee.

N.B. This draft Resolution, prepared by Committee 4 (Document No. 275, para. 1.4), has been adopted, with only slight amendment, by Committee 6.

Article 22

NOC 845-847

Article 23

Section I

NOC 848-858

Section II

NOC 859-860

MOD 861

§ 6. (1) The holder of a first or second class radiotelegraph operator's certificate may carry out the radiotelegraph or radiotelephone service of any ship or aircraft station.

NOC 862

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.

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

Annex to Document No. 328-E Page 18

Article 23 (cont.)

MOD 903

(2) For ship radiotelephone stations where the peak envelope power of the transmitter does not exceed 400 watts (Pn) 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

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 radiotelephone operator's certificate;

Annex to Document No. 328-E Page 20

Article	24 (cont.)
---------	------	-------	---

MOD	915	b)	ship station	ns of t	the a	second	and	third
			categories.	except	in.	the ca	ase	pro v ide

categories, except in the case provided for in No. 918: a chief operator holding a first or second class radiotelegraph operator's

or second crass radio eregraph operac

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

MOD	929	§ 6. (1) For the international public correspondence
	, ,	service, ship stations are divided into four categories:
NOC	930	
MOD	931	- stations of the second category: these stations maintain a service for 16 hours a day;
ADD	9 3 1A	- stations of the third category: these stations maintain a service for 8 hours a day;
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.
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.
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.
исс	935	
SUP	936	
SUP	937	

Annex to Document No. 328-E

Page 22

Article 25 (cont.)

ADD 937 A

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

NCC 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.

Committee 6 adopted No. 964A subject to decision of Committee 4 with respect to Appendix 20B.

Annex to Document No. 328-E. Page 23

Appendix 11

Section I

NOC 1-7

MOD 8

Manual for Use by the Maritime-Mobile-

Service.

NOC 9-10

NOC

Section II

Section III

NCC 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/

. 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

- 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 ast, 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

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 5158-5159

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.

Annex to Document No. 328-E Page 26

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

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. 329-1 30 October 1967 Original: French

COMMITTEE 6

SUMMARY RECORD

of the

EIGHTH MEETING OF COMMITTEE 6

Wednesday 25 October 1967, at 1430 hours

Chairman: Mr. K. COMIĆ (Federal Socialist Republic of Yugoslavia)

Vice-Chairman: Mr. J. JIPGUEP (Federal Republic of Cameroon)

Sub	jects discussed:	Documents Nos.
1.	Approval of the Summary Record of the fifth meeting	263
2.	Adoption of the eighth report of Working Group 6A List V - List of Ship Stations	318
3.	Adoption of the ninth report of Working Group 6B Distress, Alarm, Urgency and Safety (Article 36 cont. Nos. 1461-1476)	278
4.	Adoption of the tenth report of Working Group 6B Designation of the frequency 156.8 Mc/s as a distress frequency	292
5•	Adoption of the eleventh and last report of Working Group 6B Emergency position—indicating radiobeacons (Articles 1, 19, 36, Appendix 20A and draft Resolution) Urgency Signal and Safety Signal (Article 36, Sections IX and X)	306
6.	Adoption of the fifth and last report of Working Group 6C Articles 22, 23, 24, 25, 26, 28, Appendices 11, 12, Additional Radio Regulations (Articles 8, 9) and draft Resolution abrogating Recommendation No. 26	261
7.	Adoption of the Summary Record of the seventh meeting	g 297
8.	Correction relating to the B.5 series of texts.	291
9•	Closing of the meetings of Working Groups 6B and 6C	- ARCHI



1. Adoption of the summary record of the fifth meeting (Document No. 263)

Document No. 263 was approved.

2. Adoption of the eighth report of Working Group 6A (Document No. 318)

List V - List of ship stations

The <u>delegate of France</u> pointed out under point 2 of the French text, the parenthesis should be closed after the word "télégraphiques".

The report contained in Document No. 318 was <u>adopted</u> subject to this amendment.

3. Adoption of the ninth report of Working Group 6B (Document No. 278)

Distress, alarm, urgency and safety (Article 36 cont., Nos. 1461-1476)

The report contained in 278 was adopted.

4. Adoption of the tenth report of Working Group 6B (Document No. 292)

Designation of the frequency 156.8 Mc/s as a distress frequency

- 4.1 Further to a proposal of the <u>delegate of the United Kingdom</u>, supported by the <u>delegate of the United States</u>, it was <u>decided</u> to replace the words "well founded" in paragraph a) of the English text by the word "recognized".
- 4.2 Taking the floor with regard to the proposal made by his country on the use of the frequency 156.8 Mc/s for distress calls, the <u>delegate of New Zealand made</u> the following statement:

"The New Zealand Delegation stated in connection with the New Zealand proposal for the use of 156.8 Mc/s for distress communications that it recognized that some of the Radio Regulations refer to the use of this frequency for distress purposes under some conditions; and that the full use of VHF maritime communications is only now being generally implemented in some countries.

- "The New Zealand Delegation noted that a study of the maritime mobile distress systems had been initiated by I.M.C.O. and that some delegations indicate that their Administrations planned to initiate national use of 156.8 Mc/s for distress.
- " Accordingly, the New Zealand Delegation holds the view, bearing in mind the successful use of 156.8 Mc/s in New Zealand for distress, calling

and safety, that urgent steps should be taken to implement the use of 156.8 Mc/s as a world-wide distress frequency for radiotelephony.

- Furthermore, the New Zealand Delegation is of the opinion that 156.8 Me/s should, within the next few years, be designated as a survival craft frequency, noting the increasing number of ships being fitted with VHF maritime mobile radiotelephony."
- Subject to the amendment and the statement mentioned above, the report contained in Document No. 292 was adopted.
- 5. Adoption of the eleventh and last report of Working Group 6B (Document No. 306)

Emergency position-indicating radiobeacons (Articles 1, 19, 36, Appendix 20A and draft Resolution)

Urgency signal and safety signal (Article 36, Sections IX and X)

5.1 Page 7

ADD 1476I: The <u>delegate of the United States</u> pointed out that the English text should begin as follows: "These signals ...".

5.2 1476J: The <u>delegate of France</u> suggested that the number concerned be slightly altered to read as follows:

(7) "Any mobile service station receiving one of these signals, while no distress or urgent traffic is being passed, shall consider that the provisions of Nos. 1452 and 1453 are applicable."

The proposal was supported by the delegate of Italy and approved.

5.3 Page 9

The <u>delegate of Norway</u> thought it would be desirable to insert, after "NOC 1484", an amended version of No. 1485, which would read as follows:

MOD 1485 "(1) Mobile stations which hear the urgency signal shall continue to listen for at least three minutes. At the end of this period, if no urgency message has been heard, and if circumstances so indicate, a land station should be notified of the receipt of the urgency call. Thereafter, normal working may be resumed."

- of the U.S.S.R., it was decided to replace the word "call" in the second sentence by the word "signal".
- 5.5 The <u>delegates of the U.S.S.R.</u> and the <u>United Kingdom</u> were in favour of the Norwegian proposal, although the British <u>delegate</u> suggested a slightly different version of the English text.
- 5.6 The <u>delegate of Norway</u> agreed to leave it to the English-speaking delegates to formulate his proposal in an appropriate form in English, and the proposal was approved.
- 5.7 The Report contained in Document No. 306 was adopted subject to the amendments mentioned above.
- 6. Adoption of the fifth and last report of Working Group 6C (Document No. 261)

Articles 22, 23, 24, 25, 26, 28

Appendices 11 and 12

Additional Radio Regulations (Articles 8, 9) and draft Resolution abrogating Recommendation No. 26

6.1 Page 10

MOD 8: The delegate of the United States proposed that only the end of the text be kept, i.e. "Manual for Use by the Maritime Mobile Service".

The proposal was supported by the <u>delegates</u> of Canada, <u>Italy</u>, the Federal Republic of Germany, and the Netherlands.

- 6.2 The <u>delegate</u> of the <u>United Kingdom</u> agreed with the previous speakers, for it was not essential for ships to carry the Radio Regulations on board and if they used only the Manual, expenses would be reduced.
- Speaking as Chairman of Working Group 6A, the delegate of France pointed out that the Working Group concerned was in favour of the solution proposed in Document No. 261 and that if Committee 6 adopted a different attitude there would be repercussions on the decisions of the aforementioned group. Otherwise the French delegation did not object to the use of the Manual alone on board ships.
- 6.4 The <u>delegate</u> of Norway said that the exact contents of the Manual were not yet known so that it might be premature to agree to the suggestion made by the United States, but the <u>delegate</u> of the U.S.S.R. said that the

discussions in Working Group 6A had elicited all the necessary explanations. It was already known that the Manual would contain complete information about all aspects of the maritime mobile service, so that he did not think ships would need any other documents on board.

The <u>delegate of Australia</u> agreed and supported the proposal by the United States.

In view of the explanations just advanced, the delegate of Norway followed suit.

- 6.5 The proposal concerned was widely supported and approved. The Chairman added that it would be up to Working Group 6A to take the necessary steps to fall in line with the decision just adopted by the Committee.
- 6.6 Further to a comment by the <u>delegate of Ghana</u> on the need to have a single Manual for all ships and to align the text of Section III, 5, with that appearing under "MOD 8", a general discussion ensued which revealed that most of the delegates thought that stations of the maritime mobile radiotelephone service should be allowed to use the Manual if they wished.
- 6.7 The <u>delegate</u> of New Zealand drew the attention of the Committee to the fact that the <u>discussion</u> under way was no doubt due to difference between the French and English drafts of point 5, as the English version already allowed for the possibility of using the Manual in the maritime mobile radiotelephone service.
- 6.8 It did in fact emerge that the discussion had arisen because of the omission of the words "ou du Manuel à l'usage du service mobile maritime" from the end of point 5. It was therefore decided that the French text should be aligned with the English version.
- 7. Adoption of the Summary Record of the 7th Meeting (Document No. 297)

Document No. 297 was approved.

- 8. Correction relating to the B.5 series of texts (Document No. 291)
 - 8.1 The Secretary of the Committee pointed out that in No. MOD 1317 (page 20 of Document No. 291), and No. 1086 the words "the ship, aircraft or other vehicle carrying the mobile station" should be inserted after the words "person responsible for", following the formula contained in Nos. 1318 and 1087 at present.

Document No. 329-E Page 6

- 8.2 It was <u>decided</u> to leave it to the Chairman of Committee 6 to introduce this correction in the Plenary Meeting, when the pink documents were examined.
- 9. Closing of the Meetings of Working Groups 6B and 6C

The Chairman thanked Mr. H.A. FEIGLESON (United States) and Mr. F. WIEFELSPUTZ (Federal Republic of Germany), Chairmen of Working Group 6B and 6C respectively, for the excellent work they had done.

(applause)

The meeting rose at 1550 hours.

Secretary of Committee 6

Chairman of Committee 6

A.A. MATTHEY

K. COMIC

UNION INTERNATIONALE DES TÉLÉCOMMUNICATIONS

CONFERENCE MARITIME

GENÈVE, 1967

Addendum to Document No. 330-F/E/S

27 October 1967

Original: French, English,

Spanish

COMMITTEE 6 COMMISSION 6 COMISION 6

NOC	(MOD)
1015 1224 1253 1255 1256 1257 1259– 1265	1233 1234 1235

A. CHASSIGNOL Chairman



INTERNATIONAL TELECOMMUNICATION UNION MARITIME CONFERENCE

GENEVA, 1967

Document No. 330-E 27 October 1967 Original : English

COMMITTEE 6

TENTH AND LAST REPORT OF WG 6A TO COMMITTEE 6 (OPERATION)

Article 19, Section II, ADD 749A, MOD 751

Article 20, MOD 809, MOD 825

Article 29, Section III, ADD 1015A

Article 30, ADD 1077D, ADD 1077D.1

Article 33, Section III, MOD 1236, MOD 1237, NOC 1238, ADD 1238A, MOD 1249, MOD 1250, NOC 1251, ADD 1251A, NOC 1258, ADD 1258A, ADD 1258B

Article 34, NOC 1302

Article 35, Section II, SUP 1347, ADD 1347A, ADD 1347B

Appendix 9, List IV, List V

Appendix 10

Appendix 11, Section I, MOD 6

Appendix 20B, Narrcw-band direct-printing telegraph equipment



1. Working Group 6A <u>unanimously agreed</u> to recommend the adoption of the provisions appearing in the Annex attached hereto, with the exception of No. 1249.

2. MOD 1249

The delegate of Japan reserved the right to refer to this paragraph in Committee 6, if he still so desired.

3. Appendix 20B - Narrow-band direct-printing telegraph equipment

Committees 4 and 7 are informed that Committee 6 found nothing to add to Appendix 20B as adopted by Committee 4, Document No. 326, page 9 refers.

4. Article 33 - ADD 1227A, MOD 1228, MOD 1233, ADD 1235A, ADD 1248A

Committee 6 examined the texts of the above provisions as they appeared in Document No. DT/126, pages 29 and 30. In this connection Committee 5 is invited to take Document No. 327 (Rev.) into consideration when finalizing the texts in question. Furthermore, Committee 6 unanimously adopted the following text for No. 1235A in place of that appearing on DT/126, page 30:

ADD 1235A (1) Coast stations may call ship stations equipped to receive selective calls in accordance with the provisions of Article 28A.

A. CHASSIGNOL Chairman

Annex: 1

A И И Е X

Article 19

Section II

ADD 749A (10 bis) The Secretary-General shall be responsible for allocating international series of selective call numbers (see No. 783H) at the request of the administrations concerned.

MOD 751 (2) The Secretary-General shall ensure that the same call sign, the same selective call number or the same identification number is not assigned more than once ... (rest unchanged).

Article 20

MOD 809 a) List VIIA. Alphabetical List of Call Signs,
Selective Call Numbers and Identification Numbers of
Coast Stations, of Stations used in the
Service (rest unchanged).

MOD 825 The List of Ship Stations (List V) shall be republished each year. It shall be kept up to date by means of a half-yearly supplement.

Article 29

Section III

ADD 1015A

(3) However, when using direct-printing telegraphy or similar systems, the call may, by prior arrangement, be made on a working frequency in the bands reserved for such systems.

Article 30

ADD 1077D

When calling a coast station which has indicated a special watch on the calling frequencies 4 186.5 kc/s, 6 279.75 kc/s, 8 373 kc/s, 12 559.5 kc/s, 16 746 kc/s and 22 262.5 kc/s ship stations do not apply the calling method contained in Nos. 1077A, 1077B and 1077C.

In these circumstances the call consists of :

- the call sign of the station called, not more than once,
- the word DE,
- the call sign of the calling station, not more than once.

This call may be transmitted three times at intervals of one minute; thereafter it shall not be repeated until an interval of three minutes has elapsed.

ADD 1077D.1

Administrations whose coast stations keep watch on the special calling frequencies (No. 1077D) provided for the study of the new calling procedure, shall also ensure that watch is maintained on normal calling bands (see No. 1174) required by their service.

Article 33

Section III

MOD 1236 (1) A ship station calling a coast station by radiotelephony shall use either one of the calling frequencies mentioned in No. 1352 or the working frequency associated with that of the coast station, in accordance with Sections A and B of Appendix 17.

1237 (2) A coast station calling a ship station by radiotelephony shall use one of the calling frequencies mentioned in No. 1352A, or one of its working frequencies specified in the List of Coast Stations.

NOC 1238

MOD

ADD 1238A The provisions of Nos. 1236 and 1237 do not apply to communication between ship stations and between ship stations and coast stations using the simplex frequencies indicated in Section C of Appendix 17.

MOD 1249 (1) When a ship station is called by a coast station, it shall reply on either one of the calling frequencies mentioned in No. 1352 or on the working frequency associated with that of the coast station, in accordance with Sections A and B of Appendix 17.

Annex to Document No. 330-E Page 6

Article 33 (cont.)

MOD 1250

When a coast station is called by a ship station, the coast station should reply on one of the calling frequencies mentioned in No. 1352A, or on one of its working frequencies specified in the List of Coast Stations.

NOC 1251

ADD 1251A

The provision of Nos. 1249 and 1250 do not apply to communication between ship stations and coast stations using the simplex frequencies indicated in Section C of Appendix 17.

NOC 1258

ADD 1258A

However, a brief exchange of traffic concerning the safety of navigation need not be transmitted on a working frequency when it is important that all ships within range receive the transmission.

ADD 1258B

Stations hearing a transmission concerning the safety of navigation shall listen to the message until they are satisfied that the message is of no concern to them. They shall not make any transmission likely to interfere with the message.

Article 34

NOC

1302

Article 35

Section II

SUP .

1347

ADD

1347A

_ex. RR 1348/ § 11. (1) Ships frequently exchanging correspondence with a coast station of a nationality other than their own may use the same frequencies as ships of the nationality of the coast station where mutually agreed by the administrations concerned.

ADD 1347B

(2) Under exceptional circumstances, if frequency usage according to Nos. 1343 - 1345 or No. 1348 is not possible, a ship station may use one of its own assigned national ship-to-shore frequencies for communication with a coast station of a foreign nationality, under the express condition that the coast station as well as the ship station by virtue of No. 1217 take precautions to ensure that the use of such a frequency will not give rise to harmful interference to the service for which the frequency in question is authorized.

Page 8

APPENDIX 9

Service Documents

(see Articles 8, 9, 10 and 20)

NOC

List IV. List of Coast Stations

NOC

Part A. Alphabetical index of coast stations

Part B. Particulars of Coast Stations

MOD

1	Name		of the	station
.2	(Sa 1 1	ימ. תימי	α	
	1	1	1	

NOC

1-7

8

ADD

Where appropriate, the call sign shall be followed by the identification number, in brackets, used when the station transmits selective call signals.

APPENDIX 9

List V. List of ship stations

Particulars of ship stations

MOD The information concerning these stations shall be published as shown below:

Name of ship	, Call sign	Country	Auxiliary installations	Class of ship	Nature of service	Hours of service	Telegraph trans- mission frequency bands	Telephone trans- mission frequency bands	Ship charge per word for radio-	Ship charge for a radiotelephone call of three minutes	Remerks
	Ž	3	4	5	6	7	8	9 1	10	11	. 12

- Column 1 The stations shall be arranged in alphabetical order of the names of the ships, irrespective of nationality. In the case of duplication of names, the name of the ship shall be followed by the call sign (separated from the name by a fraction bar).
- Column 2 Call sign. This column also contains the selective call number, where appropriate.
- Column 3 Country having jurisdiction over the station (indicated by the appropriate symbol).

Annex to Document No. 330-E Page 10

Column 4 Auxiliary installations, including information concerning

- a) lifeboats fitted with radio apparatus, and
- b) types and number of emergency position-indicating radiobeacons (optional)

A = 2 182 kc/s

B = 121.5 Mg/s

C = 243 Mc/s

A figure following the letter indicates the number of radiobeacons. The letter "X" signifies that the number of radiobeacons has not been communicated.

Columns 5 In the form of service symbols (see Appendix 10). In addition, to 7 a list of the symbols used in column 5 to designate the class of ship shall be given in the Preface to the List.

Columns 8 Indication of the frequency bands and class of emission by means of the following symbols:

Radio	telegraphy	<u> </u>
W = 110	- 150 kc/s	T = 1 605 - 4 000 kc/s
X = 405	- 535 kc/s	U = 4 000 - 23 000 kc/s
Y = 1 605	- 3 800 kc/s	V = 156 - 174 Mc/s
Z = 4 000	- 25 110 kc/s	

These symbols should, if necessary, be followed by references to brief notes and indications of the frequencies for which the transmitters are adjusted, which shall appear at the end of the List.

Column 10 Basic ship charge per word for radiotelegrams.

These charges are fixed or approved by each administration.

Column 11 Minimum charge for a radiotelephone call of three minutes:

The information in columns 10 and 11 shall be followed by a note reference to indicate the administration or private enterprise to which the accounts should be sent. In case of a change of address of the operating authority, a second note reference after the charge should give the new address and the date from which the change will take effect.

Column 12 When two or more ship stations of the same nationality bear the same name, or if the accounts for charges should be sent direct to the owner of the ship, the name of the shipping line or the firm to which the ship belongs shall be given in this column.

In addition, if there is no room in the appropriate column, further information relating to columns 1 to 11 may be given in column 12 by means of a note reference. This column may comprise several lines.

These charges are fixed or approved by each administration.

APPENDIX 10

MOD		A ship which carries lifeboats fitted with radio apparatus; a number inside the brackets shows the number of such lifeboats ("S")1
MOD	GS	Station on board a warship or a military or naval aircraft
MOD	. Δ	High-traffic ship ("HS")1
SUP	\odot	
MOD .	CA	Cargo ship
MOD	PA	Passenger ship
	OD	Document No. 326, page 7_7
	OE	[d°]

MOD 1 The symbol shown in parenthesis or square brackets may be used in notifications and service documents.

APPENDIX 11

Section I

MOD 6 List of Ship Stations (the coverage of the supplement is optional).

INTERNATIONAL TELECOMMUNICATION UNION MARITIME CONFERENCE

GENEVA, 1967

Corrigendum to
Document No. 331-F/E/S
3 November 1967
Original: English

PLENARY MEETING

On page 13 : remove the square brackets and the word "/should" seven times.

Ne concerne pas la version française.

No concierne al texto espanol.



INTERNATIONAL TELECOMMUNICATION UNION MARITIME CONFERENCE

GENEVA, 1967

Document No. 331-E 1 November 1967

Original : English

PLENARY MEETING

NINTH AND LAST REPORT OF COMMITTEE 6 (OPERATIONS)

Selective calling devices

Article 19, MOD 737, MOD 750, MOD 776, ADD Section IVA, ADD 783A-J

Article 28A, ADD 999B-F

Article 29, ADD 1013B

Article 33, MOD 1224, ADD 1242A

Appendix 20C

Remaining items submitted by Working Group 6A

Article 19, Section II, ADD 749A, MOD 751

Article 20, MOD 809, MOD 825

Article 29, Section III, ADD 1015A

Article 30, ADD 1077D, ADD 1077D.1

Article 33, Section III, MOD 1236, MOD 1237, NOC 1238, ADD 1238A, MOD 1249, MOD 1250, NOC 1251, ADD 1251A, NOC 1258, ADD 1258A, ADD 1258B

Article 34, NOC 1302

Article 35, Section II, SUP 1347, (MOD) 1348, ADD 1348A

Appendix 9, List IV, List V

Appendix 10

Appendix 11, Section I, MOD 6

Appendix 20B, Narrow-band direct-printing telegraph equipment

Items being referred by Committee 5 to Committee 6

Article 33, ADD 1227A, MOD 1228, MOD 1233, ADD 1235A, ADD 1248



- 1. Committee 6 unanimously adopted the provisions appearing in the Annex attached hereto. Although votes were taken on certain specific questions, e.g. the footnote to paragraph 1 of Article 28A, no delegation requested the right to re-open discussion on any item in the Plenary Meeting.
- 2. Appendix 20B Narrow-band direct-printing telegraph equipment

Committees 4 and 7 are informed that Committee 6 found nothing to add to Appendix 20B as adopted by Committee 4, Document No. 326, page 9 refers.

3. Items being referred by Committee 5 to Committee 6

Article 33 - ADD 1227A, MOD 1228, MOD 1233, ADD 1235A, ADD 1248A (Document No. DT/126 pages 29 and 30 refer)

Committee 6 examined the texts of the above provisions as they appeared in Document No. DT/126, pages 29 and 30. In this connection Committee 5 is invited to take Document No. 327(Rev.) into consideration when finalizing the texts in question. Furthermore, Committee 6 unanimously adopted the following text for No. 1235A in place of that appearing on DT/126, page 30:

ADD 1235A

(1) Coast stations may call ship stations equipped to receive selective calls in accordance with the provisions of Article 28A.

Konstantin ČOMIĆ
Chairman

Annex: 1

ANNEX

Article 19

Section I

MOD · 737

§ 2. A station shall be identified either by a call sign or other recognized means of identification. Such recognized means of identification may be one or more of the following necessary for complete identification: name of station, location of station, operating agency, official registration mark, flight identification number, ship station selective call number or signal, coast station selective call identification number or signal, characteristic signal, characteristic of emission or other clearly distinguishing features readily recognized internationally.

Section II

MOD 750

§ 11. (1) Each country shall choose the call signs and if the selective calling used is in accordance with Appendix 20C, the ship station selective call number and the coast station identification number of its stations from the international series allocated to it, and shall, in accordance with Article 20, notify this information to the Secretary-General together with the information which is to appear in Lists I to VI inclusive. These notifications do not include call signs assigned to anateur and experimental stations.

Article 19 (cont.)

Section IV

MOD

776

- (2) Ship stations
- a call sign (see Nos. 765 and 766); or
- the official name of the ship preceded, if necessary, by the name of the owner on condition that there is no possible confusion with distress, urgency and safety signals;

or

- its selective call number or signal.

ADD

New Section IVA

ADD

Heading:

Selective Call Numbers in the Maritime Mobile Service

ADD

783A

§ 1. When stations of the maritime mobile service use selective calling devices in accordance with Appendix 20C, their call numbers shall be assigned by the responsible administrations in accordance with the provisions below.

ADD

Sub-heading:

Formation of ship station-selective-call numbers and coast station identification numbers

ADD

783B

§ 25(bis) (1) The ten digits from 0 to 9 inclusive shall be used to form selective call numbers,

Article 19 (contd.)

ADD	783C	(2) However, combinations of numbers commencing with the digits 00 (zero, zero) shall not be used when forming the identification numbers for coast stations.
ADD	783D	(3) Ship station's selective call numbers and coast station identification numbers in the international series are formed as indicated in Nos. 783E, 783F and 783G.
A DD	783E	(4) Coast station identification numbers - four digits (see No. 783C)
ADD	783F	(5) Ship stations selective call numbers - five digits
ADD	783G	(6) Predetermined groups of ship stations
		- five digits: - consisting either of the same digit

repeated five times

alternately.

- or of two different digits repeated

Article 19 (cont.)

ADD

Allocation of International Series and
Assignment of Ship Station Selective
Call Numbers and Coast Station
Identification Numbers

ADD 783H

\$ 25 ter. (1) In cases where selective call numbers for ships and identification numbers for coast stations are required for international use in the maritime mobile service and the selective calling system is in accordance with Appendix 20C, they shall be given from the series allocated to each country by the Secretary-General upon request of the administration concerned. Upon notification by an administration of the introduction of selective calling for international use in the maritime mobile service

- selective call numbers for ships will be allocated as required in blocks of 100 (one hundred);
- coast station identification numbers will be allocated in blocks of 10 (ten) to meet actual requirements;
- selective call numbers for selective calling of predetermined groups of ship stations in accordance with No. 783G will be allocated as required as single numbers.

783I

(2) Each administration shall choose the selective call numbers to be assigned to its ship stations from the blocks of the international series allocated to it.

783J

(3) Each administration shall choose the coast station identification numbers to be assigned to its coast stations from the blocks of the international series allocated to it.

ADD

Article 28A

International usage of Selective Calling in the Maritime Mobile Service *

ADD

999B

§ 1. The characteristics of the sequential single-frequency code international selective calling system shall be in accordance with Appendix $\sqrt{200}$.

Method of Calling

ADD 999C

§ 2. (1) The call shall consist of :

- the selective call signal of the ship station called:
- the identification signal of the coast station calling. However, in VHF the number of the channel to be used for the reply and for traffic may replace the identification signal of the coast station calling.

The call shall be transmitted twice.

ADD 999D

(2) When a station called does not reply, the call should not normally be repeated until after an interval of at least ten minutes and should not then normally be renewed until after a further interval of 30 minutes.

^{*} The present Appendix 20C has been framed without prejudice to any systems that may be developed in the future.

Annex to Document No. 331-E Page 8

Article 28A (cont.)

Reply to Calls

ADD 999E § 3. The reply to calls should be made in accordance with:

Nos. 1022 - 1023 when using radiotelegraphy;

Nos. 1241 - 1253 when using radiotelephony.

Frequencies to be used

ADD 999F § 4. Selective calls should be radiated on one or more of the following calling frequencies

500 kc/s 2 182 kc/s 2 170.5 kc/s* 4 434.9 kc/s 6 518.6 kc/s 8 802,4 kc/s 13 182.5 kc/s 17 328.5 kc/s 22 699.0 kc/s 156.8 Mc/s

^{*} 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.

Article 29

Section III

ADD 1013B

(4) When selective calling is used in the maritime mobile service, the procedures prescribed in Nos. 999C, 999D and 999E shall be observed.

Article 33

Section III

MOD 1224

(3) When the coast station is fitted with equipment for selective calling and the ship station is fitted with equipment for receiving selective calls, the coast station shall call the ship by transmitting the appropriate code signal. The ship station shall call the coast station by speech in the manner given in No. 1222. (See also Article 28A).

ADD 1242A

When a ship station is called by selective calling it shall reply on a frequency on which the coast station keeps watch.

APPENDIX 20C

Selective calling system for use in the international maritime mobile service

(See Articles 19, 28A, 29 and 33 and Appendix 9)

- 1. Where there is a need to fulfil immediate requirements for selective calling the system to be used shall have the following characteristics:
 - 1.1 the selective call signal shall consist of five figures representing the code number assigned to a ship for selective calling;
 - 1.2 the audio frequency signal applied to the input of the coast station transmitter shall consist of consecutive audio-frequency pulses conforming to the following:
 - 1.2.1 The audio frequencies used to identify the figures of the code number assigned to a ship shall conform to the following series:

Figure	1	2	3	. 4	5	6	7	8	9	0	Figure repeti- tion
Audio fre- quency (c/s)	1124	1197	1275	1 3 58	1446	1540	1640	1747	1860	1981	2110

For example, the series of audio-frequency pulses corresponding to the selective call 12133 would be 1124-1197-1124-1275-2110 c/s, and the series corresponding to the code number 22222 would be 1197-2110-1197-2110-1197 c/s;

- 1.212 if the series of numbers represented by the use of only two frequencies, chosen from those in Section 1.2.1, are reserved for calling predetermined groups of ships, then 100 different groups of numbers are available for allocation, according to the needs of administrations;
- 1.2.3 the waveforms of the audio-frequency generators shall be substantially sinusoidal and not exceeding 2% total harmonic distortion;
- 1.2.4 the audio-frequency pulses shall be transmitted sequentially;
- 1.2.6 the duration of each audio-frequency pulse,
 measured between the half-amplitude points,
 shall be 100 ms ± 10 ms;

- 1.2.7 the time interval between consecutive pulses,
 measured between the half-amplitude points,
 shall be 3 ms ±/2 ms;
- 1.2.8 the rise and the decay time of each audiofrequency pulse, measured between the 10% and 90% amplitude points, shall be 1.5 ms/+ 1 ms;
- 1.2.9 the frequency tolerance of the audio frequencies given in Section 1.2.1 shall be + 4-c/s;
- 1.2.10 the selective call signal (the ship station
 selecting call number) shall be transmitted
 twice with an interval of 900 ms ± 100 ms
 between the end of the first signal and the beginning
 of the second signal (Figure 1);
- 1.2.ll the interval between calls from a coast station
 to different ships shall be at least
 l s (Figure 1).
- 2. The additional information following the selective call signal shall be transmitted as follows:
 - 2.1 to identify the calling coast station four figures shall be transmitted;
 - 2.2 to identify the VHF channel on which a reply is required two "zeros" followed by two "figures" should be transmitted (see Appendix 18A).

- 2.3 the characteristics of the signals _shall/should_ conform to Sections 1.2.1 and 1.2.3 to 1.2.9 inclusive;
- 2.4 the composition of the signal shall/should be as shown in the diagram (Figure 2); the tolerance on the 350 ms interval being ± 30 ms;
- on all ships, regardless of their individual code numbers, _shall/should_7 consist of a continuous sequential transmission of the eleven audio-frequencies given in Section 1.2.1 The parameters of the audio-frequency pulses _shall/should_7 be in accordance with Sections 1.2.3, 1.2.4, 1.2.5 and 1.2.9. The duration of each audio-frequency pulse, measured between the half-amplitude points, _shall/should_7 be 17 ms ± 1 ms and the interval between consecutive pulses, measured between half-amplitude points, _shall/should_7 not exceed 1 ms;
- 4. Receiving selectors on ships should operate reliably in any radio conditions acceptable for satisfactory communication;
- The receiving selector \lceil shall/should \rceil be designed to accept the signals as defined in Section 1. However, bearing in mind that coast stations may transmit additional signals (e.g. coast station identification) it is important that the re-set time of the decoder should be 250 ms \pm 40 ms;

- 6. The receiving selector should be so designed, constructed and maintained that it is resistant to atmospherics and
 other unwanted signals including selective calling signals other
 than that for which the decoder has been set up;
- 7. The receiving selector shall include an audible or visual means of indicating the receipt of a call and, if required, an additional facility allowing the determination of the identity of the calling station or the VHF channel on which to reply according to the needs of administrations;
- 8. The indicating means shall be actuated on correct reception of the calling signal, no matter whether the correct registration has occurred on the first, or the second, or both parts of the calling signal transmitted by the coast stations;
- 9. The indicating means shall remain actuated until re-set manually;
- 10. The receiving selector equipment should be as simple as is practicable, be capable of reliable operation over long periods with a minimum of maintenance, and could, with advantage, include facilities for self-testing.

COMPOSITION OF SELECTIVE CALL SIGNALS WITHOUT ADDITIONAL INFORMATION

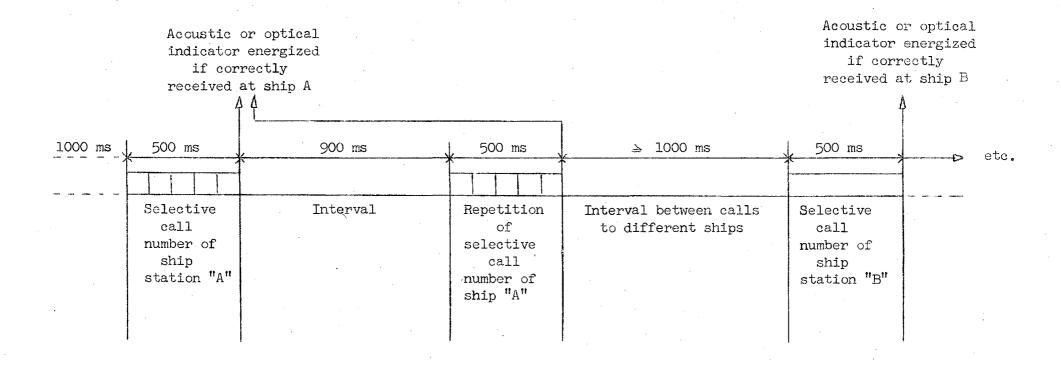


Figure 1

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COMPOSITION OF SELECTIVE CALL SIGNALS WITH ADDITIONAL INFORMATION

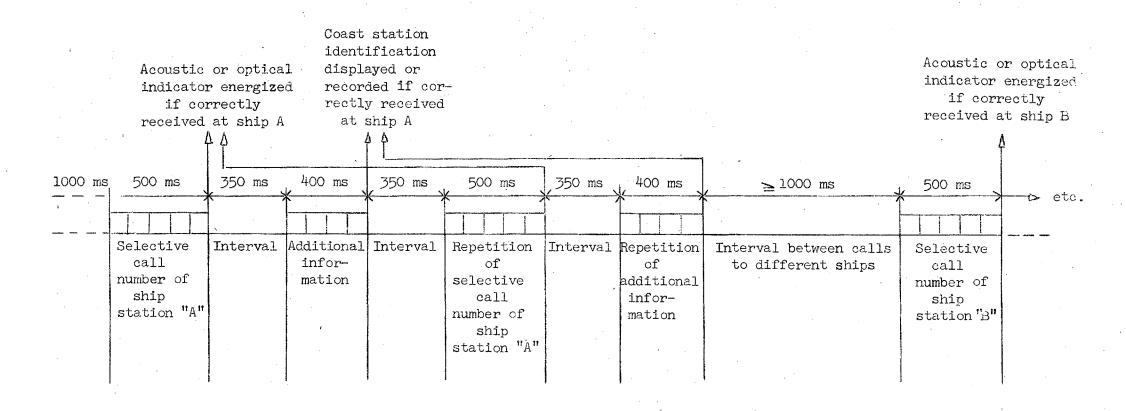


Figure 2

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Article 19

Section II

ADD 749A (10 bis) The Secretary-General shall be responsible for allocating international series of selective call numbers (see No. 783H) at the request of the administrations concerned.

MOD 751 (2) The Secretary-General shall ensure that the same call sign, the same selective call number or the same identification number is not assigned more than once ... (rest unchanged).

Article 20

MOD 825 The List of Ship Stations (List V) shall be republished each year. It shall be kept up to date by means of a half-yearly supplement.

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Article 29

Section III

ADD 1015A

(3) However, when using direct-printing telegraphy or similar systems, the call may, by prior arrangement, be made on a working frequency in the bands reserved for such systems.

Article 30

ADD 1077D

When calling a coast station which has indicated a special watch on the calling frequencies 4 186.5 kc/s, 6 279.75 kc/s, 8 373 kc/s, 12 559.5 kc/s, 16 746 kc/s and 22 262.5 kc/s ship stations do not apply the calling method contained in Nos. 1077A, 1077B and 1077C.

In these circumstances the call consists of:

- the call sign of the station called, not more than once,
- the word DE,
- the call sign of the calling station, not more than once.

This call may be transmitted three times at intervals of one minute; thereafter it shall not be repeated until an interval of three minutes has elapsed.

ADD 1077D.1

Administrations whose coast stations keep watch on the special calling frequencies (No. 1077D) provided for the study of the new calling procedure, shall also ensure that watch is maintained on normal calling bands (see No. 1174) required by their service.

Article 33

Section III

MOD 1236 (1) A ship station calling a coast station by radiotelephony shall use either one of the calling frequencies mentioned in No. 1352 or the working frequency associated with that of the coast station, in accordance with Sections A and B of Appendix 17.

MOD 1237 (2) A coast station calling a ship station by radiotelephony shall use one of the calling frequencies mentioned in No. 1352A, or one of its working frequencies specified in the List of Coast Stations.

NOC 1238

ADD 1238A The provisions of Nos. 1236 and 1237 do not apply to communication between ship stations and coast stations using the simplex frequencies indicated in Section C of Appendix 17.

MOD 1249 (1) A ship station called by a coast station shall reply on either one of the calling frequencies mentioned in No. 1352 or on the working frequency associated with that of the coast station, in accordance with Sections A and B of Appendix 17.

Annex to Document No. 331-E

Article 33 (cont.)

MOD 1250

A coast station called by a ship station shall reply on one of the calling frequencies mentioned in No 1352A, or on one of its working frequencies specified in the List of Coast Stations.

NOC 1251

ADD 1251A

The provision of Nos. 1249 and 1250 do not apply to communication between ship stations and coast stations using the simplex frequencies indicated in Section C of Appendix 17.

NOC 1258

ADD 1258A

However, a brief exchange of traffic concerning the safety of navigation need not be transmitted on a working frequency when it is important that all ships within range receive the transmission.

ADD 1258B

Stations hearing a transmission concerning the safety of navigation shall listen to the message until they are satisfied that the message is of no concern to them. They shall not make any transmission likely to interfere with the message.

Article 34

NOC 1302

Article 35

Section II

SUP 1347

(MOD) 1348

\$ 11.(1) Ships frequently exchanging correspondence with a coast station of a nationality other than their own may use the same frequencies as ships of the nationality of the coast station where mutually agreed by the administrations concerned.

ADD 1348A

(2) Under exceptional circumstances, if frequency usage according to Nos. 1343 - 1345 or No. 1348 is not possible, a ship station may use one of its own assigned national ship-to-shore frequencies for communication with a coast station of a foreign nationality, under the express condition that the coast station as well as the ship station by virtue of No. 1217 take precautions to ensure that the use of such a frequency will not give rise to harmful interference to the service for which the frequency in question is authorized.

Page 24

APPENDIX 9

Service Documents

(see Articles 8, 9, 10 and 20)

NOC

List IV. List of Coast Stations

NOC

Part A. Alphabetical index of coast stations

Part B. Particulars of Coast Stations

Name of the station Call sign 8

MOD

NOC 1-7

8

ADD

The call sign of the station shall be followed, where appropriate, by the identification number or signal in brackets when the station transmits selective call.

APPENDIX 9

List V. List of ship stations

Particulars of ship stations

MOD The information concerning these stations shall be published as shown below:

- Column 1 The stations shall be arranged in alphabetical order of the names of the ships, irrespective of nationality. In the case of duplication of names, the name of the ship shall be followed by the call sign (separated from the name by a fraction bar).
- Column 2 Call sign. This column also contains the selective call number, where appropriate.
- Column 3 Country having jurisdiction over the station (indicated by the appropriate symbol).

Annex to Document No. 331-E Page 26

Column 4 Auxiliary installations, including information concerning

- a) lifeboats fitted with radio apparatus, and
- b) types and number of emergency position-indicating radiobeacons (optional)

$$A = 2.182 \text{ ke/s}$$

 $B = 121.5 \text{ Me/s}$

$$C = 243 \text{ Mc/s}$$

A figure following the letter indicates the number of radiobeacons. The letter "X" signifies that the number of radiobeacons has not been communicated.

Columns 5 In the form of service symbols (see Appendix 10). In addition, to 7 a list of the symbols used in column 5 to designate the class of ship shall be given in the Preface to the List.

 $\frac{\text{Columns 8}}{\text{and 9}}$ Indication of the frequency bands and class of emission by means of the following symbols:

Radi	otelegraphy	<u>Radiotelephony</u>		
W = 110	- 150 kc/s	T = 1 605 - 4 000 kc/s		
X = 405	- 535 kc/s	U = 4 000 - 23 000 kc/s		
Y = 1.605	- 3 800 kc/s	V = 156 - 174 Mc/s		
Z = 4 000	- 25 110 kc/s			

These symbols should, if necessary, be followed by references to brief notes and indications of the frequencies for which the transmitters are adjusted, which shall appear at the end of the List.

Column 10 Basic ship charge per word for radiotelegrams.

These charges are fixed or approved by each administration.

Column 11 Minimum charge for a radiotelephone call of three minutes.

The information in columns 10 and 11 shall be followed by a note reference to indicate the administration or private enterprise to which the accounts should be sent. In case of a change of address of the operating authority, a second note reference after the charge should give the new address and the date from which the change will take effect.

Column 12 When two or more ship stations of the same nationality bear the same name, or if the accounts for charges should be sent direct to the owner of the ship, the name of the shipping line or the firm to which the ship belongs shall be given in this column.

In addition, if there is no room in the appropriate column, further information relating to columns 1 to 11 may be given in column 12 by means of a note reference. This column may comprise several lines.

These charges are fixed or approved by each administration.

APPENDIX 10

MOD		A ship which carries lifeboats fitted with radio apparatus; a number inside the brackets shows the number of such lifeboats ("S")1
MOD	GS	Station on board a warship or a military or naval aircraft
MOD	. 🛆 -	High-traffic ship ("HS")1
SUP	\odot	
MOD	CV	Cargo ship
MOD	PA	Passenger ship
ADD	OD	Document No. 326, page 7_7
ADD	OE	

MOD 1 The symbol shown in parenthesis or square brackets may be used in notifications and service documents.

APPENDIX 11

Section I

MOD 6 List of Ship Stations (the carriage of the supplement is optional).

INTERNATIONAL TELECOMMUNICATION UNION MARITIME CONFERENCE

GENEVA, 1967

Document No. 332-E 1st October 1967 Original: French

COMMITTEE 6

SUMMARY RECORD

of the

NINTH AND LAST MEETING OF COMMITTEE 6

Friday, 27 October 1967 at 09.00 hours

Chairman: Mr. K. COMIC (Federal Socialist Republic of Yugoslavia)

<u>Vice-Chairman</u>: Mr. J. JIGUEP (Federal Republic of Cameroon)

Subjects discussed:	Documents Nos.
l. Adoption of the Ninth Report of Working Group 6A Selective calling devices	327 (Rev.)
2. Adoption of the Tenth and last Report of Working Group 6A - Articles 19, 20, 29, 30, 33, 34 and 35 Appendices 9, 10, 11 and 20B	330 and Add.
3. Approval of the Summary Record of the Sixth meeting	290
4. Termination of the work of Working Group 6A and of de Committee	



1. Adoption of the Ninth Report of Working Group 6A - Selective Calling Devices (Document No. 327 (Rev.))

1.1 Cover page

Following a comment made by the <u>delegate of Belgium</u> to which the <u>Secretary of the Committee</u> replied, it was <u>decided</u> that the number "330" should be added in the parentheses.

1.2 Page 3

MOD 737: A proposal by the <u>delegate of the United States</u> to replace the word "number" by "signal" in the seventh line gave rise to a discussion in which the <u>delegates of the Federal Republic of Germany, Canada, Denmark, France</u>, the <u>United Kingdom</u>, the <u>Republic of South Africa</u> and the <u>U.S.S.R.</u> took part.

The <u>representative of the General Secretariat</u> proposed that, to satisfy all points of view, the words "number or signal" should appear in both instances.

The <u>delegate</u> of the U.S.S.R. shared that view and proposed that that solution be adopted by the Committee.

As there was no objection, it was so decided.

- 1.3 The Committee also approved a suggestion by the delegate of the United States to insert "selective call" after the word "station" in the eighth line of the English text.
- 1.4 The <u>delegate of France</u> pointed out that "en case d'appel sélectif" should be inserted in the ninth line of the French text after the words "station côtière".
- 1.5 At the request of the <u>delegate of Canada</u>, it was <u>decided</u> for reasons of uniformity to delete "'s" after the word "station" in the seventh line of the English text. The amendment will be made throughout the text.
- 1.6 MOD 750: At the request of the <u>delegate of France</u>, it was <u>decided</u> to amend the second line of the text to read: "si le système d'appel sélectif utilisé est conforme ...".

1.7 Page 4

MOD 776: Following a proposal by the <u>delegate of the United States</u>, it was <u>decided</u> to insert the words "or signal" after the word "number".

1.8 ADD 783A: In the interest of clarity, the <u>delegate of France</u> suggested that the word "conformément" should read "conformes" in the third line.

As there was no objection, it was so decided.

1.9 Page 6

The <u>delegate of the Federal Republic of Germany</u> pointed out that the second line of the English text should be amended to read "... ship stations and".

- 1.10 ADD 783H: At the proposal of the <u>delegate of France</u>, it was <u>decided</u> to amend the beginning of the paragraph to read: "Where selective call numbers of ship stations and identification numbers of coast stations are required for international use in the maritime mobile service, in the selective calling system specified in Appendix 20C, ...".
- 1.11 783I, 783J: The representative of the General Secretariat considered that the end of numbers 783I and 783J could be omitted as it duplicated No. 750.

This view was shared by the <u>delegates of the Federal Republic of Germany</u> and the <u>United Kingdom</u>, who proposed that the text in both cases should end after the words "allocated to it".

It was so decided.

1.12 Page 7

ADD 999B: The Secretary of the Committee pointed out that the words "sequential single-frequency code" should be inserted before "international selective calling system" in the English text.

1.13 ADD 999C: Following a comment by the <u>delegate of the United</u>
Kingdom to the effect that the identification number of the calling coast
station should be made compulsory, whereas the number of the channel to be
used for the reply and for traffic should remain optional, a lengthy discussion

took place in which the <u>delegates</u> of the Federal Republic of Germany, the <u>United States</u>, the <u>Netherlands</u>, <u>Norway</u> and <u>France</u> took part. The majority view appeared to be that the number of the channel to be used for the reply and for traffic should be indicated in the case of very high frequencies only.

- 1.14 The <u>delegate of the United States</u> added that the number of the channel should be shown in the text of MOD 737 also (page 3 of the above-mentioned document).
- 1.15 To take account of the suggestion by the <u>delegate of the United Kingdom</u>, the <u>delegate of France</u> proposed that the text after the first dash should be retained, that the text after the second dash should end after "coast station calling" and that the following new sentence should be added: "In the very high frequencies, the number of the channel to be used for the reply and for traffic may be substituted for the identification number of the calling coast station".

The proposal was seconded by the <u>delegates of the United Kingdom</u>, the <u>United States</u> and <u>Portugal</u>, the latter suggesting that the sentence should begin with the word "However,...".

- 1.16 At the proposal of the <u>delegate of Belgium</u>, it was <u>decided</u> that the last line of ADD 999C should become a separate sentence, the English text being amended accordingly.
- 1.17 The <u>delegate</u> of the United States felt that the text should remain more general. Several delegates expressed their views on the point. To take account of suggestions made by the <u>delegates of Canada</u>, the <u>Republic of South Africa</u> and the <u>United States</u>, who were supported by the <u>delegates of Denmark</u> and <u>Ghana</u>, the Committee <u>decided</u> that the expressions "selective call signal" and "identification signal" should be used.
- 1.18 At the request of the <u>delegate of the Republic of South Africa</u>, who was seconded by the <u>delegate of the Federal Republic of Germany</u>, it was <u>decided</u> to amend the fifth line of MOD 1224 on page 9 to read: "appropriate code signals ...".
- 1.19 Following the amendments made during the discussion, the final text of ADD 999C would read:
 - "§ 2. (1) The call shall consist of :
 - the selective call signal of the ship station called;

- the identification signal of the coast station calling.

However, in the very high frequencies, the number of the channel to be used for the reply and for traffic may be substituted for the identification signal of the coast station. The whole shall be transmitted twice."

1.20 Two alternative footnotes were submitted for approval by the Committee.

While the <u>delegate of the United States preferred</u> the first version, the <u>delegate of the U.S.S.R.</u> favoured the second, and other delegates advocated a compromise. To end the discussion, the <u>Chairman</u> put the first version to the vote.

- 1.21 The text was rejected by 18 votes to 6, with 6 abstentions.
- 1.22 The second version was put to the vote and was approved by 25 votes to 1, with no abstention.
- 1.23 The Note to the Editorial Committee was deleted.
- 1.24 Page 8

ADD 999F: After a short debate on the verb and tense to be used, the delegate of the United Kingdom proposed the word "should".

- 1.25 The Chairman put the word "may", which appeared in square brackets, to the vote; it was unanimously rejected. He then invited the Committee to vote on the amendment proposed by the delegate of the United Kingdom.
- 1.26 The anendment was adopted by 27 votes to 3, with no abstention.
- 1.27 Page 9

MOD 1224: Following comments made by the <u>delegates of the Republic of</u>
South Africa and <u>Norway</u>, it was <u>decided</u> that the fifth line should read:
"appropriate code signal. The ship station shall call".

Document No. 332-E Page 6

1.28 ADD 1242A: A proposal by the delegate of the United States, supported by the delegate of Canada, that the words "2170.5 kc/s (carrier frequency)" should be deleted was approved.

1.29 Page 10

Point 1: The delegate of the United Kingdom, supported by the delegate of the Federal Republic of Germany, proposed that the word "should" be replaced by the word "shall".

It was so decided.

1.30 The delegate of the U.S.S.R., seconded by the delegate of France, considered that the word "shall" should be used throughout the text of Appendix 200.

It was so decided.

1.31 Page 12

Point 2: After a brief exchange of views by the delegates of Denmark, the United Kingdom and the Federal Republic of Germany, it was decided to amend the text to read: "Additional information following the selective call signal shall be transmitted as follows: ...".

- 1.32 Subject to the amendments introduced at the meeting, the Report in Document No. 327 (Rev.) was adopted.
- 2. Adoption of the Tenth and last Report of Working Group 6A (Document No. 330 and Add.)

Articles 19, 20, 29, 30, 33, 34 and 35 (part) Appendices 9, 10, 11 and 20B.

2.1 Page 2

MOD 1249: The Chairman of Working Group 6A said that point 2 should be deleted.

2.2 <u>Page 3</u>

Article 20

MOD 809: To make the text more explicit, the <u>delegate of Canada</u>, supported by the <u>delegate of the Federal Republic of Germany</u>, suggested that the words "of ship stations" should be inserted after "selective call numbers" in the second line.

It was so decided.

2.3 Page 4

Article 30

ADD 1077D: The delegate of France considered that if the words "une fois seulement" were to be retained to emphasize the difference compared with normal calling procedure, they should be transferred from the beginning to the end of each phrase in the French text.

As there was no objection, it was so decided.

2.4 ADD 1077D.1¹⁾: The Committee <u>agreed</u> to another suggestion by the <u>delegate of France</u> to place the word "également" in the fourth line after the word "est" in the following line.

2.5 Page 5

Article 33, Section III

ADD 1238A: The <u>delegates of Denmark</u> and <u>Canada</u> considered that the words "between ship stations and" should be omitted from the second line.

This proposal was seconded by the <u>delegates of the United States of</u>
<u>America</u> and the <u>United Kingdom</u> and was <u>approved</u> by the Committee.

2.6 MOD 1249: On a proposal by the <u>delegate of Canada</u>, supported by the <u>delegate of France</u>, it was <u>decided</u> that the text should read: "A ship station called by a coast station shall reply ...".

2.7 Page 6

Article 33

MOD 1250: The delegate of Canada pointed out that the beginning of the text should be amended to agree with the preceding number.

Document No. 332-E Page 8

The <u>delegate of Denmark</u>, supported by the previous speaker, added that for reasons of uniformity the word "should" in the second line of the English text should be replaced by "shall".

It was so decided.

2.8 ADD 1258A: The <u>delegate of France</u> suggested that the French text would be improved if the words "en deça de la portée" in the fourth line were replaced by "dans la zone".

As there were no objections, it was so decided.

2.9 Page 7

Article 35. Section II

ADD 1374A: As this text is the same as present No. 1348 of the Radio Regulations, various delegates took the floor with a view to finding the best solution.

- 2.10 The Chairman of Working Group 6A explained that the Working Group had considered the numbering problem and had agreed that, whenever the position of a text was changed in an official document, it could not retain the same number. The gap was always indicated by the symbol SUP followed by the number. That method had been applied in the present case.
- 2.11 The <u>Secretary of the Committee</u> suggested that the difficulty might be overcome by using the symbol "(MOD) 1348" instead of "ADD 1347A", it being understood that the indication in square brackets would be omitted, and by inserting "ADD 1348A" instead of "ADD 1347B".

The <u>delegates of the Federal Republic of Germany</u> and <u>Denmark</u> agreed with that proposal, which was <u>approved</u>.

2.12 Page 8

Appendix 9. List IV - List of Coast Stations

ADD 8: The text was the subject of comment by the <u>delegates of Canada</u>, the <u>United States of America</u>, <u>France</u>, the <u>United Kingdom</u> and the <u>Republic of South Africa</u> and by the <u>representative of the General Secretariat</u>. Several amendments were suggested, and the following text was finally <u>approved</u> by the Committee:

"Where appropriate, the call sign shall be followed by the identification number or signal, in brackets, used when the station employs selective calling".

2.13 Page 13

Appendix 11, Section I

- MOD 6: The delegate of the United States pointed out that the word "coverage" in the parentheses should read "carriage".
- 2.14 The <u>delegate of France</u> emphasized the difficulty of translating the word "carriage" correctly into French and undertook to try to solve the problem.

2.15 Addendum to Document No. 330

The Chairman of Working Group 6A said that the texts considered at the Group's meetings had been checked. The numbers listed under "NOC" were the subject of proposals which had not been accepted, whereas the three numbers shown under "(MOD)" referred to provisions which had been amended.

The <u>delegate</u> of the <u>United States</u> pointed out that, following amendments made at the current meeting, No. 1224 should be transferred from the left-hand to the right-hand column.

This correction will be made, after which the Addendum to Document No. 330 may be forwarded to the Editorial Committee.

- 2.16 Subject to the above-mentioned amendments, the Report in Document No. 330 and the Addendum thereto were adopted.
- 3. Approval of the Summary Record of the Sixth meeting (Document No. 290)

3.1 Pages 5 and 6

The <u>delegate of the United States</u> emphasized that his statement should in no way be considered as a reservation. He would make the same statement in Plenary Meeting and would point out that the text was reproduced in the Summary Record of the Sixth meeting of Committee 6.

4. Termination of the work of Working Group 6A and of the Committee

4.1 As the Summary Records of the Eighth and Ninth Meetings of the Committee (Documents Nos. 329 and 332 respectively) had not yet been published, the Chairman asked participants to examine them when they were

distributed and to let him have in writing within 48 hours any amendments they wished to introduce, and to authorize him to approve both documents.

It was so decided.

- 4.2 The Chairman thanked all those who, by their active collaboration and spirit of understanding, had enabled the Committee to accomplish such a considerable volume of work. He warmly thanked Mr. A. Chassignol (France), Chairman of Working Group 6A, for the smooth organization and successful discharge of the duties entrusted to him. He congratulated Mr. D. Jipguep (Federal Republic of Cameroon) and Mr. Petit, member of the I.F.R.B., whose competence had been deeply appreciated. He was also grateful to all participants who had constantly shown a sincere desire for international cooperation and who had thus created the atmosphere of understanding and mutual respect which had always been a feature of I.T.U. conferences.
- 4.3 He thanked Mr. A.A. Matthey, Secretary of the Committee, on behalf of everyone, for the excellent work he had accomplished. The Committee had always received the necessary documents in good time and the documents had always been of exemplary clarity and precision. The Secretary of the Committee had shown unfailing devotion and competence, and had always been obliging and good-humoured.

The <u>delegate of the United States</u>, speaking on behalf of the Chairmen of the Working Groups, added that the Secretary had been one of the main contributors to the successful work of the Committee. He expressed his gratitude and asked the Chairman to draw the attention of the Conference Secretariat to the invaluable assistance rendered by the Secretary to Committee 6.

The <u>Chairman</u> suggested that, on behalf of the Committee, he should **scavey** the views of all delegates to the Chairman of the I.F.R.B. and to the Secretary of the Conference.

The delegates approved this suggestion by prolonged applause.

- 4.4 The Chairman then thanked the minute writers, interpreters, technical staff and all other officials of the Secretariat who had enabled the Committee to carry out its work successfully.
- 4.5 The delegate of the Republic of South Africa observed that only the most important individual had not been thanked, namely, the Chairman himself who, by his outstanding competence, unfailing energy and excellent conduct of the discussions, had succeeded in meeting all obstacles and in ensuring absolute success of the Committee's work. On behalf of all participants, he wished to express his warm gratitude to the Chairman, who was then applauded at length by all delegates.

The meeting rose at 1320 hours

Secretary of Committee 6:
A.A. MATTHEY

Chairman of Committee 6:
Konstantin ČOMIĆ

E

INTERNATIONAL TELECOMMUNICATION UNION

MARITIME CONFERENCE

Document No. 333-E

26 October, 1967

Geneva, 1967

PLENARY MEETING (FIRST READING)

B. 8

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	328	23	App. 11, 12	1.4
		_ 15	Res. O	Position-
-				indicating radiobeacons
		16-22	Art. 22, 23, 24, 25, 26, 28	y - 1
4	326	3-9	Art. 7, 12, 28,32 App. 10, App.	
			20B .	.4.
6	328	14	App. 20A	C + 1
1		5-13	Art. 36, 1, 19, 36	
		24-26	AR, Art. 8	

Habib BEN CHEIKH
Chairman of the Editorial
Committee

Annex: Pages B.8/1-23



APPENDIX 11

Section I

NOC 1.-7.

MOD 8. 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 Radio 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

MOD Hours of Service for Ship Stations of the Second and Third Categories (title)

RESOLUTION No. O

Relating to the Recommendations and Standards for Emergency Positionindicating Radiobeacons Operating on the Frequencies 121.5 Mc/s and 243 Mc/s

The World Administrative Radio Conference, Geneva, 1967,

considering

- a) that emergency position-indicating radiobeacons operating on the frequencies 121.5 Mc/s and 243 Mc/s are intended to facilitate search and rescue operations;
- b) that the frequencies 121.5 Mc/s and 243 Mc/s are in common use by aircraft engaged in search and rescue operations;
- c) that the International Civil Aviation Organization has established recommended signal characteristics and technical specifications or aircraft equipment operating on 121.5 Mc/s and/or 243 Mc/s;

resolves

that administrations authorizing the use of emergency position-indicating radiobeacons on 121.5 Mc/s and/or 243 Mc/s should ensure that such radiobeacons comply with the relevant recommendations and standards of the International Civil Aviation Organization and the International Radio Consultative Committee.

ARTICLE 22

NOC 845-847

ARTICLE 23

Section I

NOC 848-858

Section II

NOC 859-860

MOD 861 § 6. (1) The holder of a first or second class radiotelegraph operator's certificate may carry out the radiotelegraph or radiotelephone service of any ship or aircraft station.

NOC 862

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
 - 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.

B.8-03

ADD 863A (3A) 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 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.

NOC 864-866

Section III

NOC 867-902

MOD 903

(2) For ship radiotelephone stations where the peak envelope power of the transmitter does not exceed 400 watts 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

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).

MOD 908 (2) Before becoming chief operator of a ship station of the second or third category (see Nos. 931 and 931A), an operator holding a first or second class radiotelegraph operator's certificate shall have had, as operator on board ship or in a coast station, at least six months' experience 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 holding a first class radiotelegraph operator's certificate shall have had, as operator on board ship or in a coast station, at least one year's experience 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 radiotelephone operator's certificate;

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;

c) ship stations of the fourth category, except in MOD 916 the case provided for in Nos. 917 and 918: one operator holding a first or a second class radiotelegraph operator's certificate; 917 NOC e) ship stations equipped with radiotelephone instal-MOD 918 lation 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 Section IV § 6. (1) For the international public correspondence service, ship 929 MOD stations are divided into four categories: NOC 930 - Stations of the second category: these stations 931 MOD maintain a service for 16 hours a day. - Stations of the third category: these stations ADD 931A

maintain a service for 8 hours a day.

B.8-06

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.

MOD 933

(2) Each administration shall itself determine the rules under which ship stations subject to it are to be placed in one of the above four categories.

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

ADD 937A § 9A. 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

B.8-07

ARTICLE 28

Section I

ADD 964A § 8A. Equipment intended for use in narrow-band direct-printing telegraph systems should conform to the Recommendations of the C.C.I.R. and other technical standards in Appendix 20B.

ARTICLE 7

Section IV

ADD 438A § 8A. As a general rule, the minimum separation between adjacent frequencies used respectively by coast stations and by ship stations is 4 kc/s.

SUP 441

MOD 451 (e) Ship stations, wide-band telegraphy, facsimile, and special transmission systems

4 142·5 - 4 162·5 kc/s 6 216·5 - 6 244·5 kc/s 8 288 - 8 328 kc/s 12 431·5 - 12 479·5 kc/s 16 576 - 16 636·5 kc/s 22 112 - 22 160·5 kc/s

ADD 451A (f) Ship stations, oceanographic data transmission (see note shown with one asterisk in Appendix 15).

4 162·5 - 4 166 kc/s 6 244·5 - 6 248 kc/s 8 328 - 8 331·5 kc/s 12 479·5 - 12 483 kc/s 16 636·5 - 16 640 kc/s 22 160·5 - 22 164 kc/s

N.B. Committee 6 adopted No. 964A subject to decision of Committee 4 with respect to Appendix 20B.

ADD 451B (g) Ship stations, narrow-band direct-printing telegraph and data transmission systems

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4 166 - 4 172·25 kc/s
6 248 - 6 258·25 kc/s
8 331·5 - 8 341·75 kc/s
12 483 - 12 503·25 kc/s
16 640 - 16 660·5 kc/s
22 164 - 22 184·5 kc/s
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MOD 452 (h) Ship stations, telegraphy

```
4 172·25 - 4 231 kc/s
6 258·25 - 6 345·5 kc/s
8 341·75 - 8 459·5 kc/s
12 503·25 - 12 689 kc/s
16 660·5 - 16 917·5 kc/s
22 184·5 - 22 374 kc/s
25 070 - 25 110 kc/s
```

SUP 452.1

MOD 453 (i) Coast stations, wide-band and manual telegraphy, facsimile, special and data transmission systems and direct-printing telegraph systems.

```
4 231 - 4 361 kc/s
6 345·5 - 6 514 kc/s
8 459·5 - 8 728·5 kc/s
12 689 - 13 107·5 kc/s
16 917·5 - 17 255 kc/s
22 374 - 22 624·5 kc/s
```

ADD 453A (1)A Frequencies in the bands 25 010-25 070 kc/s, 25 110-25 600 kc/s and 26 100-27 500 kc/s may be assigned to coast stations.

SUP 453.1

ARTICLE 12

MOD 677 § 8. The use of class B emissions is forbidden in all stations.

ARTICLE 28

Section I

(MOD) 955 Mobile stations shall be established in such a way as to conform to the provisions of Chapter II as regards frequencies and classes of emission.

SUP - 956

ADD 964A § 8A. Equipment intended for use on narrow-band direct-printing telegraph and data transmission systems should conform to the characteristics specified in Appendix 20B.

Section III

SUP Delete title after No. 970. (Bands between 110 and 160 kc/s.) (title)

SUP 971

ARTICLE 32

SUP 1137

- MOD 1138 § 15. In Region 2, the frequencies in the band [20— to 20— kc/s] are assigned to ship stations using wide-band telegraphy, facsimile and special transmission systems. The provisions of No. 1146 are applicable.
- MOD 1147 (3) Except as provided for in No. 1352B, coast radiotelegraph stations operating in the maritime mobile exclusive bands between 4 000 and 27 500 kc/s shall not use Type 2 emissions. (See No. 1105A.)

B.8--10

ADD 1191E § 38E. When assigning frequencies listed in Appendix 15, administrations shall take due account of the information entries in the Master Register resulting from the notification procedure contained in Resolution No. [E].

APPENDIX 10

ADD	OD	Oceanographic data station	-
ADD	OE	Oceanographic data interrogating	station

ADD

APPENDIX 20B

Narrow-band Direct-printing Telegraph Equipment

(See Articles 28 and 29)

- 1. The equipment for narrow-band direct-printing telegraph systems in the maritime mobile service shall fulfil the following conditions:
 - a) The equipment shall accept signals conforming to C.C.I.T.T. Code No. 2 at a modulation rate of 50 bauds and shall provide similar signals at its output for extension to the public telegraph network [(see I.T.U. List of Definitions, Part I, item 01·12)] and vice versa.
 - b) The modulation rate over the radio path shall not exceed 100 bauds.
 - c) Class F1 emission shall be used, with a total frequency shift of 170 c/s.

ADD

APPENDIX 20A

Technical Characteristics of Emergency Position-indicating Radiobeacons Operating on the Carrier Frequency 2 182 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:
 - \pm 20 c/s for the frequency of 1 300 c/s \pm 35 c/s for the frequency of 2 200 c/s
- f) Equipment shall be designed to comply with relevant C.C.I.R. recommendations.

ARTICLE 36, SECTION VII (CONTINUED)

NOC 1461-1462

ADD 1462A § 38A. 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, which should be preceded by the safety signal (see Nos. 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 Nos. 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 of the message.

NOC 1475-1476

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.

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.

Section III

SUP 760

ADD Emergency position-indicating radiobeacon stations:

ADD 768A § 18A.— The Morse letter B and/or the call sign of the parent ship to which the radiobeacon belongs.

Section IV

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

When speech transmission is used (See No. 1476G)

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

ARTICLE 36

Section I

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

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 VIIIA.

B.8-16

- ADD 1473A (2) The radiotelephone alarm signal may be used by emergency position-indicating radiobeacons of Type H (see No. 1476C).
- (MOD) 1474 (3) In cases described in Nos. 1472 and 1473, the transmission of the warning or message by radiotelegraphy shall not begin until two minutes after the end of the radiotelegraph alarm signal.

ARTICLE 36

Distress Signal and Traffic, Alarm, Urgency and Safety Signals

ADD Section VIIIA. Emergency position-indicating radiobeacon signals

ADD 1476A § 44A.(1) The emergency position-indicating radiobeacon signal consists of:

ADD 1476B

- a) for medium frequencies [i.e. 2 182 kc/s]¹
 - a keyed emission modulated by a tone of 1 300 cycles per second, and having a ratio of the period of the emission to the period of silence equal to or greater than one; the period of emission duration is between one and five seconds;

or

ADD 1476C

- 2) the radiotelephone alarm signal (see No. 1465) followed by the Morse letter B and/or the call sign of the ship to which the beacon belongs transmitted by keying a carrier modulated by a tone of either 1 300 or 2 200 cycles per second.
- ADD 1476B.1
 1 In Japan, there are emergency position-indicating radiobeacons which transmit the distress signal and identification on frequencies between 2 089.5 kc/s and 2 092.5 kc/s using class A1 emissions.

ADD 1476D

- b) For very high frequencies, i.e. 121.5 Mc/s and 243 Mc/s, the signal characteristics shall be in accordance with those referred to in Resolution No. of the World Administrative Radio Conference, Geneva, 1967.
- ADD 1476E (2) Only the signal specified in No. 1476B shall be used by low power radiobeacons (Type L) and it shall be transmitted continuously.
- ADD 1476F (3) High power radiobeacons (Type H) may transmit either of the signals specified in Nos. 1476B or 1476C with a keying cycle which consists of the keying signal for between thirty and fifty seconds followed by a period of silence of between thirty and sixty seconds.
- 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) These signals shall indicate that one or more persons are in distress, may no longer be on board a ship or an aircraft, and that receiving facilities may not be available.
- ADD 1476J (7) Any mobile service station receiving one of these signals, while no distress or urgent traffic is being passed, shall consider that the provisions of Nos. 1452 and 1453 are applicable.
- ADD 1476K (8) Equipment designed to transmit emergency positionindicating radiobeacon signals on the carrier frequency 2 182 kc/s shall meet the requirements specified in Appendix 20A.

- ADD 1476L (9) Equipment designed to transmit emergency position-indicating radiobeacon signals on very high frequencies shall be in agreement with the recommendations and standards referred to in Resolution No. of the World Administrative Radio Conference, Geneva, 1967.
 - N.B. The provisions of Section VIIIA, Article 36, were prepared by Committee 6 (Document No. 206) and submitted to Committees 4 and 5. The present texts include the amendments adopted by Committee 4, i.e. revised No. 1476D and addition of No. 1476L. (See No. 1323, Document No. 272).

Section IX

NOC 1477-1481

- (MOD) 1482 (2) The urgency signal and the message following it shall be sent on one of the international distress frequencies (500 kc/s or 2 182 kc/s) or on one of the frequencies which may be used in case of distress.
- ADD 1482A (2A) However, in the maritime mobile service, in regions of heavy traffic or in the case of a long message or a medical call, the message should be transmitted on a working frequency. An indication to this effect should be given at the end of the urgency call.

NOC 1483

ADD 1483A (3A) In the maritime mobile service, urgency messages may be addressed either to all stations or to a particular station.

NOC 1484

MOD 1485 § 49. (1) Mobile stations which hear the urgency signal shall continue to listen for at least three minutes. At the end of this period, if no urgency message has been heard, a land station should, if possible, be notified of the receipt of the urgency signal. Thereafter, normal working may be resumed.

NOC 1486-1487

Section X

NOC 1488-1490

- (MOD) 1491 (2) The safety signal and call shall be sent on the distress frequency or one of the frequencies which may be used in case of distress.
- MOD 1492 (3) Wherever possible, the safety message which follows the call should be sent on a working frequency, particularly in areas of heavy traffic. A suitable announcement to this effect shall be made at the end of the call.
- ADD 1492A (3A) In the maritime mobile service, safety messages shall generally be addressed to all stations. In some cases, however, they may be addressed to a particular station.

NOC 1493-1495

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:

- a) a radiotelegram bearing the paid service indication = Jx = within the prescribed period,
- 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 period for further attempts which may have been requested by the sender if it has been impossible to reach the ship. The office of 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 or 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.

NOC 2131

NOC 2132

Section II

NOC 2133-2136

ARTICLE 9 AR

NOC 2137-2143

NOC 2144

NOC 2145-2150

MOD 2151

(4) 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.

INTERNATIONAL TELECOMMUNICATION UNION MARITIME CONFERENCE

GENEVA, 1967

Document No. 334-E 26 October 1967 Original: French

PLENARY MEETING

FIFTH REPORT OF COMMITTEE 5

Time-table for the transition to SSB in the bands between 1 605 and 4 000 kc/s.

The Committee decided that the conversion to SSB techniques should be scheduled as follows:

- 1. It was unanimously agreed that, as from 1 January 1973, installation of DSB equipments on board ships should be forbidden but that the administrations should try to avoid installing DSB equipments on board ships from the time the new Regulations come into force.
- 2. It was also unanimously agreed that coast stations should cease DSB emission entirely as from 1 January 1975.
- 3. It was decided that from 1 January 1982, only class A3A and class A3J emission should be authorized, except on frequency 2 182 kc/s on which class A3 or class A3H emission should continue to be authorized for ship, aircraft and survival craft stations. It was also decided that class A3H emission should continue to be required for coast stations transmitting on the frequency 2 182 kc/s.

This decision was taken following a vote of which the results were as follows:

- 35 administrations could accept the date of 1 January 1982
- ll administrations were opposed to that date
- 12 administrations abstained.
- 4. It was further agreed that in Regions 1 and 3 and in Greenland, coast stations might, as an exceptional measure, use class A3H emission for sending safety messages on the carrier frequency 2 170.5 kc/s. Furthermore, in Regions 1 and 3, in Greenland and in the French provinces and territories in Region 2, coast stations might use class A2H emission for selective calling.



It was also decided that the provisions concerning the transition to SSB in the MF bands would be the subject of a draft Resolution, the text of which appears in Annex 1.

II. Separation between the carrier frequency and the assigned frequency in the MF bands

It had been previously agreed that the provisions relating to the separation between the carrier frequency and the assigned frequency which were temporarily included in the new Appendix 17A relating to the technical characteristics of SSB equipments should be inserted in another part of the Radio Regulations.

The Committee accordingly decided that these provisions should be contained in a new number 445A, the text of which appears in Annex 2.

III. Conversion to SSB operation in the bands between 1 605 and 4 000 kc/s

It had also been agreed that the provisions which relate to the conversion of the present DSB channels to SSB operation and which were temporarily included in the same new appendix should appear in a more appropriate part of the Radio Regulations.

It was decided that they should be the subject of a draft Resolution, the text of which appears in Annex 3.

IV. Appendix 18

The Committee decided to amend the Table of Frequencies given in Appendix 18 and adopted the text of the new notes to the table (see Annex 4).

V. Article 35

The Committee decided to include in Section IV, A. Call, Reply and Safety, a new No. 1359A, the text of which is given in Annex 3, and to add in Section IV, C. Traffic, four new Nos. 1373A to 1373D, the texts of which appear in Annex 6.

It was also decided to amend No. 1379 by fixing the power for new equipment at 25 watts throughout the world. The provisions of No. 1378 should therefore be deleted.

The Committee further decided that whenever Appendix 18 is mentioned in the Radio Regulations it should be accompanied by a reference to Resolution No. $\int J_{-}/L$. This applies to No. 988 of Article 28 and to Nos. 1370, 1375 and 1377 of Article 35 (see Annex 6).

VI. The recommendation proposed by the United Kingdom relating to the use of the band 450 - 470 Mc/s for radiotelephone communication was studied in detail (see proposal No. G/114(60)).

As this frequency band is used in many countries for land mobile services, no agreement could be reached on the choice of a few frequencies which could be used exclusively for ship radiotelephone communication throughout the world without interference to the land mobile services in the neighbourhood of ports.

For this reason the majority of the members of the Committee opposed the inclusion of this recommendation in the Radio Regulations.

VII. Classes of emission to be used in the radiotelephone maritime mobile service

The Committee adopted the text of the Resolution which is contained in Annex 8 and which concerns the classes of emission to be used for single sideband transmissions during the transitional period.

VIII. Use of frequencies in the bands allocated exclusively to the maritime mobile service

The Committee adopted the text of the Resolution designed to bring about the cessation of emissions from out-of-band stations operating in the guard-bands of the calling and distress frequencies and in the HF bands allocated exclusively to the maritime mobile service. The text of this Resolution is given in Annex 8.

P. MORTENSEN
Chairman

Annexes: 8

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ANNEX 1

DRAFT RESOLUTION No. ...

relating to the introduction of single sideband techniques in the radiotelephone maritime mobile service bands between

1 605 and 4 000 kc/s

The World Administrative Radio Conference, Geneva, 1967, considering

- a) Recommendation No. 28 of the Administrative Radio Conference, Geneva (1959);
- <u>b</u>) that the present Conference has decided to require the use of single sideband techniques, except in certain circumstances;
- c) the desirability of replacing double sideband emissions by single sideband emissions as early as possible in the maritime mobile service bands between 1 605 and 4 000 kc/s;

resolves that

unless otherwise specified in the Final Acts of this Conference, radiotelephone stations in the maritime mobile service operating in the bands between 1 605 and 4 000 kc/s shall comply with the following conditions:

as from 1 January 1973, the new installation of double sideband equipment in ship stations shall not be permitted, except in the cases covered by Nos. 984, 987 / and 1323 / of the Radio Regulations;

administrations shall, however, endeavour to discontinue the installation of double sideband equipment at the earliest possible date after the entry into force of the Final Acts of this Conference;

2.

coast stations shall be rendered capable of single sideband operation at the earliest possible date; furthermore, they shall discontinue double sideband emissions as early as possible, and in any case, not later than 1 January 1975;

3.

until 1 January 1982, coast and ship stations equipped for single sideband operation shall also be equipped to transmit class A3H emissions compatible with reception by double sideband equipment. (On the carrier frequency 2 182 kc/s this requirement with respect to class A3H emission will continue beyond 1 January 1980);

4.

as from 1 January 1982 the use of class A3A and A3J emission only shall be authorized. Class A3 and A3H emissions shall, however, be authorized for ship, survival craft and aircraft stations transmitting on carrier frequency 2 182 kc/s, and class A3H emission shall be authorized for coast stations transmitting on the carrier frequency 2 182 kc/s, and, in exceptional circumstances, in Regions 1 and 3 and in Greenland, for coast stations sending safety messages on the carrier frequency 2 170.5 kc/s. Furthermore, in Regions 1 and 3, class A2H emission

may be used by coast stations for selective calling on the carrier frequency 2 170.5 kc/s; 1)

as from 1 January 1982, ship and aircraft stations required to employ single sideband operation on the working frequencies of the maritime mobile service shall use only class A3H emission on the carrier frequency 2 182 kc/s:

/ further resolves

5.

that Recommendation No. 28 of the Administrative Radio Conference, Geneva, 1959 is abrogated_/. /*_/

/*Note for the Editorial Committee : this clause may be transferred to Resolution No. A_7.

The provisions concerning the use of class A2H emission for selective calling by coast stations in Regions 1 and 3 also apply to Greenland and to the French provinces and territories in Region 2.

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Article 7

ADD 445A

§ 11 bis. (1) The assigned frequency of a single sideband channel of a station in the radiotelephone maritime mobile service shall be 1 400 c/s higher than the carrier frequency.

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DRAFT RESOLUTION No. ...

relating to the conversion to single sideband technique of stations of the radiotelephone maritime mobile service operating in the bands between 1 605 and 4 000 kc/s

The World Administrative Radio Conference, Geneva, 1967

considering

- that radiotelephone stations in the maritime mobile service operating with a double sideband in the bands between 1 605 and 4 000 kc/s use a bandwidth of the order of 6 kc/s;
- 2. that these stations will have to use single sideband operation in future;
- that during the period of conversion to single sideband operation, every precaution must be taken to avoid harmful interference between stations operating with a double sideband and those operating with a single sideband;

resolves

- <u>a</u>) that the transition to single sideband operation in the stations referred to in considerandum 1 above shall be made in accordance with the following provisions:
 - 1) the carrier frequency of the single sideband channel in the upper part of the previous double sideband channel shall be the same as the carrier frequency of that channel;

Annex 3 to Document No. 334-E Page 12

- 2) the carrier frequency of the single sideband channel in the lower part of the previous double sideband channel shall be 3 kc/s lower than the carrier frequency of the previous double sideband channel when the latter has a carrier frequency at least 6 kc/s above that of the lower adjacent double sideband radiotelephone channel;
- in Region 1, the carrier frequency of the single sideband channel in the lower part of the previous double sideband channel shall be 2.5 kc/s below the carrier frequency of the previous double sideband channel when the latter has a carrier frequency 5 kc/s above that of the lower adjacent double sideband radiotelephone channel;
- b) emissions in class A3H shall not be used on single sideband channels in the lower part of previous double sideband channels.

MOD

APPENDIX 18

Table of transmitting frequencies for the band $156-174~\rm Mc/s$ for radiotelephony in the international maritime mobile service.

(See No. 287 and Article 35)

(For assistance in understanding the Table, see Notes a) to i) below.)

Channels O1 - 28 correspond to the channels of Appendix 18, Radio Regulations, Geneva, 1959 and channels 60 - 88 represent the additional channels available for assignments by administrations in the future in this frequency band, see Resolution No. $\sqrt{J_{\perp}}$.

	Channe	.1	Transmitting Frequencies (Mc/s)		Inter-	Port ope	rations	Public	
	designators		Ship Stations	Coast Stations	ship	Single frequency	Two frequency	corres- pondence	
•		60 ^{f)}	156.025	160.625		21 oquo120 y	17	25	
	Ol		156.050 ^e)	160.650			10	8	
		61.	156,075	160.675	·		23	19	
	02		156.100	160.700			8	10	
		62	156.125	160.725	·		20	22	
	03		156.150 ^{e)}	160,750			9	9	
		63	156.175 ^{e)}	160.775			18	24	
	· 04		156.200	160.800			11	7	
		64	156,225	160.825			22	20	
	05		156.250	160.850			6	12	
		65	156.275	160.875			21	21	
	06		156.300c)		- 1				
		66	156.325	160.925			19	23	
	07		156.350	160.950			7 .	11	
	•	67	156.375	156,375	10	10			
	08		156.400		2		•		
		68	156.425	156.425		6			
İ	09		156.450	156.450	5	5			
		69	156.475	156.475	9	11			
	10		156.500	156.500	3	9			
		70	156.525		, 6				
	11		156.550	156.550		3			
1		. 1	•	4	1		1.		

MOD

(I)		itting	T1	Port ope	rations	Public
Channel designators	Frequenci Ship	es (Mc/s) Coast	Inter- ship	Single	Two	corres-
designators	Stations	Stations	Simp		frequency	pondence.
71	156.575	156.575		7		
12	156.600	156.600		1		ì
72	156.625		7	Ú		
13	156 .6 50	156.650	4	1		
73	156.675	156.675	8	12		. *
14	156.7 00	156.700		(S)		
74	156.725	156.725		8	·	
15 ^{h)i)}	156.750	156.750	12	14		
75		Guard	band 156.7	7625-156.787	5 Mc/s	
16	156,800	156.800	CALLING A	ND SAFETY		
76		Guard	band 156.8	3125-156.837	5 Mc/s	.
17 ^{h)i)}	156.850	156.850	13	13	: :	•
. 77	156.875		11			
18	156.900	161.500			3	• • •
78	156.925	161.525			12	
19	1 5 6.950	161.550		·	4	
79	156.975	161.575			14	
20	157.000	161.600			1	
80	157.025	161.625			16	
21	157.050	156.050 ^{e)} or 161.650			5	
81	157.075	161.675			15	
22	157.100	161.700			2	
82	157.125	161.725			13	26
23	157.150	156.150 ^{e)} or 161.750				5
83	157.175	156.175 ^{e)} or 161.775				16
24	157.200	161.800			1147 1147	4
84	157.225	161.825			24	13

MOD

Channel	Transm Frequencie		Inter-	Port ope	Public	
designators	Ship Stations	Coast Stations	ship	Single frequency	Two Frequency	corres- pondence
25	157.250	161.850		·		3
85	157.275	161.875				17
26	157.300	161.900				1
86	157.325	161.925		* 1		15
27	157.350	161.950				2
87	157.375	161 . 9 7 5				14
28	157.400	162.000				6
f) 88	157.425	162.025				18

NOTES REFERRING TO THE TABLE

NOC	a)
NOC	b)
NOC	c)
MOC	d)

e)

MCD

MOD

In France and in Belgium, the frequencies 156.050, 156.150 and 156.175 Mc/s are used as ship station frequencies in Channels 1, 3 and 63 respectively and as coast station frequencies in Channels 21, 23 and 83 respectively when these latter are used in the special semi-duplex public correspondence systems employed with 1 Mc/s separation between transmit and receive frequencies.

SUP f)
ADD f) bis

Channels 60 and 88 can be used subject to special agreements between interested and affected administrations.

Annex 4 to Document No. 334-E

Page 16

SUP g)

- ADD g) bis The frequencies in this Table may also be used for shipping on inland waterways in the conditions specified in No. 287.
- ADD h) On these channels the maximum frequency deviation shall be limited to ± 5 kc/s. Until 1 January 1983, the effective radiated power of ship stations must not exceed 1 watt.
- ADD i) The channels 15 and 17 may also be used for internal operational communications on board ships, provided the effective radiated power does not exceed 0.1 W and subject to the national regulations of the administrations concerned when these channels are used in territorial waters.

Article 28

MOD. 988

§ 21. All ship stations equipped with radiotelephony to work in the authorized bands between 156 and 174 Mc/s (see No. 287 and Appendix 18) shall be able to send and receive Class F3 emissions on : (see Resolution No. \sqrt{J} .

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Article 35

ADD	1359A	"(1 bis) The frequency 156.80 Mc/s is used by coast stations for selective calls to ships."
MOD	1370	(2) The method of working (single-frequency or two-frequency) specified in Appendix 18 for each channel should be used in the international services (see Resolution No. /J_).
MOD	1373	(2) In the band 156 to 174 Mc/s, administrations shall, where practicable, assign frequencies to coast and ship
		stations in accordance with the Table of Transmitting Frequencies given in Appendix 18 for such international services as administrations consider necessary (see Resolution No. $\int J_{-}^{-}$).
ADD	1373A	"The normal sequence in which channels should be taken into use by stations of the maritime mobile service in the band 156-174 Mc/s is indicated by the figures in the relevant columns of Appendix 18;"
ADD	1373В	"Administrations should, as far as possible, arrange that ship stations fitted with the channels corresponding to the figures in a circle in Appendix 18 can obtain a reasonably adequate use of available services."
ADD .	13730	"During ice seasons, ship stations shall avoid harmful interference to communications on 156.300 Mc/s (Channel 6 of Appendix 18) between icebreakers and assisted ships;"

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Article 35 (cont.)	
MOD 1375	(4) Channels are designated by numbers in the Table
	of Transmitting Frequencies given in Appendix 18 (see
•	Resolution No. [J]).
MOD 1377	(2) The use of channels for maritime mobile purposes
	other than those indicated in the Table of Transmitting
	Frequencies given in Appendix 18 shall not cause harmful
	interference to services which operate in accordance
	with that Table and shall not prejudice the future
	development of such services (see Resolution No. [J]).
SUP 1378	
MOD 1379	"The carrier power of ship station transmitters
	shall not exceed 25 watts for equipments brought into
	service after 1.1.1969."

DRAFT RESOLUTION No. ...

relating to the classes of emission to be used in the maritime mobile radiotelephony service

The World Administrative Radio Conference, Geneva, 1967, considering

- a) that Recommendation 258-1 of the C.C.I.R. (Oslo, 1966) advocates the use of both class A3A and class A3J emissions;
- b) that some administrations have already converted their services to single sideband operation in accordance with C.C.I.R. Recommendation 258 (Los Angeles, 1959);
- c) that, under Nos. 1336A and 1351A of the Radio Regulations, coast stations will be required to use class A3H emission during the period of transition to single sideband operation;
- d) that the interim provision of 3 classes of emission may, in the case of remote controlled coast stations, cause considerable hardship to these administrations;

resolves

that during the transitional period) of conversion from double sideband to single sideband operation coast stations equipped for at least class A3H and class A3A emission will satisfy the requirements of ship stations fitted for reception of class A3, class A3A or class A3J emission; and

¹⁾ See Resolution No. \sqrt{D} ocument No. 334 $\sqrt{\ }$ and No. $\sqrt{\ }$ M $\sqrt{\ }$.

Annex 7 to Document No. 334-E Page 22

that after the end of the transitional period¹⁾, such coast stations shall be capable of using class A3A and A3J emission, with the exception that the use of class A3H emission shall be required on the frequency 2 182 kc/s in accordance with the provisions of No. 1337 of the Radio Regulations.

¹⁾ See Resolutions Nos. $\sqrt{\text{Document No. 334}}$ and No. $\sqrt{\text{M}}$.

RESOLUTION No. ..

relating to the use of frequencies in the bands allocated to the maritime mobile service

The World Administrative Radio Conference, Geneva, 1967, considering

<u>a</u>)

that monitoring observations of the use of frequencies in band 2 170 - 2 194 kc/s and the bands allocated exclusively to the maritime mobile service between 4 063 - 25 110 kc/s show that a number of frequencies in these bands are being used by stations of services other than the maritime mobile service, thus causing harmful interference to maritime mobile service communications and that a considerable number of emissions, the sources of which could not be positively identified, were observed in these bands;

b)

that radio is the sole means of communication of the maritime mobile service and, in particular, it is essential that the international distress frequencies and the frequencies for international calls and public correspondence should be kept free from harmful interference since the former are essential for the protection of the safety of life and property and the latter are essential to ensure the orderly and efficient operation of communications in the maritime mobile service;

resolves to urge

administrations to ensure that stations of services other than the maritime mobile service abstain from using frequencies in the guard-bands of calling and distress frequencies and in the bands allocated exclusively to that service, except under the conditions expressly specified in Nos. 115, 208, 209, 211, 213 or 415 of the Radio Regulations, Geneva, 1959; and

invites

the I.F.R.B. to continue to organize monitoring observations in the bands allocated exclusively to the maritime mobile service with a view to eliminating the emissions of out-of-band stations which cause, or are likely to cause, harmful interference to the maritime mobile service; and to seek the cooperation of administrations in identifying the sources of such emissions by all available means including the use of automatic recording equipment, direction-finding and field strength measurements, and in securing the cessation of these emissions.

E

INTERNATIONAL TELECOMMUNICATION UNION

MARITIME CONFERENCE

Document No. 335-E 27 October, 1967

Geneva, 1967

PLENARY MEETING (FIRST READING)

B. 9

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	325		App. 15	
5	334	9	Art. 7	
4-5	B5, 322	***	App. 3	
5	334	5-7	Res. P	Introduction of SSB techniques (1605-4000 kc/s
		11	Res. Q	Conversion to SSB (1605-4000 kc/s)
	· +	21-22	Res. R	Classes of emission
.*.		23-24	Res. S	Use of frequencies
	-	13-15	App. 18	
		17	Art. 28	
		19	Art. 35	
0				

Habib BEN CHEIKH
Chairman of the Editorial
Committee

Annex: Pages B9./1-19



MOD

APPENDIX 15

Table of Frequencies to be used by Radiotelegraph Ship Stations in the Bands Between 4 and 27.5 Mc/s Allocated Exclusively to the Maritime Mobile Service (see Article 32).

In the table:

- a) the assignable frequencies in a given band for each usage are:
 - indicated by the lowest and highest frequency, in heavy type, assigned in that band;
 - regularly spaced, the number of assignable frequencies and the spacing in kc/s being indicated in italics;
- b) the vertical arrows indicate the harmonic relationship between the frequencies assigned in the different bands.

Frequencies Assignable to Ship radiotelegraph Stations Using the Maritime Mobile Service Bands between 4 and 27.5 Mc/s

kc/s

Bands	Limits	Assignable frequencies wide-band telegraphy, facsimile and	Limits	Oceanographic	Limits	Assignable working frequencies	Limits	Assignable working frequencies	Limits	Calling frequencies d)	Limits	Assignable working frequencies for low traffic ships	Limits
Mc/s		special transmission systems		data transmission a)		direct-printing telegraph and data transmission systems		for high traffic ships b)	*			GROUP A GROUP B	
4	4 142-5	4 144·5 4 160·5 5 frequencies spaced 4	4 162 5	4 162.9 4 165.6 10 frequencies spaced 0.3	4 166	4 166·5 4 172 12 frequencies spaced 0·5	4 172-25	4 172.5 4 177.5 11 frequencies spaced 0.5	4 178	4 178·5 4 186·5 17 frequencies spaced 0·5	4 187	4 187.5 4 208 4 208.5 4 22 84 frequencies spaced 0.5	9 4 231
6	6 216-5	6 218·5 6 242·5 7 frequencies spaced 4	6 244 5	6 244·9 6 247·6 10 frequencies spaced 0·3	6 248	6 248-5 6 258 20 frequencies spaced 0.5	6 258-25	6 258·75 6 266·25 11 frequencies spaced 0·75	6 267	6 267:756 279:75 17 frequencies spaced 0:7	6 280-5	6 281-25 6 312 6 312-75 6 3 84 frequencies spaced 0.75	6 345-5
8	8 288	8 290 8 326 10 frequencies spaced 4	8 328	8 328·4 8 331·1 10 frequencies spaced 0·3	8 331-5	8 332 8 341·5 20 frequencies spaced 0·5	8 341-75	8 342 8 345 8 355 14 frequencies spaced 1	8 356	c) 8 357 8 373 17 frequencies spaced 1	8 374	8 375 8 416 8 417 8 4 84 frequencies spaced 1	8 459-5
12	12 431 5	12 433-512 477-5 12 frequencies spaced 4	12 479-5	12 479-912 482-6 10 frequencies spaced 0-3	12 483	12 48412 503 20 frequencies spaced 1	12 503 25	12 50412 51312 517-512 532-5	12 534	12 535·512 559·5 17 frequencies spaced 1·5	12 561	12 562 512 624 12 625 512 6 84 frequencies spaced 1.5	12 689
16	16 576	16 57816 634 15 frequencies spaced 4	16 636-5	16 636·916 639·6 10 frequencies spaced 0·3	16 640	16 64116 660 20 frequencies spaced I	16 660-5	16 66216 67216 68416 69016 710 25 frequencies spaced 2	16 712	16 71416 746 17 frequencies spaced 2	16 748	16 75016 832 16 83416 9 84 frequencies spaced 2	16 917-5
22	22 112	22 11422 158 12 frequencies spaced 4	22 160 5	22 160 922 163 6 10 frequencies spaced 0-3	22 164	22 16522 184 20 frequencies spaced I	22 184-5	22 18722 221 18 frequencies spaced 2	22 222-5	22 22522 265 17 frequencies spaced 2.5	22 267-5	22 27022 320 22 322·522 3 41 frequencies spaced 2·5	22 374

Assignable Frequencies to Ships of all Categories

	Limit	Calling frequencies	Limit	Working frequencies	d)	Limit
25	25 070	25 073.525 081	25 082-5	25 084	25 106-5	25 110
		6 frequencies spaced 1.5		16 frequencies spaced 1.5		

a) The frequency bands may also be used by buoy stations for oceanographic data transmission and by stations interrogating these buoys, in accordance with the conditions set forth in Resolution No. [C].
 b) Manual or automatic A1 Morse telegraphy at speeds not exceeding 40 bands.

<sup>c) For the conditions of use of 8 364 kc/s, see No. 1179.
d) 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 (See Nos. [1077D] and 1077.1]).</sup>

ADD 445A § 11B. The assigned frequency of a single sideband channel of a station in the radiotelephone maritime mobile service shall be 1 400 c/s higher than the carrier frequency.

111	APF	PENDIX 3							
	Table of Fro	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 * 1st January, 1970 in the c with an asterisk.	Tolerances applicable to new transmitters installed after 1st January, 1964 and to all transmitters after 1st January, 1966*						
		I an assertion							
	Band: 1 605 to 4 000 kc/s		-)						
MOD	2. Land Stations — power 200 W or less	100	100 <i>h)</i>						
	— power above 200 W	50 .	50 h)						
MOD	3. Mobile Stations a) Ship Stations	200	. 200 i)						
	Band: 4 to 29.7 Mc/s								
	2. Land Stations: a) Coast Stations:	×							
MOD	— power 500 W or less	50	50 h) l)						
MOD	— power above 500 W and less than or equal to 5 kW	50 *	30 * h) l)						
MOD	— power above 5 kW	50	15 h) i)						

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 ca with an asterisk.	ase of all tolerances marked
MOD	3. Mobile Stations:		
4.5	a) Ship Stations:		
ADD ADD	1) Class A1 emission — low traffic ships — high traffic ships 2) Emission other than Class A1	200	200 j) 50 j) m)
	— power 50 W or less — power above 50 W b) Survival Craft Stations	50 <i>c)</i> 50 200	50 c) i) k) 50 i) k) 200
ADD	bA) Emergency Position- Indicating Radiobeacons c) Aircraft Stations		300 100 *
	d) Land Mobile Stations	200	200
	Band: 100 to 470 Mc/s		
MOD	2. Land Stations:		
	a) Coast Stations b)	100	20 n)
MOD	3. Mobile Stations:		
	a) Ship Stations and Survival Craft Stations: — in the band 156-174 Mc/s	100	20 n)

- ADD h) For coast station single sideband radiotelephone transmitters the tolerance is 20 c/s
- ADD i) For ship station single sideband radiotelephone transmitters the tolerance is 100 c/s. (see also Appendix 17A).
- ADD j) A frequency tolerance of 50 parts in 10⁶ shall be applicable, in the case of assignments made after the entry into force of the Final Acts of the World Maritime Radio Conference, Geneva, 1967, to ship stations using the lowest or highest series of:
 - calling frequencies; and
 - working frequencies for low traffic and high traffic ships (see Appendix 15).
- ADD k) For ship station transmitters used for direct-printing telegraphy of 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 1) For coast station transmitters used for direct-printing telegraphy and for data transmissions, the tolerance is 40 c/s.
- ADD m) Applicable to new transmitters installed after the date of entry into force of the Final Acts of the World Administrative Radio Conference, Geneva, 1967. Ship station transmitters installed before this date may continue to have a tolerance of 200 parts in 10 f until 1 January 1973 from which date all ship station transmitters shall have a tolerance of 50 parts in 10 f.
- ADD n) For transmitters put into service after 1 January 1973, a tolerance of 10 parts in 10 shall apply. This tolerance is applicable to all transmitters after 1 January 1983.

RESOLUTION No. P

Relating to the Introduction of Single Sideband Technique in the Radiotelephone Maritime Mobile Service Bands between 1 605 and 4 000 kc/s

The World Administrative Radio Conference, Geneva, 1967,

considering

- a) Recommendation No. 28 of the Administrative Radio Conference, Geneva, 1959;
- b) that the present Conference has decided to require the use of single sideband techniques, except in certain circumstances;
- c) the desirability of replacing double sideband emissions by single sideband emissions as early as possible in the maritime mobile service bands between 1 605 and 4 000 kc/s;

resolves

that, unless otherwise specified in the Final Acts of this Conference, radiotelephone stations in the maritime mobile service operating in the bands between 1 605 and 4 000 kc/s shall comply with the following conditions:

1. as from 1 January 1973, the installation of new double sideband equipment in ship stations shall not be permitted, except in the cases covered by Nos. 984, 987 [and 1323] of the Radio Regulations;

however, administrations shall endeavour to discontinue the installation of double sideband equipment at the earliest possible date after the entry into force of the Final Acts of this Conference;

2. coast stations shall be capable of single sideband operation at the earliest possible date; furthermore, they shall discontinue double sideband emissions as early as possible, and, in any case, not later than 1 January 1975;

- 3. until 1 January 1982, coast and ship stations equipped for single sideband operation shall also be equipped to transmit class A3H emission compatible with reception by double sideband equipment. On the carrier frequency 2 182 kc/s this requirement with respect to class A3H emission will continue beyond 1 January 1982;
- 4. as from 1 January 1982, the use of class A3A and A3J emission only shall be authorized. However, the following classes of emissions are also authorized:
 - class A3 and A3H emission for ship, survival craft and aircraft stations transmitting with a carrier frequency of 2 182 kc/s;
 - class A3H emission for coast stations transmitting with a carrier frequency of 2 182 kc/s;
 - in Regions 1 and 3, in exceptional circumstances, class A3H emission for coast stations sending safety messages on the carrier frequency 2 170.5 kc/s¹;
 - in Regions 1 and 3, class A2H emission for coast stations for selective calling on the carrier frequency 2 170.5 kc/s².
- 5. as from 1 January 1982, ship and aircraft stations required to employ single sideband operation on the working frequencies of the maritime mobile service shall use only class A3H emission on the carrier frequency 2 182 kc/s.

¹ The provisions concerning the use of class A3H emission by coast stations, in Regions 1 and 3, for sending safety messages, also apply to Greenland.

² The provisions concerning the use of class A2H emission by coast stations Regions, in and 3, for selective calling, also apply to Greenland and to the French provinces and territories in Region 2.

RESOLUTION No. Q

Relating to the Conversion to Single Sideband Technique of Stations of the Radiotelephone Maritime Mobile Service Operating in the Bands between 1 605 and 4 000 kc/s

The World Administrative Radio Conference, Geneva, 1967,

considering

- a) that radiotelephone stations in the maritime mobile service operating with a double sideband in the bands between 1 605 and 4 000 kc/s use a bandwidth of the order of 6 kc/s;
- b) that these stations will have to use single sideband operation in future:
- c) that during the period of conversion to single sideband operation, every precaution must be taken to avoid harmful interference between stations operating with a double sideband and those operating with a single sideband;

resolves

- 1. that the transition to single sideband operation in the stations referred to in considerandum a) above shall be made in accordance with the following provisions:
 - 1.1 the carrier frequency of the single sideband channel in the upper part of the previous double sideband channel shall be the same as the carrier frequency of that channel;
 - 1.2 the carrier frequency of the single sideband channel in the lower part of the previous double sideband channel shall be 3 kc/s lower than the carrier frequency of the previous double sideband channel when the latter has a carrier frequency at least 6 kc/s

- above that of the lower adjacent double sideband radiotelephone channel;
- 1.3 in Region 1, the carrier frequency of the single sideband channel in the lower part of the previous double sideband channel shall be 2.5 kc/s below the carrier frequency of the previous double sideband channel when the latter has a carrier frequency 5 kc/s above that of the lower adjacent double sideband radiotelephone channel;
- 2. that class A3H emission shall not be used on single sideband channels in the lower part of previous double sideband channels.

RESOLUTION No. R

Relating to the Classes of Emission to be used in the Maritime Mobile Radiotelephone Service

The World Administrative Radio Conference, Geneva, 1967,

considering

- a) that, in Recommendation 258-1, the C.C.I.R. (Oslo, 1966) advocated the use of both class A3A and class A3J emission;
- b) that some administrations have already converted their services to single sideband operation in accordance with C.C.I.R. Recommendation 258 (Los Angeles, 1959);
- c) that, under Nos. 1336A and 1351A of the Radio Regulations, coast stations will be required to use class A3H emission during the period of transition to single sideband operation;
- d) that the interim provision during this period of three classes of emission may, in the case of remote-controlled coast stations, cause considerable hardship to these administrations;

resolves

- 1. that, during the transitional period ¹ of conversion from double sideband to single sideband operation, coast stations equipped for at least class A3H and class A3A emission will satisfy the requirements of ship stations fitted for reception of class A3, class A3A or class A3J emission; and
- 2. that after the end of the transitional period 1 such coast stations shall be capable of using class A3A and A3J emission, except that the use of class A3H emission shall be required on the frequency 2 182 kc/s in accordance with the provisions of No. 1337 of the Radio Regulations.

¹ See Resolutions Nos. M, P and Q.

RESOLUTION No. S

Relating to the use of Frequencies in the Bands Allocated to the Maritime Mobile Service

The World Administrative Radio Conference, Geneva, 1967,

considering

- a) that monitoring observations of the use of frequencies in band 2 170-2 194 kc/s and the bands allocated exclusively to the maritime mobile service between 4 063-25 110 kc/s show that a number of frequencies in these bands are being used by stations of services other than the maritime mobile service:
- b) that these stations are causing harmful interference to the maritime mobile service and that a considerable number of emissions, the sources of which could not be positively identified, were observed in these bands;
- c) that radio is the sole means of communication of the maritime mobile service;
- d) that it is of paramount importance that the international distress frequencies and the frequencies for international calls and public correspondence should be kept free from harmful interference, since the former are essential for the protection of the safety of life and property and the latter are essential to ensure the orderly and efficient operation of communications in the maritime mobile service;

resolves to urge

administrations to ensure that stations of services other than the maritime mobile service abstain from using frequencies in the guardbands of calling and distress frequencies and in the bands allocated exclusively to that service, except under the conditions expressly specified in Nos. 115, 208, 209, 211, 213 or 415 of the Radio Regulations, Geneva, 1959;

invites

the International Frequency Registration Board to continue to organize monitoring observations in the bands allocated exclusively to the maritime mobile service with a view to eliminating the emissions of out-of-band stations which cause, or are likely to cause, harmful interference to the maritime mobile service; and to seek the cooperation of administrations in identifying the sources of such emissions by all available means, including the use of automatic recording equipment, direction-finding and field strength measurements, and in securing the cessation of these emissions.

APPENDIX 18 [MOD]

Table of Transmitting Frequencies for the Band 156-174 Mc/s for Radiotelephony in the International Maritime Mobile Service

(See No. 287 and Article 35)

Note 1: For assistance in understanding the Table, see notes a) to i) below.

ADD Note 2: Channels 01-28, except 15 and 17, correspond to the channels of Appendix 18 to the Radio Regulations, Geneva, 1959 and channels 15, 17 and 60-88 represent the additional channels available for assignment by administrations in the future in this frequency band, see Resolution No. [J].

Channel	Transmitting (Mo			Port Op	Public Corres-	
Designators	Ship Stations	Coast Stations	Intership	Single Frequency	Two Frequency	pondence
60 i)	156.025	160-625		Ĺ	.17	25
01	156·050 h)	160-650		4	10	8
61	156.075	160-675		0.9	23	19
02	156·100	160.700	1	. P	8	10
62	156-125	160.725	-		20	- 22
03	156·150 h)	- 160·750			9	9
63	156·175 h)	160.775			18	24
04	156-200	160-800		Q 1-1	11	7
64	156-225	160-825			22	20
05	156-250	160-850	Y 2		6	12
65	156-275	160.875			21	21
06	156·300 e)		0			
66	156-325	160 925			19	23
07	156-350	160-950		(*)	7	11
67	156-375	156.375	10	10	100	
08	156-400	*	®			

MOD

MOD

	Transmitting Frequencies (Mc/s)			Port Operations		Public		
Channel Designators	Ship Stations	Coast Stations	Intership	Single Frequency	Two Frequency	Corres- pondence		
68	156-425	156-425		6				
09	156.450	156-450	5	5		-		
69	156-475	156-475	9	11				
10	156.500	156.500	3	9				
70	156-525		6					
11	156.550	156-550		3				
71	156-575	156-575		1				
12	156.600	156.600		7				
72	156.625	10	7		, in			
13	156.650	156-650	4	4	*			
73	156.675	156.675	8	12				
14	156.700	156.700		2	, , , , ,	- 8		
74	156.725	156-725		8				
15 d) k)	156.750	156.750	12	14				
75		Guard-band	156-7625	- 156·7875 I	Mc/s			
16	156:800	156-800		ALLING A		ΓY		
76		Guard-band 156.8125 - 156.8375 Mc/s .						
17 d) k)	156.850	156-850	13	13				
77	156.875		11					
18	156-900	161.500			3			
78	156.925	161.525			12			
19	156-950	161.550			4			
79	156-975	161.575			14			
20	157.000	161.600	<u> </u>		0			
80	157.025	161-625		0.60	16			
21	157-050	156·050 h) or 161·650			5			
81	157:075	161.675			15			
22	157.100	161.700			2			
82	157-100	161.725			13	26		
23	157-150	156·150 h) or 161·750				5		
83	157·175	156·175 h) or 161·775			-	16		

MOD

Channel Designators	Transmitting Frequencies Mc/s		Tutanshin	Port Operations		Public Corres-
	Ship Stations	Coast Stations	Intership	Single Frequency	Two Frequency	pondence
24	157-200	161.800				4
84	157-225	161-825			24	13
25	157-250	161-850			1	3
85	157-275	161.875				17
26	157.300	161-900		14.		0
86	157-325	161-925		117		15
27	157-350	161-950				2
87	157.375	161-975		1 .		14
28	157-400	162.000				6
i) 88	157-425	162-025				18

MOD

NOTES REFERRING TO THE TABLE

NOC a)

NOC b)

(MOD) c) Administrations should, as far as possible, arrange that ship stations fitted with the channels corresponding to the figures in a circle can obtain a reasonably adequate use of available services.

ADD

d) On these channels, the maximum frequency deviation shall be limited to ... 5 kc/s.

Until 1 January 1983, the effective radiated power of ship stations must not exceed

1 watt.

(MOD) e) During ice seasons, ship stations shall avoid harmful interference to communications on 156.300 Mc/s (Channel 06) between icebreakers and assisted ships.

SUP = f

SUP g)

MOD

h) In France and in Belgium, the frequencies 156-050, 156-150 and 156-175 Mc/s are used as ship station frequencies in Channels 1, 3 and 63 respectively and as coast station frequencies in Channels 21, 23 and 83 respectively when the latter are used in the special semi-duplex public correspondence systems employed with 1 Mc/s separation between transmit and receive frequencies.

ADD i) Channels 60 and 88 can be used subject to special agreements between interested and affected administrations.

ADD j) The frequencies in this Table may also be used for radiotelephone communications on inland waterways in accordance with the conditions specified in No. 287.

ADD k) The channels 15 and 17 may also be used for internal operational communications on board ships, provided the effective radiated power does not exceed 0.1 W, and subject to the national regulations of the administration concerned when these channels are used in its territorial waters.

[Note from Committee 7 to Plenary: Paragraphs 287 and 1363 may require modification as a consequence of amendment to the guard-band for the frequency 156.80 Mc/s.]

MOD 988 § 21. All ship stations equipped with radiotelephony to work in the authorized bands between 156 and 174 Mc/s (see No. 287 and Appendix 18 [revised]) shall be able to send and receive class F3 emission on:

(see Resolution No. [J]).

ARTICLE 35

- ADD 1359A (1A) The frequency 156.80 Mc/s is used by coast stations for selective calls to ships.
- MOD 1370 (2) The method of working (single-frequency or two-frequency) specified in Appendix 18 [revised] for each channel should be used in the international services (see Resolution No. [J]).
- MOD 1373

 (2) In the band 156 to 174 Mc/s, administrations shall, where practicable, assign frequencies to coast and ship stations in accordance with the Table of Transmitting Frequencies given in Appendix 18 [revised] for such international services as administrations consider necessary (see Resolution No. [J]).
- ADD 1373A (3) The normal sequence in which channels should be put into use by stations of the maritime mobile service in the band 156-174 Mc/s is indicated by the figures in the relevant columns of Appendix 18 [revised].
- ADD 1373B (4) Administrations should, as far as possible, arrange that ship stations fitted with the channels corresponding to the figures in a circle in Appendix 18 [revised] can obtain a reasonably adequate use of available services.

- ADD 1373C (5) During ice seasons, ship stations shall avoid harmful interference to communications on 156;300 Mc/s (Channel 06 of Appendix 18 [revised]) between icebreakers and assisted ships.
- (MOD) 1374 (6) In assigning frequencies to their coast stations, administrations should collaborate in cases where harmful interference might occur.
- MOD 1375 (7) Channels are designated by numbers in the Table of Transmitting Frequencies given in Appendix 18 [revised] (see Resolution No. [J].
- MOD 1377 (2) The use of channels for maritime mobile purposes other than those indicated in the Table of Transmitting Frequencies given in Appendix 18 [revised] shall not cause harmful interference to services which operate in accordance with that Table and shall not prejudice the future development of such services (see Resolution No. [J]).

SUP 1378

MOD 1379 § 25. The carrier power of ship station transmitters shall not exceed 25 watts for equipments brought into service after [1 January, 1969].

INTERNATIONAL TELECOMMUNICATION UNION MARITIME CONFERENCE

GENEVA, 1967

Document No. 336-E 27 October 1967 Original: English

STATEMENT BY THE DELEGATION OF THE REPUBLIC OF KOREA TO THE I.T.U. MARITIME CONFERENCE

The delegation of the Republic of Korea strongly protest against what was said by the representative of Cuba as contained in Document No. 301-E of 20 October. What he said was a fallacious political propaganda filled with distortion of facts. The delegation of the Republic of Korea declares that the Government of the Republic of Korea and only the Government of the Republic of Korea is entitled to represent Korea at this Conference. The Government of the Republic of Korea is not only the only legal Government in Korea but also is a member of various United Nations organizations including the International Telecommunication Union.

The delegation of the Republic of Korea deplores the fact that the representative of Cuba saw fit to use this Conference for mouthing political propaganda.

On behalf of the delegation of the Republic of Korea
CHOY, Joon Shik



E

INTERNATIONAL TELECOMMUNICATION UNION

MARITIME CONFERENCE

Geneva, 1967

Document No. 337-E 27 October, 1967

PLENARY MEETING (SECOND READING)

R. 2

The Editorial Committee, having examined documents B.6 to B.8 (except pages 18-23), submits them to the Plenary Assembly for a second reading.

Habib BEN CHEIKH
Chairman of the Editorial
Committee

Annex: Pages R.2/01-61



ANNEX 🗃

Revision of Article 1 of the Radio Regulations

Article 1 of the Radio Regulations shall be amended as follows:

ARTICLE 1

Terms and Definitions

MOD	37	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. Messages which are of a public correspondence nature shall be excluded.
ADD :	38A	Port Station: A coast station in the port operations service.
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.

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.

The frequency 156.8 Mc/s is the international safety and calling frequency for the maritime mobile VHF radiotelephone service. Administrations shall ensure that a guard-band on each side of the frequency 156.8 Mc/s is provided. MOD

> In the bands 156·025-157·425 Mc/s, 160·625-160·975 Mc/s and 161·475-162·025 Mc/s, each administration shall give priority to the maritime mobile service on only such frequencies as are assigned to stations of the maritime mobile service by that administration (see Article 35).

The conditions for the use of this frequency are contained in Article 35.

Any use of frequencies in these bands by stations of other services to which they are allocated should be avoided in areas where such use might cause harmful interference to the maritime mobile VHF radiotelephone service.

However, the frequency bands in which priority is given to the maritime mobile service may be used for radiotelephone communications on inland waterways, subject to agreements between interested and affected administrations and taking into account current frequency usage and existing agreements.

Section IV

ADD 438A § 8A. As a general rule, the minimum separation between adjacent frequencies used respectively by coast stations and by ship stations is 4 kc/s. **SUP** MOD 445 § 11A. In Regions 2 and 3, the carrier frequencies 2 635 kc/s (assigned frequency 2 636.4 kc/s) and 2 638 kc/s (assigned frequency 2 639.4 kc/s) are used as single sideband intership radiotelephony working frequencies in addition to the frequencies prescribed for common use in certain services. The carrier frequency 2 635 kc/s should be used with class A3A and A3J emissions only. The carrier frequency 2 638 kc/s may be used with class A3, A3H, A3A and A3J emissions. However, after 1 January 1982 class A3 and A3H emissions are no longer authorized. In Region 3 these frequencies are protected by a guard-band between 2634 and 2642 kc/s. MOD 451 - (e) ... Ship stations, wide-band telegraphy, facsimile, and special transmission systems 4 142.5 - 4 162.5 kc/s 6216.5 - 6244.5 kc/s 8 288 - 8 328 kc/s 12 431:5 - 12 479:5 kc/s 16 576 - 16 636.5 kc/s 22 112 - 22 160·5 kc/s

ADD 451A (f) Ship stations, oceanographic data transmission (see note a in Appendix 15)

4 162·5 - 4 166 kc/s 6 244·5 - 6 248 kc/s 8 328 - 8 331·5 kc/s 12 479·5 - 12 483 kc/s 16 636·5 - 16 640 kc/s 22 160·5 - 22 164 kc/s

ADD 451B (g) Ship stations, narrow-band direct-printing telegraph and data transmission systems

4 166 - 4 172·25 kc/s 6 248 - 6 258·25 kc/s 8 331·5 - 8 341·75 kc/s 12 483 - 12 503·25 kc/s 16 640 - 16 660·5 kc/s 22 164 - 22 184·5 kc/s

MOD 452 (h) Ship stations, telegraphy

4 172·25 - 4 231 kc/s 6 258·25 - 6 345·5 kc/s 8 341·75 - 8 459·5 kc/s 12 503·25 - 12 689 kc/s 16 660·5 - 16 917·5 kc/s 22 184·5 - 22 374 kc/s 25 070 - 25 110 kc/s

SUP 425.1

MOD 453 (i) Coast stations, wide-band and manual telegraphy, facsimile, special and data transmission systems and direct-printing telegraph systems

4 231 - 4 361 kc/s 6 345·5 - 6 514 kc/s 8 459·5 - 8 728·5 kc/s 12 689 - 13·107·5 kc/s 16 917·5 - 17 255 kc/s 22 374 - 22 624·5 kc/s

R.2-04

ADD 453A (1A) Frequencies in the bands 25 010-25 070 kc/s, 25 110-25 600 kc/s and 26 100-27 500 kc/s may be assigned to coast stations.

SUP 453.1

ANNEX 🔤

Revision of Article 9 of the Radio Regulations

Article 9 of the Radio Regulations shall be amended as follows:

ARTICLE 9

MOD 573 § 26. (1) Frequency Bands:

10 - 2850 kc/s
3 155 - 3 400 kc/s
3 500 - 3 900 kc/s in Region 1
3 500 - 4 000 kc/s in Region 2
3 500 - 3 950 kc/s in Region 3
4 231 - 4 361 kc/s
6 345.5 - 6 514 kc/s
8 459.5 - 8 728.5 kc/s
12 689 - 13 107.5 kc/s
16 917.5 - 17 255 kc/s
22 374 - 22 624.5 kc/s

ANNEX

Revision of Article 12 of the Radio Regulations

Article 12 of the Radio Regulations shall be amended as follows:

ARTICLE 12

MOD 677 § 8. The use of class B emissions is forbidden in all stations.

ANNEX 🚜

Revision of Article 19 of the Radio Regulations

Article 19 of the Radio Regulations shall be amended as follows:

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.

Section III

SUP 760

ADD Emergency position-indicating radiobeacon stations:

ADD 768A § 18A.— The Morse letter B and/or the call sign of the parent ship to which the radiobeacon belongs.

Section IV

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

When speech transmission is used (see No. 1476G)

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

R.2-08

NOC 845-847

Section I

NOC 848-858

Section II

NOC 859-860

MOD 861 § 6. (1) The holder of a first or second class radiotelegraph operator's certificate may carry out the radiotelegraph or radiotelephone service of any ship or aircraft station.

NOC 862

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
 - 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.
- ADD 863A (3A) 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:

R.2-10

the operation of the transmitter requires only the use of simple external controls, and excludes 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.

NOC -864-866

Section III

NOC 867-902

MOD 903

(2) For ship radiotelephone stations where the peak envelope power of the transmitter does not exceed 400 watts 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

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).

R.2-11

MOD 908

(2) Before becoming chief operator of a ship station of the second or third category (see Nos. 931 and 931A), an operator holding a first or second class radiotelegraph operator's certificate shall have had, as operator on board ship or in a coast station, at least six months' experience 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 holding a first class radiotelegraph operator's certificate shall have had, as operator on board ship or in a coast station, at least one year's experience of which at least six months shall have been on board ship.

SUP 910

SUP 911

ANNEX 🚜

Revision of Article 24 of the Radio Regulations

Article 24 of the Radio Regulations shall be amended as follows:

ARTICLE 24

NOC	912-913		
MOD	914	<i>a</i>)	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 radiotelephone operator's certificate;
MOD	915	<i>b)</i>	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 radio- telegraph operator's certificate;
NOC	917		
MOD	918	e)	ship stations equipped with radiotelephone instal- lation only: one operator holding either a radio- telephone operator's certificate or a radiotelegraph operator's certificate;
NOC	919-920		
			P 2_13

ANNEX 👩

Revision of Article 25 of the Radio Regulations

Article 25 of the Radio Regulations shall be amended as follows:

ARTICLE 25

Section I

		Section 1
NOC	921-922	
		Section II
NOC	923-927	
		Section III
NOC	928	
		Section IV
MOD	929 § 6. (1) stations	For the international public correspondence service, ship are divided into four categories:
NOC	930	
MOD	931	— Stations of the second category: these stations maintain a service for 16 hours a day.
ADD	931A	— Stations of the third category: these stations maintain a service for 8 hours a day.
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.

R.2—14

MOD 933 (2) Each administration shall itself determine the rules under which ship stations subject to it are to be placed in one of the above four categories.

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

ADD 937A § 9A. Ship stations of the fourth category are encouraged to provide service as follows:

- in Zone C, defined in Appendix 12: at least during the first half-hour of the second period of service of ships in the third category
- in Zone D, defined in Appendix 12: at least during the first half-hour of the first period of service of ships in the third category.

SUP 938

NOC 939-946

Section V

NOC 947

NOC 948

ARTICLE 28

Section I

(MOD) 955 § 1. Mobile stations shall be established in such a way as to conform to the provisions of Chapter II as regards frequencies and classes of emission.

SUP 956

ADD 964A § 8A. Equipment intended for use on narrow-band direct-printing telegraph systems should conform to the characteristics specified in Appendix 20B.

Section III

SUP Delete title after No. 970. (Bands between 110 and 160 kc/s.) (title)

SUP 971

NOC Section IV. Ship Stations using Radiotelephony

NOC Bands between 1 605 and 4 000 kc/s

R.2—16

NOC 983

MOD 984

a) send class A3 or A3H emissions with a carrier frequency of 2 182 kc/s and receive class A3 and A3H emissions on a carrier frequency of 2 182 kc/s.

ARTICLE 32

SUP 1137

MOD 1138 § 15. In Region 2, the frequencies in the band 2 068.5 to 2 078.5 kc/s are assigned to ship stations using wide-band telegraphy, facsimile and special transmission systems. The provisions of No. 1146 are applicable.

MOD 1147 (3) Except as provided for in No. 1352A.1, coast radiotelegraph stations operating in the maritime mobile exclusive bands between 4 000 and 27 500 kc/s shall not use Type 2 emissions. (See No. 1105A.)

ADD 1191E § 38E. When assigning frequencies listed in Appendix 15, administrations shall take due account of the information entries in the Master Register resulting from the notification procedure contained in Resolution No. [E].

ARTICLE 32, SECTION V, D, 2 f)

NOC 1203-1206

ADD B. Search and Rescue The frequency 3 023.5 kc/s may be used for intercommu-ADD 1326A § 3A. nication between mobile stations engaged in co-ordinated 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 Appendix 27. (Frequency Allotment Plan for the Aeronautical Mobile (R) Service). C. Call and Reply (MOD) NOC 1327-1331 (MOD) Watch . NOC 1332-1333 E. Traffic (MOD) (1336)[Under consideration]

MOD 1337

(2) Coast stations open to the public correspondence service on one or more frequencies between 1 605 and 2 850 kc/s shall also be capable of transmitting class A3H i emissions with a carrier frequency of 2 182 kc/s, and of receiving class A3 and A3H emissions with a carrier frequency of 2 182 kc/s.

NOC 1338-1339

(MOD) F. Additional Provisions Applying to Region 1

NOC 1340

MOD 1341 (2) The peak envelope power of mobile radiotelephone stations operating in the authorized bands between 1 605 and 2 850 kc/s shall not exceed 400 watts.

MOD 1342 (3) The peak envelope power of coast radiotelephone stations operating in the authorized bands between 1 605 and 3 800 kc/s shall not exceed:

- 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 2 046 kc/s (assigned frequency 2 047.4 kc/s) and carrier frequency 2 049 kc/s (assigned frequency 2 050.4 kc/s) for class A3A and A3J emissions;

— carrier frequency 2 049 kc/s also for class A3 and A3H emissions until 1 January 1982.

[Additional paragraphs under consideration]

ADD 1337.1 Coast stations are authorized to transmit class A3 emissions in lieu of class A3H emissions until 1 January 1975.

MOD 1345

- b) the following intership frequencies, if required by their service:
 - carrier frequency 2 053 kc/s (assigned frequency 2 054.4 kc/s) and carrier frequency 2 056 kc/s (assigned frequency 2 057.4 kc/s) for class A3A and A3J emissions;
 - carrier frequency 2 056 kc/s also for class A3 and A3H emissions until 1 January 1982.

These frequencies may be used as additional ship-shore frequencies.

NOC 1346

(1347) [Under consideration]

NOC 1348

(MOD) G. Additional Provisions Applying to Regions 1 and 3.

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 2 173.5-2 190.5 kc/s.

(MOD) H. Additional Provisions Applying to Regions 2 and 3

MOD 1371 § 22. Communications on port operations channels shall be restricted to those relating to operational handling, the movement and the safety of ships and, in emergency, to the safety of persons. Public correspondence messages are excluded.

Section I

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

ARTICLE 36, SECTION III

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

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.
- MOD 1431 § 23. (1) Every mobile station which acknowledges receipt of a distress message shall, on the order of the master or person responsible for the ship, aircraft or other vehicle, transmit, as soon as possible, the following information in the order shown:
 - its name;
 - its position in the form prescribed in Nos. 1397,1399 and 1400;
 - the speed at which it is proceeding towards, and the approximate time it will take to reach, the mobile station in distress.

- the call sign or other identification of the station sending the message;
- the time of handing in of the message;
- 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 (for classification of bearings, see Appendix 23).
- MOD 1432 (2) Before transmitting the message specified in Nos. 1431 MOD, the station shall ensure that it will not interfere with the emissions of other stations better situated to render 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:

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 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 § 34A. When a station in distress has delegated control of distress working to another station, the person in charge of the station in distress should, when he considers silence no longer justified, immediately inform the controlling station, which will act in accordance with the provisions of 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;

NOC 1461-1462

- 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.
- ADD 1462A § 38A. 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 1463-1466

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

NOC 1467-1471

MOD 1472 (b) the transmission of an urgent cyclone warning, which should be preceded by the safety signal (see Nos. 1488 and 1489).

In this case they may only be used by coast stations duly authorized by their government; or

NOC 1473

- ADD 1473A (2) The radiotelephone alarm signal may be used by emergency position-indicating radiobeacons of Type H (see No. 1476C).
- MOD 1474 (3) In the cases referred to in Nos. 1472 and 1473, an interval of two minutes should, if possible, separate the end of the radiotele-graph alarm signal and the beginning of the warning or the message.

NOC 1475-1476

ARTICLE 36

Distress Signal and Traffic, Alarm, Urgency and Safety Signals

ADD Section VIIIA. Emergency position-indicating radiobeacon signals

ADD 1476A § 44A.(1) The emergency position-indicating radiobeacon signal consists of:

ADD 1476B

- a) for medium frequencies, i.e. 2 182 kc/s¹
 - 1) a keyed emission modulated by a tone of 1 300 cycles per second, and having a ratio of the period of the emission to the period of silence equal to or greater than one; and an emission duration is between one and five seconds;

or

ADD 1476C

2) the radiotelephone alarm signal (see No. 1465) followed by the Morse letter B and/or the call sign of the ship to which the beacon belongs transmitted by keying a carrier modulated by a tone of either 1 300 or 2 200 cycles per second.

ADD 1476B.1

1 In Japan, there are emergency position-indicating radiobeacons which transmit the distress signal and identification on frequencies between 2 089.5 kc/s and 2 092.5 kc/s using class A1 emissions.

ANNEX 4

Revision of Appendix 10 to the Radio Regulations

Appendix 10 to the Radio Regulations shall be amended as follows:

APPENDIX 10

ADD	OD	Oceanographic data station
ADD	OE	Oceanographic data interrogating station

ANNEX 🧞

Revision of Appendix 11 to the Radio Regulations

Appendix 11 to the Radio Regulations shall be amended as follows:

APPENDIX 11

Section I

NOC 1.-7.

MOD 8. Manual for Use by the Maritime Mobile Service;

NOC = 9.-10.

Section II

NOC

Section III

NOC 1.-4.

MOD 5. the provisions of the Radio Regulations and Additional Radio Regulations applicable to the maritime mobile radiotelephone service, or the Manual for Use by the Maritime Mobile Service.

Sections IV and V

NOC

ANNEX 🔯

Revision of Appendix 12 to the Radio Regulations

Appendix 12 to the Radio Regulations shall be amended as follows:

APPENDIX 12

MOD Hours of Service (title)

Hours of Service for Ship Stations of the Second and Third Categories

ANNEX

Addition of a new Appendix (Appendix 17A) to the Radio Regulations

The following new Appendix 17A shall be added to the Radio Regulations after Appendix 17:

ADD

APPENDIX 17A

Technical Characteristics of Single Sideband Transmitters Used in the Maritime Mobile Service for Radiotelephony in the Bands between 1 605 and 4 000 kc/s and between 4 000 and 23 000 kc/s

- 1. Classes of emission:
 - a) for class A3A emission the power of the carrier shall be 16 ± 2 db below the peak envelope power.
 - b) for class A3J emission the power of the carrier shall be at least 40 db below the peak envelope power.
- 2. Coast and ship stations shall use only the upper sideband.
- 3. The transmitter audio-frequency band shall be 350 to 2 700 c/s, with a permitted amplitude variation of 6 db.
- 4. The carrier frequencies shall be maintained within the following tolerances:
 - a) coast stations: \pm 20 c/s;
 - b) ship stations: \pm 100 c/s; the short-term limits (of the order of 15 minutes) shall be \pm 40 c/s.

R.2-30

- 5. The unwanted frequency modulation of the carrier shall be sufficiently low to prevent harmful distortion.
- 6. When class A3H, A3A or A3J emission is used, the power of any unwanted emission supplied to the antenna transmission line on any discrete frequency shall, when the transmitter is driven to full peak envelope power, be in accordance with the following table:

the fre	paration, Δ, in kc/s between equency of the unwanted emission and the assigned frequency ¹	Minimum attenuation below peak envelope power	
	1·6 < ∆ ≤ 4·8	28 db	
4	4·8 < ∆ ≤ 8·0	38 db	
111	· .		
	8·0 < Δ	43 db, without exceeding the power of 50 milliwatts	

Transmitters using reduced carrier or suppressed carrier emission may, as far as spurious emissions are concerned, be tested for compliance with this regulation by means of a two-tone audio input signal with a frequency separation between the tones such that all intermodulation products occur at frequencies at least 1.6 kc/s removed from the assigned frequency.

¹ The assigned frequency is 1 400 c/s higher than the carrier frequency (see No. 445A).

ANNEX 💌

Revision of Appendix 19 to the Radio Regulations

Appendix 19 to the Radio Regulations shall be amended as follows:

MOD

APPENDIX 19

Technical Characteristics for Transmitters and Receivers
Used in the Maritime Mobile Service in the 156-174 Mc/s Band

(See Articles 28 and 35, Appendix 18 and Resolution No. 11)

Section A. Transmitters and receivers using 50 kc/s-spacing between adjacent channels

- 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 15 kc/s as nearly as practicable. In no event shall the frequency deviation exceed \pm 15 kc/s. However, it is recognized that; under certain conditions, the percentage of modulation may be decreased to avoid adjacent channel interference.
- 3. When transmitting on any of the frequencies designated in the Table in Appendix 18, the emission of each station shall be vertically polarized at the source.
- 4. The audio-frequency band shall be limited to 3 000 c/s.

Section B. Transmitters and receivers using 25 kc/s-spacing between adjacent channels

1. Only frequency modulation with a pre-emphasis of 6 db/octave (phase modulation) shall be used.

R.2-32

- 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 \pm 5 kc/s.
- 3. The frequency tolerance for coast and ship stations shall not exceed 10~parts in 10^6 .
- 4. When transmitting on any of the frequencies designated in the Table in Appendix 18, the emission of each station shall be vertically polarized at the source.
- 5. The audio-frequency band shall be limited to 3 000 c/s.
- 6. It shall be possible to reduce, readily, the effective radiated power of a ship station to 1 watt or less.

ANNEX 🗾

Addition of a new Appendix (Appendix 20A) to the Radio Regulations

The following new Appendix 20A shall be added to the Radio Regulations after Appendix 20:

ADD

APPENDIX 20A

Technical Characteristics of Emergency Position-indicating Radiobeacons Operating on the Carrier Frequency 2 182 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 an 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.

R.2-34

e) The audio-frequency tolerance of emissions used for emergency position-indicating radiobeacons (Nos. 1476B and 1476C) are:

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\pm 20 c/s for the frequency of 1 300 c/s \pm 35 c/s for the frequency of 2 200 c/s
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f) Equipment shall be designed to comply with relevant C.C.I.R. recommendations.

ANNEX 🦥

Addition of a new Appendix (Appendix 20B) to the Radio Regulations

The following new Appendix 20B shall be added to the Radio Regulations after Appendix 20A:

ADD

APPENDIX 20B

Narrow-band Direct-printing Telegraph Equipment

(See Articles 28 and 29)

- 1. The equipment for narrow-band direct-printing telegraph systems in the maritime mobile service shall fulfil the following conditions:
 - a) The equipment shall accept signals conforming to International Alphabet Code No. 2 at a modulation rate of 50 bauds and shall provide similar signals at its output for extension to the public telegraph network and vice versa.
 - b) The modulation rate over the radio path shall not exceed 100 bands
 - c) Class F1 emission shall be used, with a total frequency shift of 170 c/s.

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;

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 1 October 1968 at the latest;
- 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.

RESOLUTION No. I

Relating to the Use of the new igh-Frequency Channels made available for Maritime Radiotelephony by the Present Conference

The World Administrative Radio Conference, Geneva, 1967,

considering

- a) that the Conference has decided to create as from 1 March 1970 new high-frequency duplex radiotelephone channels to be included in Appendix 17 and, without allotting them to countries, in Section III of Appendix 25 (revised);
- b) that the Conference has also decided to recommend that a World Administrative Radio Conference be convened in 1973 to prepare a new frequency allotment plan for high-frequency 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. to provide for an orderly use of the new channels between the date when they become available for maritime radiotelephony and the date of entry into force of the new frequency allotment plan;

resolves

1. that during the interim period referred to in c) above, the new channels should be used for single sideband operation, and also for double sideband operation where technically feasible, in accordance with the time-table for conversion to single sideband operation determined by the present Conference; [the peak envelope power of the transmitters shall be limited to...... for coast stations and for ship stations;]

2. that the I.F.R.B. shall collect from administrations their requirements for use of these new channels;

urges administrations

3. in view of the limited number of new channels available for maritime radiotelephony, to submit only those requirements considered essential for use during the interim period referred to in c) above;

further resolves

- 4. that, 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, dealing with them in the following order, in the frequency bands covered by Appendix 25 (revised), band by band:
 - 4.1 requirements from those countries which, in a particular frequency band, have no allotments in the present Appendix 25, have no assignments to high-frequency radiotelephone coast stations recorded in the Master Register and are in urgent need of frequencies for maritime radiotelephony in that band;
 - 4:2 requirements from those countries which have assignments to high-frequency 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. that 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 become available for maritime radiotelephony;
- 6. that 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 the channels become available;

7. that, as from that date, the relevant provisions of Nos. 541 to 551 of the Radio Regulations, in so far 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 revised), for the examination by the I.F.R.B. of frequency assignment notices for transmission or reception by coast stations;

- 8. that the dates to be entered in Column 2a or Column 2b of the Master Register depending upon 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. that 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 Radio Conference referred to in Recommendation No. CC, is of an interim nature and shall not prejudge the decisions to be taken by the above-mentioned Radio Conference; a suitable remark to this effect shall be entered in the Master Register for the frequency assignments in the bands concerned.

RESOLUTION No. J

Relating to the Channel Spacing of Transmitting Frequencies Allotted tot he International Maritime Mobile Service for Radiotelephony in the Band 156-174 Mc/s

(See Appendix 18 and Article 35)

The World Administrative Radio Conference, Geneva, 1967,

considering.

- a) the expanding use of the maritime mobile radiotelephone frequencies in the VHF bands 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 1 605 kc/s to 3 800 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 to 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;

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- 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 to the Radio Regulations, Geneva, 1959 and that they shall be numbered from 60 to 88;
- 3. that the 25 kc/s channels should be allocated on an international basis;
- 4. that until 1 January 1983, administrations shall arrange that ship stations fitted with any of the channels from 1 to 28 of Appendix 18 to the Radio Regulations, Geneva, 1959, can obtain an adequate use of available services;
- 5. that, in bringing into use channels 15, 17 and 60 to 88 (see Appendix [4]] before 1 January 1983, no harmful interference shall be caused to those services on channels 1 to 28 referred to in paragraph 4 above, especially with respect to ships equipped with receivers built for 50 kc/s spacing between channels;
- 6. that the technical characteristics of equipment for 25 kc/s channel spacing in the international maritime mobile VHF radiotelephone service shall be in accordance with Appendix 19 (revised), Section 3;
- 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:
 - date by which modification of transmitters to a maximum deviation of \pm 5 kc/s and of receivers to increase the audio gain where necessary, may commence 1 January 1972;
 - 8.2 date by which the modifications specified in paragraph 8.1 shall be completed for all existing equipments . . 1 January 1973;
 - 8.3 date up to which coast stations should maintain capability to receive transmissions with a maximum deviation of \pm 15 kc/s and after which the modification of coast station receivers should

	take place as early as practicable to meet the selectivity require ments for a channel spacing of 25 kc/s 1 January 1973
8.4	date by which all new equipments shall conform to 25 kc/standards
8.5	date after which stations shall use equipments operating with 2 kc/s channel spacing and after which the interleaved channel are generally available 1 January 1983

RESOLUTION No. K

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

- a) that each of the high-frequency radiotelegraphy and radiotelephony bands allocated to the maritime mobile service by the Administrative Radio Conference, Geneva, 1959, has been modified to make additional channels available for radiotelephony;
- b) that 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) that changes in frequency assignments should be made as soon as possible so that the advantages of the rearrangement of bands may be realized at the earliest opportunity;
- d) that the transfer of assignments should be made with the least possible disruption of the service rendered by each station;
- e) that the transfer of assignments should be made in such a manner that harmful interference between stations involved is avoided during the implementation period;

resolves

- 1. that the implementation of the decisions made by this Conference relating to the rearrangement of the high-frequency bands allocated to the maritime mobile service should follow an orderly procedure for the transfer of the existing services from the old to the new assignments;
- 2. that administrations shall make every effort to implement the rearrangement in accordance with the time schedule in Annexes 1 and 2.

	Step of implementation	Starting date	Completion date
10		4	
Step 1	Vacate low traffic ship working channels 85 to 98	As soon as possible	1 February 1970
Step 2	Transfer coast telegraph stations to new assignments made available by Step 1	2 February 1970 (In accordance with Resolution No)	28 February 1970
•		- 1. f	
Step 3	Coast telephone stations transfer to new channels as shown	0001 GMT ¹ 1 March 1970	_
	in Appendix 25 (MOD) Sections 1 and 2		
Step 4	Authorize coast telephone stations to use the channels vacated by coast telegraph stations in Step 2	1 March 1970	-
	Step 2		

¹ Time of change-over.

ANNEX 2

Step of implementation	Starting date	Completion date
Step 1 a) Transfer high traffic ship telegraphy (A1) stations to their new frequencies	1 January 1969	30 June 1969
b) Vacate calling channel No. 1 (the lowest assignable calling frequency in each band) of Section A, Appendix 15 (Geneva, 1959)	1 January 1969	30 June 1969
Step 2 Transfer direct-printing telegraph systems to their new bands	1 July 1969	31 October 1969
Step 3 Transfer wide-band telegraph systems upward in frequency, as needed	1 November 1969	31 December 1969
Step 4 Change frequency usage specified in Section B, Appendix 15 (Geneva, 1959) to that specified in Appendix 17 (Revised)	1 January 1970	28 February 1970
Step 5 Ship radiotelephone stations may commence use of the new duplex ship channels. Ship and coast radiotelephone stations may commence use of the new simplex channels	1 March 1970	· <u> </u>
	(14)	1 1 1 1

RESOLUTION No. L

Relating to the Transfer of certain Frequency Assignments for Coast Radiotelegraph Stations in the Frequency Bands allocated exclusively to the Maritime Mobile Service between 4 000 and 23 000 kc/s

The World Administrative Radio Conference, Geneva, 1967,

considering

- a) that the frequency band limits for radiotelegraph coast stations have been modified as a result of the revision of Appendices 15 and 17;
- b) that the new limits of the frequency bands for coast radiotelegraph stations are:

4 231 - 4 361 kc/s 6 345·5 - 6 514 kc/s 8 459·5 - 8 728·5 kc/s 12 689 - 13 107·5 kc/s 16 917·5 - 17 255 kc/s 22 374 - 22 624·5 kc/s

recognizing

that the rearrangement of the frequency usage within the frequency bands allocated to the maritime mobile service should be carried out in several stages and that the transfer of certain coast radiotelegraph station frequency assignments governs any subsequent arrangements and should therefore be one of the phases of the rearrangement;

resolves

- 1. that the frequency assignments to coast radiotelegraph stations which, on the date of entry into force of the Final Acts of this Conference, are recorded in the Master International Frequency Register, shall be transferred as follows:
 - any frequency assignment f in the 4 361 4 368 kc/s band shall be transferred to the frequency f-129 kc/s;

- any frequency assignment f in the 6514 6525 kc/s band shall be transferred to the frequency f-168 kc/s;
- any frequency assignment f in the 8 728.5 8 745 kc/s band shall be transferred to the frequency f-269 kc/s;
- any frequency assignment f in the 13 107.5 13 130 kc/s band shall be transferred to the frequency f-419 kc/s;
- any frequency assignment f in the 17 255 17 290 kc/s band shall be transferred to the frequency f-338 kc/s;
- any frequency assignment f in the 22 624·5 22 650 kc/s band shall be transferred to the frequency f-251 kc/s;
- 2. that low traffic ships will discontinue the use of frequencies above 4 229 kc/s, 6 343.5 kc/s, 8 458 kc/s, 12 687 kc/s, 16 916 kc/s and 22 370 kc/s as soon as practicable, and in any event not later than 1 February 1970;
- 3. that between 2 February 1970 and 28 February 1970, administrations shall transfer the transmitting frequencies of their coast radiotelegraph stations as indicated in paragraph 1 above. Administrations shall notify the I.F.R.B. of these transfers, in accordance with the provisions of Section I of Article 9 of the Radio Regulations;
- 4. provided that the notices received by the I.F.R.B. in accordance with paragraph 3 above do not contain any change in the basic characteristics of the originally recorded assignment, other than the assigned frequency, the I.F.R.B. shall record the change in the Master Register. The dates to be entered in the appropriate parts of column 2 shall be those of the original assignment. Should any other change in the basic characteristics of the original assignment be notified, this change shall be dealt with in accordance with the provisions of Article 9 of the Radio Regulations;
- 5. that on 1 March 1970, the I.F.R.B. shall also include in the Master Register, in respect of each original assignment the transfer of which has not at that time been notified to the Board, a provisional entry determined in accordance with paragraph 1 above. For such provisional entries, the dates in column 2 recorded for the original assignment shall be retained. The original entries shall be retained in the Master Register

but with a special remark in the "Remarks" column and any dates in column 2a shall be transferred to column 2b;

- 6. that thirty days after 1 March 1970, the I.F.R.B. shall send to those administrations which have not yet notified the transfer of frequency assignments to their coast radiotelegraph stations in accordance with paragraphs 1 and 3 above, an extract from the Master Register showing the relevant entries contained therein on their behalf, and shall remind them of the provisions of this Resolution;
- 7. that if, sixty days after the despatch of these extracts, an administration has still not notified to the I.F.R.B. the transfer of an existing assignment in accordance with paragraphs 1 and 3 above, the corresponding provisional new entry shall be deleted from the Master Register and the original entry shall be retained with its date in column 2b and a special remark in the "Remarks" column; if, however, the administration concerned notifies the transfer during the sixty days period, the provisions of paragraph 4 above shall apply;
- 8. that in those cases where the foregoing transfer procedure will result in an increase in the probability of a specific frequency assignment causing or experiencing harmful interference, the I.F.R.B. shall render such assistance as will be necessary to the administrations concerned in order to solve the problem. In doing so, the I.F.R.B. shall apply the provisions of No. 534 or Nos. 629 to 633 of the Radio Regulations, as the case may be.

RESOLUTION No. M

Relating to the Use of Single Sideband Technique in the Radiotelephone Maritime Mobile Service Bands between 4 000 and 23 000 kc/s

The World Administrative Radio Conference, 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 reducing the congestion in 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 Final Acts of this Conference or in any decision concerning the use of class of emission A3B which may be taken pursuant to Resolution No. N, 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 installations made in ship stations shall consist solely of single sideband equipment. However, administrations shall endeavour to avoid installing new double sideband equipment in these stations from the time that the Final Acts of this Conference come into force;

- 2. As from 1 January 1972, coast stations shall cease all double sideband emissions;
- [3. Until 1 January 1978, coast stations equipped for single sideband operations shall, and ship stations equipped for single sideband operations should, be able to use class A3H emissions in addition to class A3A and A3J emissions. In any event, ship stations shall until 1 January 1972 be able to use either:
 - a) Class A3 emission, or
 - b) Classes of emission A3H, A3A and A3J;]
- 4. As from 1 January 1978, class A3A and A3J emissions only shall be authorized.

[further resolves

that Recommendation No. 28 of the Administrative Radio Conference, Geneva, 1959, be abrogated.] [*]

^{[*} Note by the Drafting Committee: This provision will be included in Resolution No. A.]

RESOLUTION No. N

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, Geneva, 1967,

-considering -

- a) that certain administrations are at present using class A3B emission, 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. \blacksquare ;

resolves

- 1. that, as an exception, the use of class A3B emission, in addition to normal single sideband emission, may continue to be authorized up to the date when the new allotment plan enters into force, subject to agreements between administrations concerned and those whose services may be affected;
- 2. that the Conference envisaged in Recommendation No. shall consider whether class A3B emission should be maintained after that date.

RESOLUTION No. O

Relating to the Recommendations and Standards for Emergency Positionindicating Radiobeacons Operating on the Frequencies 121.5 Mc/s and 243 Mc/s

The World Administrative Radio Conference, Geneva, 1967,

considering

- a) that emergency position-indicating radiobeacons operating on the frequencies 121.5 Mc/s and 243 Mc/s are intended to facilitate search and rescue operations;
- b) that the frequencies 121.5 Mc/s and 243 Mc/s are in common use by aircraft engaged in search and rescue operations;
- c) that the International Civil Aviation Organization has established recommended signal characteristics and technical specifications for aircraft equipment operating on 121.5 Mc/s and/or 243 Mc/s;

resolves

that administrations authorizing the use of emergency position-indicating radiobeacons on 121.5 Mc/s and/or 243 Mc/s should ensure that such radiobeacons comply with the relevant recommendations and standards of the International Civil Aviation Organization and the International Radio Consultative Committee.

RECOMMENDATION No. CC

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

The World Administrative Radio Conference, Geneva, 1967,

considering

- a) that the present Frequency Allotment Plan for coast radiotelephone 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 single sideband technique in the maritime high-frequency 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 double sideband to single sideband will continue, guided by the time-table and the supplementary technical specifications adopted by the present Conference;
- e) that double sideband 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 (revised);

- 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 draw up proposals in advance of a planning conference for the technical bases necessary for the establishment 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:
 - 1.1 to establish on the basis of single sideband operation a new Frequency Allotment Plan for high-frequency 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 International Telecommunication Convention (Montreux, 1965);
- 4. that this conference be preceded by a preparatory meeting, in accordance with No. 73 of the International Telecommunication Convention (Montreux, 1965).

RECOMMENDATION DD

Relating to Transmission by Television of Port Radar Images to Ships

The World Administrative Radio Conference, Geneva, 1967,

considering

- a) that there may be a future requirement for the transmission by television of port radar images from shore to ships, in congested waters;
- b) that the Table of Frequency Allocations does not provide spectrum space for this purpose;

recommends

- 1. that administrations and the Intergovernmental Maritime Consultative Organization study the operational need and the characteristics for such systems and inform the Secretary-General of the results of these studies;
- 2. that if such an operational need does exist, the C.C.I.R. be invited to determine the most suitable order of frequencies required for this purpose, and the technical parameters to be met by such systems;
- 3. that administrations be prepared to take a decision in this matter at the next World Administrative Radio Conference competent to deal with the matter.

RECOMMENDATION No. EE

Relating to Harmonic Relationship and Channel Spacing in the High-Frequency Bands used by Ship Stations for Radiotelegraphy

The World Administrative Radio Conference, Geneva, 1967,

considering

- a) that there is an urgent need for all services to utilize the high frequency spectrum with maximum efficiency;
- b) that new developments and advances in technique, and in frequency synthesizers in particular, are leading to more stable and reliable radiocommunication equipment;
- c) that the continued use of harmonically related frequencies and of the existing channel spacings may hinder the fullest use in the future of the bands allocated exclusively to the maritime mobile service for ships' radiotelegraph stations, especially the upper bands;
- d) that, in view of the time required for full utilization and amortization of equipment, any organized change of equipment for ships may require a period of some 20 years;

recommends

1. that administrations should study, in the light of advancing techniques, the problems relating to the future use of harmonic relationship in ships' radio equipment and to the determination of the optimum channel spacing and the number of channels in the bands allocated for calling and for high and low traffic ships; as indicated in Appendix 15 to

the Radio Regulations, and should submit their proposals for consideration by the next World Administrative Radio Conference competent to deal with the matter;

2. that administrations should consider whether the use of synthesized transmitters by ship stations will make it desirable to modify the provisions for low traffic ships of Nos. 1196 to 1201, in order to allow more flexibility in the choice of actual working frequencies.

RECOMMENDATION No. FF

Relating to the Designation of Common Frequencies in the Medium Frequency Bands for Use by Radiotelephone Coast Stations for Communicating with Ships of other Nationalities

The World Administrative Radio Conference, Geneva, 1967,

noting

- a) that, on small ships fitted with single sideband equipment, a crystal-controlled spot frequency receiver is essential to facilitate correct tuning;
- b) that if such ships make international voyages and communicate with coast stations of other nationalities, they need to be provided with a considerable number of additional crystals;
- c) that, by reducing the number of receiver crystals required, the cost of single sideband receivers can be kept to a satisfactory level;

considering

- a) that international working frequencies should be assigned to all coast stations for working with ships of other nationalities, without precluding their use for national purposes;
- b) that, according to the Master International Frequency Register, no frequencies appear to be available for common use by all coast stations for working with ships of other nationalities, either on a world-wide or on a regional basis;

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recommends

- 1. that administrations study this question 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 frequencies for coast stations working with ship stations of other nationalities.

INTERNATIONAL TELECOMMUNICATION UNION MARITIME CONFERENCE

GENEVA, 1967

Document No. 338-E 27 October 1967 Original : French

COMMITTEE 3

REPORT

BY THE BUDGET CONTROL COMMITTEE TO THE PLENARY MEETING

The Budget Control Committee met twice during the Maritime Conference to examine the various points covered by its terms of reference.

As a result of this work, this report is submitted for consideration by the Plenary Meeting, in accordance with Chapter 9, Rule 5, of the General Regulations annexed to the International Telecommunication Convention (Montreux, 1965).

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

The Committee took note of the budget of the Conference, the total of which was fixed at 1,050,000 Swiss francs by the Administrative Council.

2. Statement of expenditure of the Conference

Chapter 9, Rule 5, of the General Regulations states that the Budget Control Committee shall present a report to the Plenary Meeting showing, as accurately as possible, the estimated total expenditure of the Conference.

The Committee accordingly submits to the Plenary Meeting a statement showing the total budget approved by the Administrative Council, the apportionment of this total sum among the various sub-heads and items, transfers of credits and the expenditure on the Maritime Conference up to 20 October 1967. The statement, which is annexed to this report, includes an indication of commitments to expenditure up to that date, together with estimated expenditure to be incurred up to the end of the Conference.

The statement shows estimated total expenditure amounting to 997,500 Swiss francs, which leaves a margin of 52,500 francs with respect to the budget of 1,050,000 francs approved by the Administrative Council.



Under Chapter 9, Rule 5, No. 677, of the General Regulations, this report is to be transmitted, together with the observations of the Plenary Meeting, to the Secretary-General for submission to the Administrative Council at its next annual session.

3. Cost of printing the Final Acts (Document No. 324)

Under Administrative Council Resolution No. 83 (amended), it is for the Plenary Meeting to decide what share of the composition costs for the Final Acts shall be charged to the Conference account.

After considering this matter, the Budget Control Committee proposes to the Plenary Meeting that this share be fixed at one third.

4. Comments by the Committee

A somewhat unusual feature of the Maritime Conference was the large participation in meetings of working groups. This meant that simultaneous interpretation had to be provided at such meetings, and interpreters were not available for small ad hoc groups wishing to meet at the same time. While this situation could not be foreseen by the General Secretariat when organizing the conference and preparing the draft budget for submission to the Council, the Finance Committee suggests that, for future conferences of a similar nature, a reserve team of interpreters should be foreseen.

For similar reasons, the third room equipped for simultaneous interpretation (Room 4) turned out to be inadequate, since there was accommodation for only 40 delegates. The Committee is in fact of the opinion that the conditions of work in the Maison des Congrès are in many respects far from satisfactory and that better accommodation should be made available for future I.T.U. conferences.

The Plenary Meeting is requested to approve this Report.

J. HERNANDEZ

Chairman

Annex: 1

A N N E X

EXPENDITURE ON THE MARITIME CONFERENCE AS AT 20 OCTOBER 1967

Subheads and items	Budget	Transfer of	credits	Total credits available	Actual expenditure	Commitment to expenditure	Estimated ex- penditure	estimated
Subneads and Items		Item to item	Subhead to subhead					
I. Staff 7.701 - Administration	;							
- Salaries - Travel - Overtime					15,806.80 665.30 56.80	36,451.20 10,596.45	1,896 - 15,785.55 1,741.90	54,154 665.30 26,382 1,798.70
- Miscellaneous	71,500	+ 12,000		83,500	16,528.90	47,047.65	19,423.45	83,000
7.702 - Language services - Salaries - Travel - Overtime - Miscellaneous					134,715.45 14,391.45	320,591.60 709.35 9,245.40	10,773 16,754.60 5,819.15	466,080.05 15,100.80 26,000 5,819.15
	587,000	- 21,000	+ 38,000	564,000	149,106.90	330,546.35	33,346.75	513,000
7.703 - Reproduction - Salaries - Travel - Overtime - Miscellaneous					19,417.30	17,771.40 8,980.70	300 - 11,530.60 2,000	37,488.70 - 20,511.30 2,000
	69,000	+ 7,000	- 16,000	60,000	19,417.30	26,752.10	13,830.60	60,000
7.704 - Insurance - Accident Insurance - Sickness Insurance/Pension Fund					35.45 2.187.95	- 50.60	3,498.55 1,227.45	3,534 3,466
	5,000	+ 2,000		7,000	2,223.40	50.60	4,726	7,000
TOTAL, Subhead I	732,500	N E - 2 MAY	- 18,000	714,500	187,276.50	404,396.70	71,326.80	663,000

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Subheads and items	Dudmot	Transfer of credits		Total credits	Actual	Commitment to	Estimated	Total estimated
Subneads and Items	Budget	Item to item	Subhead to subhead	available	expenditure	expenditure	ex- penditure	ex— penditure
II. Premises and equipment 7.705. Premises, furniture, machin	es							
- rent, Maison des Congrès - installation costs - hire of furniture and machines - upkeep and repair of machines - miscellaneous						61, 200 550 16.000	3,000 950 7,500 1,000 800	64,200 1,500 23,500 1,000 800
	70,000	+ 5,000	+ 16,000	91,000	<u> </u>	77,750	13,250	91,000
7.706. Document Production - paper and offset workshop - stencils - ink - Final Acts - translation of Final Acts into F	. and C.				24,534.75 1,381.95 1,112.10	16,785.80 1,020 460.10	9,679,45 598.05 427,80 90,000 15 000	
	115,000	- 3,000	+ 9,000 + 40,000	161,000	27,028.80	18,265.90	115,705.30	161,000
7.707. Office supplies and overhead—office supplies — removal expenses — postage, teleph., telegr. — local transport — guide, badges, list of participate—miscellaneous, cars — purchase of files 7.708. Simultaneous interpretation—and other sound equipment—hire or equipment—hire or equipment	ints 27,000	- 1.,000	+ 10,000	36,000	3,689.85 999 16.331.90 1.197.40 2,243.25 6.45 3,900 28,367.85	739.55 - - - 1,900 - 2,639.55	1,270.60 801 1,668.10 702.60 56.75 493.55 - 4,992,60	5,700 1,800 18,000 1,900 2,300 2,400 3,900 36,000
3.55.55.55.75.75.75.75.75.75.75.75.75.75.	1,000	- 1,000						_

Annex to Document No. 338-E
Page 5

Subheads and items	Budget	Transferitem to item	of credits subhead to subhead	Total credits available	Actual expenditure	Commitment to expenditure	Estimated expenditure	Total estimated expenditure
7.709 - Unforeseen	2,500			2,500	75	70	1,855	2,000
TOTAL, Subhead II	215,500		+ 75,000	290.500	55,471.65	98 ,72 5 . 45	135,802.90	290,000
III. Preparatory work 7.710 - I.F.R.B. preparatory work								
- Staff - Overtime - Sickness insurance - Miscellaneous					38,088.20 1,028.50 332.80 668.25	- 4,326.05 - -	- - - 56.20	38,088.20 5,354.55 332.80 724.45
	45,000	_	-	45,000	40,117.75	4,326.05	56.20	44,500
7.711 - Book of proposals - Salaries - Paper, offset plates, etc.								
- Printing cover - Purchase of files - Dispatch costs								
	57,000	-	- 57,000	<u> </u>	_		_	_
TOTAL, Subhead III	102,000	_	- 57,000	45,000	40,117.75	4,326.05	56.20	44,500
TOTAL, SECTION 7.7 MARITIME CONFERENCE	1,050,000	_	-	1,050,000	282,865.90	507,448.20	207,185.90	997,500
Margin compared with the budget								52,500
	, .			·				

E

INTERNATIONAL TELECOMMUNICATION UNION

MARITIME CONFERENCE

Document No. 339-E

28 October, 1967

Geneva, 1967

PLENARY MEETING (FIRST READING)

B.10

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	327	3-9	Art. 19, 28A, 29, 33	
	330	3-7	Art. 19, 20, 29, 30, 34, 35	
	330	8-13	App. 9, 10, 11	

Habib BEN CHEIKH
Chairman of the Editorial
Committee

Annex: Pages B.10/1-15



ARTICLE 19

Section I. General Provisions

MOD 737 § 2. A station shall be identified either by a call sign or other recognized means of identification. Such recognized means of identification may be one or more of the following necessary for complete identification: name of station, location of station, operating agency, official registration mark, flight identification number, ship station selective call number or signal, coast station selective call identification number or signal, characteristic of emission or other clearly distinguishing features readily recognized internationally.

Section II. Allocation of International Series, and Assignment of Call Signs

MOD 750 § 11. (1) Each country shall choose the call signs and, if the selective calling used is in accordance with Appendix 20C, the ship station selective call number and the coast station identification number of its stations from the international series allocated to it; and shall, in accordance with Article 20, notify this information to the Secretary-General together with the information which is to appear in Lists I to VI inclusive. These notifications do not include call signs assigned to amateur and experimental stations.

Section III. Formation of Call Signs

MOD 776 (2) Ship stations

- a call sign (see Nos. 765 and 766); or
- the official name of the ship preceded, if necessary, by the name of the owner on condition that there is no possible confusion with distress, urgency and safety signals; or
- its selective call numbers or signals.

B.10-01

ADD Section IVA. Selective Call Numbers in the Maritime Mobile Service

- ADD 783A § 25A. When stations of the maritime mobile service use selective calling devices in accordance with Appendix 20C, their call numbers shall be assigned by the responsible administrations in accordance with the provisions below.
- ADD Formation of ship's selective call numbers and coast station identification numbers
- ADD 783B § 25B. (1) The ten digits from 0 to 9 inclusive shall be used to form selective call numbers.
- ADD 783C (2) However, combinations of numbers commencing with the digits 00 (zero, zero) shall not be used when forming the identification numbers for coast stations.
- ADD 783D (3) Ship station selective call numbers and coast station identification numbers in the international series are formed as indicated in Nos. 783E, 783F and 783G.
- ADD 783E (4) Coast station identification numbers
 - four digits (see No. 783C).
- ADD 783F (5) Ship station selective call numbers
 - five digits.
- ADD 783G (6) Predetermined groups of ship stations
 - five digits consisting of:
 - the same digit repeated five times; or
 - two different digits repeated alternately.

B.10-02

ADD

Allocation of International Series and Assignment of Ship Station Selective Call Numbers and Coast Station Identification Numbers

- ADD 783H § 25C. (1) In cases where selective call numbers for ships and identification numbers for coast stations are required for international use in the maritime mobile service and the selective calling system is in accordance with Appendix 20C, they shall, upon request of the administration concerned, be given from the series allocated to each country by the Secretary-General. Upon notification by an administration of the introduction of selective calling for international use in the maritime mobile service
 - selective call numbers for ships will be allocated as required in blocks of 100 (one hundred);
 - coast station identification numbers will be allocated in blocks of 10 (ten) to meet actual requirements;
 - selective call numbers for selective calling of predetermined groups of ship stations in accordance with No. 783G will be allocated as required as single numbers.
- ADD 7831
- (2) Each administration shall choose the selective call numbers to be assigned to its ship stations from the blocks of the international series allocated to it.
- ADD 783J (3) Each administration shall choose the coast station identification numbers to be assigned to its coast stations from the blocks of the international series allocated to it.

ADD

ARTICLE 28A

International Usage of Selective Calling in the Maritime Mobile Service 1

ADD 999B § 1. The characteristics of the sequential single-frequency code international selective calling system shall be in accordance with Appendix [20C].

Method of Calling

- ADD 999C § 2. (1) The call shall consist of:
 - the selective call signal of the ship station called;
 - the identification signal of the coast station calling.

However, in VHF the number of the channel to be used for the reply and for traffic may replace the identification signal of the coast station calling.

The call shall be transmitted twice.

ADD 999D (2) When a station called does not reply, the call should not normally be repeated until after an interval of at least ten minutes and should not then normally be renewed until after a further interval of 30 minutes.

Reply to Calls

- ADD 999E § 3. The reply to calls should be made in accordance with the provisions of
 - Nos. 1022-1023 when using radiotelegraphy;
 - Nos. 1241-1253 when using radiotelephony.

¹ The present Appendix 20C has been framed without prejudice to any systems that may be developed in the future.

Frequencies to be used

ADD 999F § 4. Selective calls may be sent on one or more of the following calling frequencies:

500 kc/s 2 182 kc/s 2 170·5 kc/s ² 4 434·9 kc/s 6 518·6 kc/s 8 802·4 kc/s 13 182·5 kc/s 17 328·5 kc/s 22 699·0 kc/s 156·8 Mc/s

ARTICLE 29

Section III. Calls, Reply to Calls and Signals Preparatory to Traffic

ADD 1013B (4) When selective calling is used in the maritime mobile service, the procedures prescribed in Nos. 999C, 999D and 999E shall be observed.

ARTICLE 33

Section III. Calls, Reply to Calls and Signals Preparatory to Traffic

MOD 1224 (3) When the coast station is fitted with equipment for selective calling and the ship station is fitted with equipment for receiving selective calls, the coast station shall call the ship by transmitting the appropriate code signal. The ship station shall call the coast station by speech in the manner given in No. 1222. (See also Article 28A.)

² At the latest, eight years after the date of entry into force of the revised Radio Regulations, Geneva, 1967, this frequency will replace 2 182 kc/s for selective calling.

ADD 1242A When a ship station is called by selective calling it shall reply on a frequency on which the coast station keeps watch.

ARTICLE 19

Section II. Allocation of International Series, and Assignment of Call Signs

- ADD 749A § 10A. The Secretary-General shall be responsible for allocating international series of selective call numbers (see No. 783H) at the request of the administrations concerned.
- MOD 751 (2) The Secretary-General shall ensure that the same call sign, the same selective call number or the same identification number is not assigned more than once and that call signs which might be confused with distress signals, or with other signals of the same nature, are not assigned.

ARTICLE 20

- MOD 809

 a) List VIIA. Alphabetical List of Call Signs of Station used by the Maritime Mobile Service (Coast, Ship, Radiodetermination and Special Service Stations), Ship Station Selective Call Numbers and Coast Station Identification Numbers.
- MOD 825 § 7. The List of Ship Stations (List V) shall be republished each year. It shall be kept up to date by means of a half-yearly supplement.

ARTICLE 29

Section III. Calls, Reply to Calls and Signals Preparatory to Traffic

ADD 1015A (3) However, when using direct-printing telegraphy or similar systems, the call may, by prior arrangement, be made on a working frequency in the bands reserved for such systems.

B.10-06

ARTICLE 30

ADD 1077D (1D) When calling a coast station which has indicated a special watch¹ on the calling frequencies 4186.5 kc/s, 6279.75 kc/s, 8373 kc/s, 12 559.5 kc/s, 16 746 kc/s and 22 262.5 kc/s ship stations do not apply the calling method contained in Nos. 1077A, 1077B and 1077C.

In these circumstances the call consists of:

- the call sign of the station called, not more than once,
- the word DE,
- the call sign of the calling station, not more than once.

This call may be transmitted three times at intervals of one minute; thereafter it shall not be repeated until after an interval of three minutes.

ARTICLE 33

Section III. Calls, Reply to Calls and Signals Preparatory to Traffic

- MOD 1236 § 9. (1) A ship station calling a coast station by radiotelephony shall use either one of the calling frequencies mentioned in No. 1352 or the working frequency associated with that of the coast station in accordance with Appendix 17, Sections A and B.
- MOD 1237 (2) A coast station calling a ship station by radiotelephony shall use one of the calling frequencies mentioned in No. 1352A, or one of its working frequencies shown in the List of Coast Stations.

NOC . 1238

ADD 1077D.1

Administrations whose coast stations keep watch on the special calling frequencies (No. 1077D) provided for the study of the new calling procedure, shall ensure that watch is also maintained on normal calling bands (see No. 1174) required by their service.

- ADD 1238A (4) The provisions of Nos. 1236 and 1237 do not apply to communication between ship stations and coast stations using the simplex frequencies specified in Appendix 17, Section C.
- MOD 1249 § 13. (1) A ship station called by a coast station shall reply on either one of the calling frequencies mentioned in No. 1352 or on the working frequency associated with that of the coast station, in accordance with Appendix 17, Sections A and B.
- MOD 1250 (2) A coast station called by a ship station shall reply on one of the calling frequencies mentioned in No. 1352A, or on one of its working frequencies shown in the List of Coast Stations.

NOC 1251

ADD 1251A (4) The provisions of Nos. 1249 and 1250 do not apply to communication between ship stations and coast stations using the simplex frequencies specified in Appendix 17, Section C.

NOC 1258

- ADD 1258A (4) However, a brief exchange of traffic concerning the safety of navigation need not be transmitted on a working frequency when it is important that all ships within range receive the transmission.
- ADD 1258B (5) Stations hearing a transmission concerning the safety of navigation shall listen to the message until they are satisfied that the message is of no concern to them. They shall not make any transmission likely to interfere with the message.

ARTICLE 34

NOC 1302

ARTICLE 35

Section II. Bands between 1605 and 4000 kc/s

SUP 1347

- (MOD) 1348 § 11. (1) Ships frequently exchanging correspondence with a coast station of a nationality other than their own may use the same frequencies as ships of the nationality of the coast station where mutually agreed by the administrations concerned.
- ADD 1348A (2) In exceptional circumstances, if frequency usage according to Nos. 1343 to 1345 or No. 1348 is not possible, a ship station may use one of its own assigned national ship-to-shore frequencies for communication with a coast station of another nationality, under the express condition that the coast station as well as the ship station take precautions (see No. 1217) to ensure that the use of such a frequency will not cause harmful interference to the service for which the frequency in question is authorized.

APPENDIX 9

Service Documents

(See Articles 8, 9, 10 and 20)

NOC'

List IV. List of Coast Stations

NOC

Part A. Alphabetical index of coast stations.

Part B. Particulars of coast stations.

MOD (Column 2)

Call sign 8

NOC 1-7

ADD

⁸ The call sign of the station shall be followed, where appropriate, by the identification number or signal, in brackets, when the station transmits a selective call.

B.10—10

List V. List of Ship Stations

Particulars of ship stations

MOD The information concerning these stations shall be published as shown below:

Country Auxiliary installations Class of ship Class of ship Auxiliary installations Class of ship Clas

- Column 1 The stations shall be arranged in alphabetical order of the names of the ships, irrespective of nationality. In the case of duplication of names, the name of the ship shall be followed by the call sign (separated from the name by a fraction bar).
- Column 2 Call sign. This column also contains the selective call number, where appropriate.
- Column 3 Country having jurisdiction over the station (indicated by the appropriate symbol).
- Column 4 Auxiliary installations, including information concerning:

 a) lifeboats fitted with radio apparatus, and

B.10-11

b) types and number of emergency position-indicating radiobeacons (optional), the operating frequency being indicated by one of the following letters:

$$A = 2182 \text{ kc/s}$$

 $B = 121.5 \text{ Mc/s}$
 $C = 243 \text{ Mc/s}$

A figure following the letter indicates the number of radiobeacons. The letter "X" signifies that the number of radiobeacons has not been communicated.

Columns 5 In the form of service symbols (see Appendix 10). In addition, to 7 a list of the symbols used in column 5 to designate the class of ship is given in the Preface to the List.

Columns 8 Indication of the frequency bands and class of emission by and 9 means of the following symbols:

Radiotelegraphy	Radiotelephony
w = 110 - 150 kc/s	t = 1605 - 4000 kc/s
x = 405 - 535 kc/s	$\mathbf{u} = 4000 - 23000 \text{kc/s}$
y = 1605 - 3800 kc/s	v = 156 - 174 Mc/s
z = 4000 - 25110 kc/s	

These symbols should, if necessary, be followed by references to brief notes and indications of the frequencies for which the transmitters are adjusted, which shall appear at the end of the List.

Column 10 Basic ship charge per word for radiotelegrams.1

Column 11 Minimum charge for a radiotelephone call of three minutes.¹ The information in columns 10 and 11 shall be followed by a note reference to indicate the administration or private enterprise to which the accounts should be sent. In case of

¹ These charges are fixed or approved by each administration.

a change of address of the operating authority, a second note reference after the charge should give the new address and the date from which the change will take effect.

Column 12 When two or more ship stations of the same nationality bear the same name, or if the accounts for charges should be sent direct to the owner of the ship, the name of the shipping line or the firm to which the ship belongs shall be given in this column.

In addition, if there is no room in the appropriate column, further information relating to columns 1 to 11 may be given in column 12 by means of a note reference. This column may comprise several lines.

APPENDIX 10

SUP	*	Station on board a warship or a military ("GS") 1	or naval	aircraft
MOD	[]	A ship which carries lifeboats fitted with renumber inside the brackets shows the number ("S") 1		
ADD	GS	Station on board a warship or a military or	naval air	craft
MOD	\wedge	High-traffic ship ("HS") ¹		
ענטוא	Δ .	Tingu-dame simp (115)		
SUP	\odot	Radar facilities available ["R("]1"		
			,	
MOD	CA	Cargo ship		
MOD	PA	Passenger ship		
	,	1 1 1		
2	OD	[See Doc. B.8]		
	OE -	[-do]		

MOD

¹ The symbol shown in parenthesis or square brackets may be used in notifications and service documents.

APPENDIX 11

Section I. Ship Stations for which a Radiotelegraph Installation is Required by International Agreement

MOD 6. List of Ship Stations (the carriage of the supplement is optional);

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INTERNATIONAL TELECOMMUNICATION UNION

MARITIME CONFERENCE

Document No. 340-E 30 October, 1967

Geneva, 1967

PLENARY MEETING (FIRST READING)

B.11

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	327	10.17	A 20G	
	1 1	10-17	App. 20C	
5	DT 126	3-6	Art. 5, 7	
		7-11	Art. 35	
		12-19	App. 17	
		20-30	Rés. T	
	0.70		Art. 33	
	-	3	No. 172	
	140			

Habib Ben Снекн Chairman of the Editorial Committee

Annex: Pages B.11/1-31



APPENDIX 20C

Selective Calling System for Use in the International Maritime Mobile Service

(See Articles 19, 28A, 29 and 33 and Appendix 9)

- 1. Where there is a need to fulfil immediate requirements for selective calling, the system to be used shall have the following characteristics:
 - 1.1 the selective call signal shall consist of five figures representing the code number assigned to a ship for selective calling;
 - 1.2 the audio-frequency signal applied to the input of the coast station transmitter shall consist of consecutive audio-frequency pulses conforming to the following:
 - 1.2.1 the audio frequencies used to identify the figures of the code number assigned to a ship shall conform to the following series:

Figure	1	2	3	4	-5	6	7	8	9	0	Figure repeti- tion
Audio fre- quency (c/s)	1 124	1 197	1 275	1 358	1 446	1 540	1 640	1 747	1 860	1 981	2 110

For example, the series of audio-frequency pulses corresponding to the selective call 12133 would be 1124-1197-1124-1275-2110 c/s, and the series corresponding to the code number 22222 would be 1197-2110-1197-2110-1197 c/s;

1.2.2 if the series of numbers represented by the use of only two frequencies, chosen from those in paragraph 1.2.1, are reserved for calling predetermined groups of ships,

- then 100 different groups of numbers are available for allocation, according to the needs of administrations;
- 1.2.3 the waveforms of the audio-frequency generators shall be substantially sinusoidal and not exceeding 2% total harmonic distortion;
- 1.2.4 the audio-frequency pulses shall be transmitted sequentially;
- 1.2.5 the difference between the maximum amplitude of any audio-frequency pulses shall not exceed 1 db;
- 1.2.6 the duration of each audio-frequency pulse, measured between the half-amplitude points, shall be 100 ms + 10 ms;
- 1.2.7 the time interval between consecutive pulses, measured between the half-amplitude points, shall be 3 ms \pm 2 ms;
- 1.2.8 the rise and the decay time of each audio-frequency pulse, measured between the 10% and 90% amplitude points, shall be 1.5 ms \pm 1 ms;
- 1.2.9 the frequency tolerance of the audio frequencies given in paragraph 1.2.1 shall be \pm 4 c/s;
- 1.2.10 the selective call signal (the selective call number assigned to the ship station) shall be transmitted twice with an interval of 900 ms \pm 100 ms between the end of the first signal and the beginning of the second signal (Figure 1);
- 1.2.11 the interval between calls from a coast station to different ships shall be at least 1 s (Figure 1).
- 2. The additional information following the selective call signal shall be transmitted as follows:
 - 2.1 to identify the calling coast station, four figures shall be transmitted;
 - 2.2 to identify the VHF channel on which a reply is required, two "zeros" followed by two "figures" should be transmitted (see Appendix 18 [revised]).

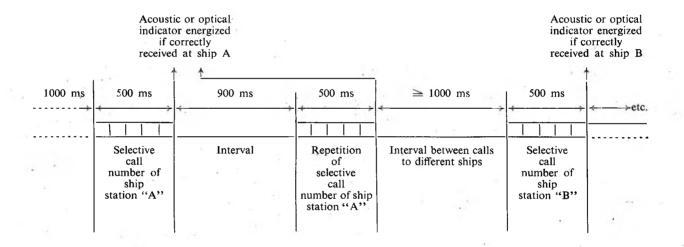
- 2.3 the characteristics of the signals shall conform to paragraphs 1.2.1 and 1.2.3 to 1.2.9 inclusive;
- 2.4 the composition of the signal shall be as shown in the diagram (Figure 2); the tolerance on the 350 ms interval being \pm 30 ms.
- 3. An "all ships call" to actuate the receiving selectors on all ships, regardless of their individual code number, shall consist of a continuous sequential transmission of the eleven audio frequencies given in paragraph 1.2.1. The parameters of the audio-frequency pulses shall be in accordance with paragraphs 1.2.3, 1.2.4, 1.2.5 and 1.2.9. The duration of each audio-frequency pulse, measured between the half-amplitude points, shall be 17 ms \pm 1 ms and the interval between consecutive pulses, measured between half-amplitude points, shall not exceed 1 ms;
- 4. Receiving selectors on ships should operate reliably in any radio conditions acceptable for satisfactory communication.
- 5. The receiving selector shall be designed to accept the signals as defined in paragraph 1. However, bearing in mind that coast stations may transmit additional signals (e.g. coast station identification), it is important that the reset time of the decoder should be 250 ms \pm 40 ms.
- 6. The receiving selector should be so designed, constructed and maintained that it is resistant to atmospherics and other unwanted signals including selective calling signals other than that for which the decoder has been set up.
- 7. The receiving selector shall include an audible or visual means of indicating the receipt of a call and, if required, an additional facility allowing the determination of the identity of the calling station or the VHF channel on which to reply according to the needs of administrations.
- 8. The indicating means shall be actuated on correct reception of the calling signal, no matter whether the correct registration has occurred

on the first, or the second, or both parts of the calling signal transmitted by the coast stations.

- 9. The indicating means shall remain actuated until reset manually.
- 10. The receiving selector equipment should be as simple as is practicable, be capable of reliable operation over long periods with a minimum of maintenance, and could, with advantage, include facilities for self-testing.

FIGURE 1

Composition of Selective Call Signals without Additional Information



Cost station identification Acoustic or optical indicator energized displayed or Acoustic or optical indicator energized if correctly recorded if corif correctly rectly received received at ship B received at ship A at ship A 1000 ms 500 ms 350 ms 400 ms 350 ms .500 ms 350 ms 400 ms ≥ 1000 ms 500 ms Additional Repetition Interval Repetition Interval between Selective Interval Interval Selective call inforof of calls call number mation selective. additional to different ships number of ship call inforof ship station "A" number mation station "B" of ship station "A"

FIGURE 2

Composition of Selective Call Signals with Additional Information

В.11-

ARTICLE 5

MOD 200

In Region 2, except in Greenland, coast stations and ship stations using radiotelephony shall be limited to class A3A or A3J emission and to a peak envelope power not exceeding 1 kW. Preferably, the following carrier frequencies should be used: 2 065·0 kc/s, 2 079·0 kc/s, 2 082·5 kc/s, 2 086·0 kc/s, 2 093·0 kc/s, 2 096·5 kc/s, 2 100·0 kc/s, 2 103·5 kc/s.

ARTICLE 7

MOD 442 § 11. (1) In Region 1, frequencies assigned to stations of the maritime mobile service operating in the bands between 1 605 and 3 800 kc/s (see Article 5) should, whenever possible, be in accordance with the

```
following subdivision:
        — 1 605 - 1 625
                          kc/s: Radiotelegraphy exclusively.
         — 1 625 - 1 670
                            kc/s: Low power radiotelephony.
          - 1 670 - 1 950
                            kc/s: Coast stations.
        — 1 950 - 2 053
                            kc/s: Ship stations working to coast
                                   stations.
                            kc/s: Intership working.
        — 2 053 - 2 065
        — 2 065 - 2 170
                            kc/s: Ship stations working to coast
                                   stations.
        - 2 170 - 2 173.5 kc/s: Coast stations calling ship sta-
                                   tions (including selective calling)
                                   and, exceptionally, coast stations
                                  transmitting safety messages.
        - 2 173.5 - 2 190.5 kc/s: Guard-band for the distress and
                                   calling frequency 2 182 kc/s.
         — 2 190·5 - 2 194
                                  Ship stations calling coast sta-
                            kc/s:
                                   tions.
         — 2 194   - 2 440
                            kc/s: Intership working.
        — 2 440 - 2 578
                            kc/s: Ship stations working to coast
                                  stations.
                            kc/s: Coast stations.
         - 2 578 - 2 850
        — 3 155 · - 3 340
                            kc/s: Ship stations working to coast
                                  stations.
        - 3 340 - 3 400
                            kc/s: Intership working.
```

kc/s: Intership working.

kc/s: Coast stations.

ADD 442A (1A) The band 2 190.5 - 2 194 kc/s may also be used south of parallel 42°N and in all the Mediterranean and Black Sea waters,

— 3 500 **-** 3 600

-- 3 600 - 3 800

for other communications of the maritime mobile service, with a peak envelope power not exceeding 100 watts.

- (2) In these bands, the frequencies assigned to the maritime MOD 443 mobile service are spaced, as far as possible, by:
 - 7 kc/s when two adjacent frequencies are used for double sideband radiotelephony;
 - 3 kc/s when two adjacent frequencies are used for radiotelegraphy;
 - 5 kc/s when one frequency is used for double sideband radiotelephony and the adjacent frequency is used for radiotelegraphy.
- MOD 444 (3) However, in the case of the intership bands, the spacing is reduced to 5 kc/s for adjacent frequencies used-for double sideband radiotelephony.
- ADD 444A (3A) a) When these bands are used for single sideband radiotelephony, a station operating in the lower half of a double sideband channel shall use upper sideband emission with the carrier frequency located 3 kc/s below the centre frequency of that channel.
- ADD 444B b) However, in the case of the intership bands, the carrier frequency of a station operating in the lower half of the double sideband channel is located only 2.5 kc/s below the centre frequency of that channel.

MOD 447 a) Ship stations, telephony, duplex operation, (two-frequency channels)

4 063 - 4 139.5 kc/s 6 200 - 6 210·4 kc/s

> 8 195 - 8 281·2 kc/s 12 330 - 12 421 kc/s

16 460 - 16 565 kc/s

22 000 - 22 094·5 kc/s

MOD 448 b) Coast stations, telephony, duplex operation (two-frequency channels)

```
4 361 - 4 438 kc/s
6 514 - 6 525 kc/s
8 728 5 - 8 815 kc/s
13 107 5 - 13 200 kc/s
17 255 - 17 360 kc/s
22 624 5 - 22 720 kc/s
```

MOD 449 c) Ship stations and coast stations, telephony, simplex operation (single-frequency channels)

```
4 139·5 - 4 142·5 kc/s
6·210·4 - 6 216·5 kc/s
8 281·2 - 8 288 kc/s
12 421 - 12 431·5 kc/s
16 565 - 16 576 kc/s
22 094·5 - 22 112 kc/s
```

SUP 450

- MOD 456 § 13. (1) Appendix 17 shows the two-way radiotelephone channels of the maritime mobile service in the frequency bands listed in Nos. 447, 448 and 449.
- MOD 457 (2) Appendix 25 contains the frequency allotment plan for radiotelephone coast stations in the bands listed in No. 448 (see, however, Resolution No. [T]).

ARTICLE 35

ADD 1322D (3) Transmissions in the bands 2 170-2 173.5 kc/s and 2 190.5-2 194 kc/s with the carrier frequency 2 170.5 kc/s (assigned frequency 2 171.9 kc/s) and the carrier frequency 2 191 kc/s (assigned frequency 2 192.4 kc/s) respectively are limited to class A3A and A3J emissions and a peak envelope power of 400 watts. However, on the carrier

B.11-10

frequency 2 170.5 kc/s, coast stations may use classes A2H, A2A and A2J emission for selective calling, and, exceptionally, in Regions 1 and 3, and in Greenland, may also use class A3H emission for safety messages.

NOC 1336

ADD 1336A (1A) Coast stations authorized to use radiotelephony 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 capable of transmitting on those frequencies class A3 emission or classes A3H, A3A and A3J emissions. However, after 1 January 1975, class A3 emission shall no longer be authorized, and after 1 January 1982 class A3H emission also shall no longer be authorized, except on the frequency 2 182 kc/s (see also No. 1322D).

[This text replaces the text which was published in Document No. 303 and in Document No. 305 page B.6-01]

NOC

G. Additional Provisions Applying to Regions 2 and 3

MOD 1351 § 13. All stations on ships making international voyages should, if required by their service, be able to use the intership carrier frequencies:

2 635 kc/s (assigned frequency 2 636.4 kc/s) and/or 2 638 kc/s (assigned frequency 2 639 kc/s).

The conditions of use of these frequencies are specified in No. 445.

NOC

Section III. Bands between 4 000 and 23 000 kc/s

ADD

A. Mode of Operation of Stations

ADD 1351A § 13A. (1) The classes of emission to be used for radiotelephony in the maritime mobile service bands between 4 000 and 23 000 kc/s are:

ADD 1336A.1

¹ See also Resolution No. [R].

- (a) Class A31, or
- b) Classes A3H², A3A and A3J³.

However, unless otherwise specified in these Regulations (see No. 1353A):

- after 1 January 1972, class A3 emission shall no longer be authorized for coast stations and,
- after 1 January 1978, class A3H emission for coast stations and class A3 and A3H emission for ship stations shall no longer be authorized.
- ADD 1351B (2) The normal mode of operation of each coast station is indicated in the List of Coast Stations.

(MOD)

AA. Call, Reply and Safety

MOD 1352 § 14. (1) Ship stations may use the following carrier frequencies for calling in radiotelephony:

4 136·3 kc/s 4 6 204·0 kc/s 8 268·4 kc/s 12 403·5 kc/s 16 533·5 kc/s 22 073·5 kc/s

ADD 1352A (2) Coast stations may use the following carrier frequencies for calling in radiotelephony 5:

ADD 1351A.1 ¹ For the use of class A3B emission, see Resolution No. [N].

ADD 1351A.2 ² The conditions of use of class A3H emission are specified in Appendix 17 and in Resolution No. [M].

ADD 1351A.3

³ See also Resolution No. [R].

ADD 1352.1 4 In Region 2, the frequency 4 136.3 kc/s is also authorized for common use by coast and ship stations for single sideband radiotelephony on a simplex basis, provided the peak envelope power of such stations does not exceed 1 kW

(see also No. 1352A.2).

ADD 1352A.1 5 These frequencies may also be used for selective calling purposes by radiotelegraph coast stations (see No. 1147).

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4 434.9 kc/s ¹ 6 518.6 kc/s ¹ 8 802.4 kc/s 13 182.5 kc/s 17 328.5 kc/s 22 699.0 kc/s

- ADD 1352B § 15. (1) In the zone lying between the parallels 33° North and 57° South, the carrier frequency 4 136·3 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.
- MOD 1353

 (2) In the zone of Regions 1 and 3 lying between the parallels.

 33° North and 57° South, the carrier frequency 6 204 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.
- ADD 1353A (3) Stations using the frequencies 4 136.3 kc/s and 6 204 kc/s in the conditions specified in Nos. 1352B and 1353 may continue to use class A3H emissions beyond 1 January 1978.

ADD AB. Search and Rescue

ADD 1353B § 15A. The frequency 5 680 kc/s may be used for intercommunication between mobile stations engaged in co-ordinated 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).

ADD 1352A.2

¹ In Region 2, the frequencies 4 434.9 and 6 518.6 kc/s are also authorized for common use by coast and ship stations for single sideband radiotelephony on a simplex basis, provided the peak envelope power of such stations does not exceed 1 kW. The use of 6 518.6 kc/s for this purpose should be limited to daytime use (see also No. 1352.1).

- MOD 1354 § 16. The hours of service of coast stations open to public correspondence and the frequency or frequencies on which watch is maintained shall be indicated in the List of Coast Stations.
- MOD 1355 § 17. (1) For the conduct of duplex telephony, the transmitting frequencies of the coast stations and of the corresponding ship stations shall be associated in pairs, as far as possible, as indicated in Appendix 17, Sections A and B.
- MOD 1356 (2) The frequencies to be used for the conduct of simplex radiotelephony are shown in Appendix 17, Section C. In these cases, the peak envelope power of the coast station transmitter shall not exceed 1 kW.
- MOD 1357 (3) The frequencies indicated in Appendix 17 Sections A, B and C, for ship station transmissions may be used by ships of any category according to traffic requirements.
- MOD 1358

 (4) The technical characteristics of transmitters used for radiotelephony in the maritime mobile service in the bands between 4 000 and 23 000 kc/s are specified in Appendix 17A.

APPENDIX 17

Channelling of the Maritime Mobile Radiotelephone Bands between 4 000 and 23 000 kc/s

(See Article 35)

- 1. Channelling arrangements for the frequencies to be used by coast and ship stations in the bands allocated to the maritime mobile radiotelephone service are indicated in three sections as follows:
 - Section A Table of double sideband transmitting frequencies for duplex (two-frequency) operation (in kc/s).
 - Section B Table of single sideband transmitting frequencies for duplex (two-frequency) operation (in kc/s).
 - Section C Table of single sideband transmitting frequencies for simplex (single-frequency) operation (in kc/s).
- 2. The technical characteristics for single sideband transmitters are specified in Appendix 17A.
- 3. One or more series of frequencies from Sections A or B (with the exception of those frequencies of Section B mentioned in paragraph 5 below) are assigned to each coast station, which uses these frequencies associated, as far as possible, in pairs; each pair comprises a transmitting and a receiving frequency. The series shall be selected with due regard to the areas served and so as to avoid, as far as possible, harmful interference between the services of different coast stations.
- 4. The frequencies in Section C are provided for world-wide common use by ships of all categories, according to traffic requirements, for ship transmissions to coast stations and for intership communication. They

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are also authorized for world-wide common use for transmissions by coast stations (simplex operation) provided the peak envelope power does not exceed 1 kW.

- 5. a) The following series of frequencies in Section B are allocated for calling purposes:
 - Series No. 24 in the 4 Mc/s and 8 Mc/s bands;
 - Series No. 2 in the 6 Mc/s band;
 - Series No. 22 in the 12, 16 and 22 Mc/s bands.

The remaining frequencies in Sections A, B and C are working frequencies.

- b) Use of the double sideband calling frequencies 8 269, 12 403.5, 16 533.5 and 22 074 kc/s should, as far as possible, cease by 1 March 1970 to permit the use of the new single sideband channels. In any event, the use of these frequencies for double sideband calling shall cease by 1 January 1978.
- 6. Stations utilizing double sideband emissions shall operate only on the frequencies in Section A subject to No. 1351A and on the frequencies mentioned in paragraph 5 b) above.
- 7. a) Stations using single sideband emissions shall operate only on the carrier frequencies shown in Sections B and C in conformity with the technical characteristics specified in Appendix 17A. The upper sideband mode shall always be employed.
 - b) Stations employing the single sideband mode shall use only class A3A and A3J emissions. However, administrations should endeavour, as far as possible, to restrict to class A3J emissions, the use of the Series No. 1 frequencies from Section B. Until 1 January 1978 class A3H emissions (in accordance with No. 1351A) are permitted only on those carrier frequencies shown

in Section B which are coincident with, or within 100 c/s of, the frequencies shown in Section A. However, on the calling frequencies for coast stations class A3H emissions may be used until 1 January 1978.

- 8. During the transition period (see Resolution No. [M]) assignments to stations using independent sideband emissions shall be considered to be in accordance with the Table in Section A if the necessary bandwidth does not extend beyond the upper or lower limits of the bandwidth provided for double sideband emissions.
- 9. If an administration authorizes the use of frequencies other than those indicated in Sections A, B and C, its radiotelephone service shall not cause harmful interference to radiotelephone stations of the maritime mobile service which use frequencies in accordance with the following Tables.

SECTION A

Table of Double Sideband Transmitting Frequencies for Duplex (two-frequency) Operation (in kc/s)

	4 Mc/s Band		8 Mc/s Band		12 Mc/s Band		16 Mc/s Band		'22 Mc/s Band	
Series No.	Coast station frequency	Ship station frequency								
1	4 364 7	4 066-1	8 732·1	8 198·1	13 112-5	12 333.5	17 258-5	16 463-5	22 629.0	22 003-5
2	4 371.0	4 072.4	8 738-4	8 204 4	13 119.5	12 340.5	17 265.5	16 470-5	22 636.0	22 010.5
3	4 377-4	4 078.8	8 744.8	8 210.8	13 126.5	12 347.5	17 272:5	16 477.5	22 643.0	22 017-5
4	4 383.8	4 085-2	8 751.2	8 217-2	13 133.5	12 354.5	17 279-5	16 484.5	22 650.0	22 024-5
5	4 390-2	4 091.6	8 757-6	8 223.6	13 140-5	12 361.5	17 286.5	16 491.5	22 657.0	22 031.5
6	4 396.6	4 098.0	8 764·0	8 230.0	13 147.5	12 368.5	17 293.5	16 498-5	22 664.0	22 038-5
7 -	4 403.0	4 104-4	8 770-4	8 236.4	13 154-5	12 375.5	17 300-5	16 505-5	22 671.0	22 045.5
8	4 409.4	4 110.8	8-776-8	8 242.8	13 161.5	12 382.5	17 307-5	16 512.5	22 678.0	22 052-5
9	4 415.8	4 117-2	8 783.2	8 249-2	13 168.5	12 389.5	17 314.5	16 519.5	22 685.0	22 059.5
10	4 422 2	4 123.6	8 789.6	8 255.6	13 175.5	12 396.5	17 321.5	16 526-5	22 692.0	22 066.5
11	4 428.6	4 129-9	8 796.0	8 261.9		* .				

Table of Single Sideband Transmitting Frequencies for Duplex (two-frequency) Operation (in kc/s)

SECTION B

-		4 Mc/s	Band	-	6 Mc/s Band					
Series	Coast	stations .	Ship st	ations	Coast s	stations -	Ship stations			
No.	Carrier frequency	Assigned frequency	Carrier frequency	Assigned frequency	Carrier frequency	Assigned frequency	Carrier frequency	Assigned frequency		
1	4 361.6	4 363.0	4 063.0	4 064.4	6 515.4	6 516.8	6 200-8	6 202.2		
2	4 364.7	4 366.1	4 066.1	4 067.5	6 518.6 *	6 520 0 *	6 204.0 * 1	6 205.4		
3	4 367.8	4 369.2	4 069-2	4 070.6	6 521.8	6 523.2	6 207.2	6 208.6		
4	4 371.0	4 372.4	4 072.4	4 073.8	0 321 0	0 323 2	0 207 2	0 200 0		
5	4 374.2	4 375.6	4 075.6	4 077 0			1			
6	4 377-4	4 378-8	4 078-8	4 080-2	7 (7)					
7	4 380.6	4 382.0	4 082.0	4 083.4		. 4	. 1			
8	4 383.8	4 385.2	4 085.2	4 086.6			1 14			
9	4 387.0	4 388.4	4 088-4	4 089.8						
10	4 390.2	4 391.6	4 091.6	4 393.0		2.				
- 11	4 393.4	4 394.8	4 094.8	4 096-2						
12	4 396-6	4 398.0	4 098.0	4 099-4			-			
13	4 399.8	4 401.2	4 101-2	4 102.6	1.50					
14	4 403.0	4 404.4	4 104-4	4 105.8						
15	4 406-2	4 407.6	4 107-6	4 109.0						
16	4 409.4	4 410.8	4 110.8	4 112-2		*-				
17	4 412.6	4 414.0	4 114.0	4 115.4		ļ	- 0			
18	4 415.8	4 417.2	4 117 2	4 118.6						
19	4 419.0	4 420.4	4 120-4	4 121.8						
20	4 422-2	4 423.6	4 123.6	4 125.0						
21	4 425.4	4 426.8	4 126.8	4 128-2	-					
22	4 428.6	4 430.0	4 130.0	4 131.4		1				
23	4 431.8	4 433.2	4 133-2	4 134.6						
24	4 434.9 *	4 436·3 *	4 136.3 * 1	4 137-7 *		ļ				
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^{*} The frequencies followed by an asterisk are calling frequencies (see Nos. 1352 and 1352A).

¹ For the conditions of use of frequencies 4 136·3 and 6 204 kc/s, see Nos. 1352B and 1353 respectively.

SECTION B

Table of Single Sideband Transmitting Frequencies for Duplex (two-frequency) Operation (in kc/s)

ļ		8 Mc/s	Band		12 Mc/s Band					
Series No.	Coast stations		Ship stations		Coast s	stations	Ship stations			
	Carrier frequency	Assigned frequency	Carrier frequency	Assigned frequency	Carrier frequency	Assigned frequency	Carrier frequency	Assigned frequency		
1	8 729.0	8 730-4	9.105.0	0.106.4	12 100 0	12.110.4	12 222 0			
2	8 729·0 8 732·1	8 733·4 8 733·5	8 195.0	8 196.4	13 109-0	13 110.4	12 330.0	12 331.4		
3	8 732·1 8 735·2		8 198-1	8 199.5	13 112.5-	13 113.9	12 333-5	12 334.9		
4	8 733·2 8 738·4	8 736.6	8 201-2	8 202.6	13 116.0	13 117-4	12 337.0	12 338.4		
5	8 738·4 8 741·6	8 739-8	8 204-4	8 205.8	13 119.5	13 120.9	12 340.5	12 341.9		
6	8 741·6 8 744·8	8 743.0	8 207 6	8 209.0	13 123.0	13 124-4	12 344 0	12 345.4		
7		8 745-2	8 210.8	8 212-2	13 126.5	13 127-9	12 347.5	12 348.9		
	8 748.0	8 749.4	8 214.0	8 215.4	13 130 0	13 131.4	. 12 351.0	12 352 4		
8	8.751.2	8 752-6	8 217-2	8 218.6	13 133.5	13 134.9	12 354.5	12 355.9		
9	8 754-4	8 755-8	8 220-4	8 221.8	13 137.0	13 138.4	12 358-0	12 359.4		
10	8 757.6	8 759.0	8 223.6	8 225.0	13 140.5	13 141 9	12 361.5	12 362.9		
11	8.760.8	8 762-2	8 226.8	8 228-2	13 144-0	13 145-4	12 365.0	12 366.4		
12	8 764.0	8 765-4	8 230.0	8 231.4	13 147.5	13 148-9	12 368-5	12 369-9		
13	8 767-2	8.768.6	8 233-2	8 234.6	13 151.0	13 152-4	12 372 0	12 373.4		
14	8 770.4	8 771.8	8 236.4	8 237.8	13 154.5	13 155-9	12 375.5	12 376.9		
15	8 773.6	8 775∙0	8 239.6	8 241.0	13 158-0	13 159.4	12 379.0	12 380.4		
16	8 776.8	8 777-2	8 242.8	8 244.2	13 161-5	13 162-9	12 382.5	12 383.9		
17	8 78 0 ⋅0	8 781-4	8 246 0	8 247·4	13 165.0	13 166.4	12 386.0	12 387 <u>·</u> 4		
18	8 783-2	8 784.6	8 249-2	8 250.6	13 168-5	13 169-9	12 389-5	12 390.9		
19	8 786.4	8 787∙8	8 252-4	8 252.8	13 172.0	13 173.4	12 393.0	12 394-4		
20	8 789.6	8 791.0	8 255.6	8 257.0	13 175-5	13 176.9	12 396.5	12 397.9		
21	8 792.8	8 794-2	8 258.8	8 260.2	13 179.0	13 180.4	12 400.0	12 401.4		
22	8 796.0	8 797·4	8 262.0	8 263.4	13 182.5 *	13 183.9 *	12 403.5 *	12 404.9 *		
23	8 799-2	8 800-6	8 265.2	8 266.6	13 186.0	13 187.4	12 407.0	12 408.4		
24	8 802·4 *	8 803.8 *	8 268 4 *	8 269 8 *	· 13 189·5	. 13 190.9	12 410-5	12 411.9		
25	8 805.6	8 807.0	8 271 6	8 273.0	13 193.0	13 194.4	12 414.0	12 415.4		
26	8 808 8	8 810.2	8 274 8	8 276-2	13 196-5	13 197-9	12 417-5	12 418.9		
27	8 812.0	8 813-4	8 278.0	8 279-4						
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^{*} The frequencies followed by an asterisk are the calling frequencies (see Nos. 1352 and 1352A).

SECTION B

Table of Single Sideband Transmitting Frequencies for Duplex (two-frequency) Operation (in kc/s)

		16 Mc,	s Band		. 22 Mc/s Band					
Series No.	Coast	stations	- Ship s	tations	Coast	stations	Ship stations			
NO.	Carrier frequency	Assigned frequency	Carrier frequency	Assigned frequency	Carrier frequency	Assigned frequency	Carrier frequency	Assigned frequency		
- 1	17 255-0	17 256-4	16 460∙0	16 461 4	22 625.5	22 626.9	22 000-0	22 001 4		
2	17 258-5	17 259 9	16 463.5	16 464.9		22 630.4				
3	17 262.0	17 263.4	16 463·3 16 467·0		22 629·0 22 632·5		22 003.5	22 004.9		
	17 265.5	17 266.9		16 468 4		22 633.9	22 007.0	22 008-4		
4	17 269.0		16 470.5	16 471.9	22 636 0	22 637.4	22 010.5	22 011.9		
5	17 272.5	17 270·4 17 273·9	16 474·0	16 475.4	22 639.5	22 640.9	22 014 0	22 015.4		
7	17 272·3 17 276·0		16 47.7.5	16 478.9	22 643.0	22 644-4	22 017-5	22 018-9		
		17 277-4	16 481.0	16 482.4	22 646.5	22 647.9	22 021.0	22 022.4		
8	17 279.5	17 280-9	16 484.5	16 485.9	22 650.0	22 651 4	22 024.5	22 025-9		
9	17 283·0	17 284.4	16 488.0	16 489 4	22 653.5	22 654-9	22 028.0	22 029.4		
10	17 286.5	17 287.9	16 491.5	16 492.9	22 657.0	22 658.4	22 031.5	22 032.9		
11	17 290·0	17 291.4	16 495.0	16 496 4	32 660.5	22 661.9.	22 035.0	22 036.4		
12	17 293.5	17 294.9	16 498.5	16 499-9	22 664.0	22 665.4	22 038-5	22 039-9		
13	17 297.0	· 17 298·4	16 502.0	16 503·4	22 667.5	22 668.9	22 042.0	22 043-4		
14	17 300-5	17 301.9	16.505.5	16 506-9	22 671.0	22 672.4	22 045.5	22 046.9		
15	17 304 0	17 305-4	16 509·0	16 510-4	22 674.5	22 675.9	22 049.0	22 050-4		
16	17 307-5	17 308-9	16 512.5	16 513-9	22 678.0	22 679-4	22 052-5	22 053-9		
17	- 17 311·0	17 312-4	16 516 0	16 517.4	22 681.5	22 682-9	22 056.0	22 057 4		
18	17 314 5	17 315.9	16 519.5	16 520.9	22 685.0	22 686.4	22 059-5	22 060.9		
19	17 318.0	17 319.4	16 523.0	16 524 4	22 688.5	22 689.9	22 063.0	22 064.4		
20	17 321.5	17 322-9	16 526.5	16 527-9	22 692.0	22 693.4	22 066·5	22 067.9		
21	17 325.0	17 326-4	16 530.0	16 531.4	22 695.5	22 696-9	22 070.0	22 071.4		
22	17 328.5*	17 329.9*	16-533-5*	-16 534-9*	22 699.0*	22 700-4*	22 073-5*	22 074.9		
23	17 332.0	17 333.4	16 537.0	16 538-4	22 702-5	22 703-9	22 077-0	22 078.4		
24	17 335.5	17 336-9	16 540-5	16 541.9	22 706.0	22 707-4	22 080-5	22 081.9		
25	17 339-0	17 340-4	16 544 0	16 545.4	22 709.5	22 710-9	22 084.0	22 085.4		
26	17 342-5	17 343.9	16 547-5	16 548-9	22 713.0	22 714.4	22 087.5	22 088.9		
27	17 346.0	17 347.4	16 551.0	16 552-4	22 716.5	22 717-9	22 091.0	22 092.4		
28	17 349-5	17 350.9	16 554-5	16 555-9				- 9/2 -		
29	17 353.0	17 354-4	16 558.0	16 559.4						
30	17 356.5	17 357-9	16 561.5	16 562.9						
				3/2						

^{*} The frequencies followed by an asterisk are the calling frequencies (see Nos. 1352 and 1352A).

SECTION C

Table of Single Sideband Transmitting Frequencies for Simplex (single-frequency) Operation (in kc/s)

4 Mc/	4 Mc/s Band		6 Mc/s Band		s Band	12 Mc/s Band 16 Mc/s Band 22 M			22 Mc/	's Band	
Carrier fre- quency	Assigned fre-quency	Carrier fre- quency	Assigned fre- quency	Carrier fre- quency	Assigned fre- quency	Carrier frequency	Assigned frequency	Carrier frequency	Assigned frequency	Carrier frequency	Assigned frequency
4 139·5	4 140-9	6 210·4 6 213·5	6 211·8 6 214·9	8 281·2 8 284·4	8 282·6 8 285·8	12 421·0 12 424·5 12 428·0	12 422·4 12 425·9 12 429·4	16 565-0 16 568-5 16 572-0	16 566·4 16 569·9 16 573·4	22 094·5 22 098·0 22 101·5 22 105·0 22 108·5	22 095·9 22 099·4 22 102·9 22 106·4 22 109·9

RESOLUTION No. T

Relating to the Transfer of Frequency Assignments to Coast Radiotelephone Stations in the Frequency Bands allocated exclusively to the Maritime Mobile Service between 4 000 and 23 000 kc/s

The World Administrative Radio Conference, Geneva, 1967,

considering

- a) that the allotment plan appearing in Appendix 25 to the Radio Regulations, Geneva, 1959, is to be retained until a new plan is established by the Conference mentioned in Recommendation No. [CC];
- b) that, as a result of the extension of the bands allocated exclusively to the maritime mobile service for radiotelephony, new duplex radiotelephone channels will be available to the maritime mobile service and will be contained in Section III of Appendix 25 MOD (see Resolution No. [I]);
- c) that the separation between the transmitting frequencies of coast and ship stations should remain constant within each band;
- d) that on the whole it is easier and cheaper to change transmitting frequencies for coast stations than for ship stations, taking into account the large number of ship stations;
- e) that the additions to the bands allocated exclusively to the maritime mobile service for radiotelephony will become available on 1 March 1970 (see Annex 2 to Resolution No. [K]);
- f) that the new channels should be brought into use as soon as possible;

resolves

- 1. that, on 1 March 1970, the frequencies appearing in Appendix 25 to the Radio Regulations, Geneva, 1959, shall be replaced by the frequencies appearing in Annex 1 to this Resolution. This Appendix, as modified, shall also contain the new Section III (see Annex 3) referred to in Resolution No. [I] and shall then be known as Appendix 25 MOD;
- 2. that, on 1 March 1970, the I.F.R.B. shall bring the appropriate initial entries, listed in the Master International Frequency Register in accordance with the provisions of paragraph 2.1 c) of Resolution No. 1 of the Administrative Radio Conference, Geneva, 1959, into conformity with the allotments included in Appendix 25 MOD referred to above;
- 3. that the frequency assignments to high frequency coast radiotelephone stations recorded in the Master Register on 1 March 1970 on the channels defined in Appendix 17 to the Radio Regulations, Geneva, 1959, shall be transferred in accordance with the Tables appearing in Annex 1 (double sideband or independent sideband emissions) or Annex 2 (single sideband emissions), as the case may be;
- 4. that the frequency assignments to coast radiotelephone stations in the high frequency bands allocated exclusively for that purpose, recorded in the Master Register on 1 March 1970, but not in accordance with Appendix 17 to the Radio Regulations, Geneva, 1959, shall be transferred in such a way as to retain, with respect to the frequencies specified in Section A of Appendix 17, the same relative positions they occupied in relation to the frequencies listed in Appendix 17 to the Radio Regulations, Geneva, 1959;
- 5. that, on 1 March 1970 at 0001 G.M.T., administrations shall modify, as indicated in paragraphs 3 and 4 above, the transmitting frequencies of their coast radiotelephone stations. They shall notify these modifications to the I.F.R.B. in accordance with the provisions of Section I of Article 9 of the Radio Regulations;

- 6. that, provided the notice received by the I.F.R.B. in accordance with paragraph 5 above does not contain any change in the basic characteristics of the originally recorded assignment, other than the assigned frequency, the I.F.R.B. shall record the change in the Master Register; the dates to be entered in the appropriate parts of column 2 shall be those of the original assignment; should any other change be notified in the basic characteristics of the original assignment, it shall be dealt with in accordance with the provisions of Article 9 of the Radio Regulations;
- 7. that, on 1 March 1970, the I.F.R.B. shall also include in the Master Register, in respect of each original assignment the transfer of which has not at that time been notified to the I.F.R.B., a provisional entry determined in accordance with the provisions of paragraphs 3 or 4 above. For such provisional entries, the dates in column 2 recorded for the original assignment shall be retained. The original entries shall be retained in the Master Register, but with a special remark in the Remarks Column, and any dates in column 2a shall be transferred to column 2b;
- 8. that, thirty days after that date, the I.F.R.B. shall send to those administrations which have not yet notified it of the transfer of frequency assignment for their radiotelephone coast stations in accordance with paragraphs 3 or 4 and 5 above, an extract from the Master Register showing the relevant entries contained therein on their behalf, and shall remind them of the provisions of this Resolution;
- 9: that if, sixty days after the despatch of these extracts, an administration has still not notified to the I.F.R.B. the transfer of an existing assignment in accordance with paragraphs 3 or 4 and 5 above, the corresponding provisional new entry shall be deleted from the Master Register and the original entry shall be retained with its date in column 2b and a special remark in the Remarks Column. If, however, the administration concerned notifies the transfer during the sixty days period, the provisions of paragraph 6 above shall apply.

ANNEX 1

Table of Transmitting Frequencies of Radiotelephone Coast Stations (in kc/s)
(Classes of Emission A3 and A3B)¹

4 Mc/s band		8 Mc/	s band	12 Mc/	s band	16 Mc/	s band	22 Mc/	c/s band	
Old fre- quencies	New fre- quencies	Old frequencies	New frequencies	Old frequencies	New frequencies	Old frequencies	New frequencies	Old frequencies	New frequencies	
4 371 1	4 364.7	8 748-1	8 732.1	13 133.5	13 112-5	17 293-5	17 258-5	22 653.5	22 629.0	
4 377.4	4 371.0	8 754-4	8 738-4	13 140 5	13 119.5	17 300-5	17 265 5	22 660.5	22 636.0	
4 383.8	4 377-4	8 760.8	8 744.8	13 147-5	13 126.5	17 307-5	17 272.5	22 667.5	22 643.0	
4 390-2	4 383.8	8 767.2	8 751.2	13 154-5	13 133-5	17 314.5	17 279.5	22 674.5	22 650.0	
4 396.6	4 390-2	8 773.6	8 757.6	13 161.5	13 140-5	17 321.5	17 286.5	22 681.5	22 657.0	
4 403.0	4 396.6	8 780.0	8 764.0	13 168-5	13 147-5	17 328-5	17 293-5	22 688-5	22 664.0	
4 409.4	4 403.0	8 786-4	8 770-4	13 175.5	13 154.5	17 333-5	17 300-5	22 695.5	22 671.0	
4 415.8	4 409-4	8 792.8	8 776.8	13 182.5	13 161-5	17 342-5	17 307-5	22 702.5	22 678.0	
4 422-2	4 415.8	8 799-2	8 783.2	13 189.5	13 168-5	17 349-5	17 314-5	22 709.5	22 685.0	
4 428.6	4 422-2	8 805.6	8 789 6	13 196.5	13 175.5	17 356-5	17 321.5	22 716.5	22 692.0	
4 434.9	4 428.6	8 811.9	8 796.0							

¹ See Resolution No. [N].

ANNEX 2

Table of Single Sideband Transmitting Frequencies of Radiotelephone Coast Stations (in kc/s)

frequencies fex 4 4 26		
frequencies fexet 4	icies	
4 371·1 4 372·5 4 364·7 4 366·1 8 748·1 8 749·5 8 732·1 4 374·3 4 375·7 4 367·8 4 369·2 8 751·3 8 752·7 8 735·2 4 377·4 4 378·8 4 371·0 4 372·4 8 754·4 8 755·8 8 738·4 4 380·7 4 382·1 4 374·2 4 378·8 8 760·8 8 760·2 8 744·8 4 383·8 4 385·2 4 377·4 4 378·8 8 760·8 8 760·2 8 748·0 4 390·2 4 391·6 4 383·8 4 385·2 8 767·2 8 768·6 8 751·2 4 393·5 4 394·9 4 387·0 4 388·4 8 770·5 8 775·0 8 757·6 4 399·9 4 401·3 4 393·4 4 394·8 8 776·9 8 778·3 8 760·8 4 403·0 4 404·4 4 396·6 4 398·0 8 780·0 8 781·4 8 764·0 4 400·3 4 407·7 4 399·8 4 401·2 8 783·3 8 784·7 8 767·2 4 409·4 4 410·8 4 409·4 8 786·4 8 787·8 8 770·4 4 415·8 4 407·6 8 789·7	Assigned frequencies	
4 374·3 4 375·7 4 367·8 4 369·2 8 751·3 8 752·7 8 735·2 4 377·4 4 378·8 4 371·0 4 372·4 8 755·8 8 758·4 8 755·8 8 738·4 4 380·7 4 382·1 4 374·2 4 375·6 8 757·7 8 759·1 8 741·6 4 383·8 4 385·2 4 377·4 4 378·8 8 760·8 8 762·2 8 744·8 4 387·1 4 388·5 4 380·6 4 382·0 8 764·1 8 765·5 8 748·0 4 390·2 4 391·6 4 387·0 4 388·4 8 770·5 8 771·9 8 754·4 4 396·6 4 398·0 4 390·2 4 391·6 8 773·6 8 775·0 8 757·6 4 399·9 4 401·3 4 393·4 4 394·8 8 776·9 8 778·3 8 760·8 4 403·0 4 404·4 4 396·6 4 398·0 8 780·0 8 781·4 8 767·2 4 409·4 4 410·8 4 401·2 8 783·3 8 784·7 8 767·2 4 409·4 4 410·8 4 401·2 8 783·3 8 780·0 4 412·7 4 414·1 4 406·2 4 407·6	8 730-4	
4 377·4 4 378·8 4 371·0 4 372·4 8 754·4 8 755·8 8 738·4 4 380·7 4 382·1 4 374·2 4 375·6 8 757·7 8 759·1 8 741·6 4 383·8 4 385·2 4 377·4 4 378·8 8 760·8 8 762·2 8 744·8 4 387·1 4 388·5 4 380·6 4 382·0 8 764·1 8 765·5 8 748·0 4 390·2 4 391·6 4 383·8 4 385·2 8 767·2 8 768·6 8 751·2 4 393·5 4 394·9 4 387·0 4 388·4 8 770·5 8 771·9 8 754·4 4 399·9 4 401·3 4 393·4 4 394·8 8 776·9 8 778·3 8 760·8 4 403·0 4 404·4 4 396·6 4 398·0 8 780·0 8 781·4 8 764·0 4 406·3 4 407·7 4 399·8 4 401·2 8 783·3 8 784·7 8 767·2 4 409·4 4 410·8 4 403·0 4 404·4 8 786·4 8 789·7 8 791·1 8 773·6 4 415·8 4 417·2 4 409·4 4 410·8 8 792·8 8 794·2 8 776·8 4 419·1	8 733-5	
4 380·7 4 382·1 4 374·2 4 375·6 8 757·7 8 759·1 8 741·6 4 383·8 4 385·2 4 377·4 4 378·8 8 760·8 8 762·2 8 744·8 4 387·1 4 388·5 4 380·6 4 382·0 8 764·1 8 765·5 8 748·0 4 390·2 4 391·6 4 383·8 4 385·2 8 767·2 8 768·6 8 751·2 4 393·5 4 394·9 4 387·0 4 388·4 8 770·5 8 771·9 8 754·4 4 396·6 4 398·0 4 390·2 4 391·6 8 773·6 8 775·0 8 757·6 4 399·9 4 401·3 4 393·4 4 394·8 8 776·9 8 778·3 8 760·8 4 403·0 4 404·4 4 396·6 4 398·0 8 780·0 8 781·4 8 764·0 4 409·4 4 410·8 4 407·7 4 399·8 4 401·2 8 783·3 8 784·7 8 767·2 4 409·4 4 410·8 4 400·2 4 407·6 8 789·7 8 791·1 8 773·6 4 415·8 4 417·2 4 409·4 4 410·8 8 792·8 8 794·2 8 776·8 4 419·1	8 736.6	
4 383·8 4 385·2 4 377·4 4 378·8 8 760·8 8 762·2 8 744·8 4 387·1 4 388·5 4 380·6 4 382·0 8 764·1 8 765·5 8 748·0 4 390·2 4 391·6 4 383·8 4 385·2 8 767·2 8 768·6 8 751·2 4 393·5 4 394·9 4 387·0 4 388·4 8 770·5 8 771·9 8 754·4 4 396·6 4 398·0 4 390·2 4 391·6 8 773·6 8 775·0 8 757·6 4 399·9 4 401·3 4 393·4 4 398·0 8 780·0 8 781·4 8 764·0 4 406·3 4 407·7 4 399·8 4 401·2 8 783·3 8 784·7 8 767·2 4 409·4 4 410·8 4 403·0 4 404·4 8 786·4 8 787·8 8 770·4 4 412·7 4 414·1 4 406·2 4 407·6 8 789·7 8 791·1 8 773·6 4 419·1 4 420·5 4 412·6 4 410·8 8 792·8 8 794·2 8 776·8 4 419·1 4 420·5 4 415·8 4 417·2 8 799·2 8 800·6 8 783·2 4 425·5 4 426·9	8 739.8	
4 387·1 4 388·5 4 380·6 4 382·0 8 764·1 8 765·5 8 748·0 4 390·2 4 391·6 4 383·8 4 385·2 8 767·2 8 768·6 8 751·2 4 393·5 4 394·9 4 387·0 4 388·4 8 770·5 8 771·9 8 754·4 4 396·6 4 398·0 4 390·2 4 391·6 8 773·6 8 775·0 8 757·6 4 399·9 4 401·3 4 393·4 4 394·8 8 776·9 8 781·4 8 764·0 4 406·3 4 407·7 4 399·8 4 401·2 8 783·3 8 784·7 8 767·2 4 409·4 4 410·8 4 403·0 4 404·4 8 786·4 8 787·8 8 770·4 4 412·7 4 414·1 4 406·2 4 407·6 8 789·7 8 791·1 8 773·6 4 419·1 4 420·5 4 410·8 8 792·8 8 794·2 8 776·8 4 419·1 4 420·5 4 415·8 4 417·2 8 799·2 8 800·6 8 783·2 4 425·5 4 426·9 4 419·0 4 420·4 8 802·5 8 803·9 8 786·4 4 431·8 4 433·2 4 425·4	8 743.0	
4 390·2 4 391·6 4 383·8 4 385·2 8 767·2 8 768·6 8 751·2 4 393·5 4 394·9 4 387·0 4 388·4 8 770·5 8 771·9 8 754·4 4 396·6 4 398·0 4 390·2 4 391·6 8 773·6 8 775·0 8 757·6 4 399·9 4 401·3 4 393·4 4 394·8 8 766·9 8 787·3 8 760·8 4 403·0 4 404·4 4 396·6 4 398·0 8 780·0 8 781·4 8 764·0 4 409·4 4 410·8 4 403·0 4 404·4 8 786·4 8 787·8 8 770·4 4 412·7 4 414·1 4 406·2 4 407·6 8 789·7 8 791·1 8 773·6 4 419·1 4 420·5 4 410·8 8 792·8 8 794·2 8 776·8 4 419·1 4 420·5 4 415·8 4 417·2 8 799·2 8 800·6 8 783·2 4 425·5 4 426·9 4 419·0 4 420·4 8 802·5 8 803·9 8 786·4 4 431·8 4 433·2 4 425·4 4 426·8 8 808·8 8 810·2 8 792·8	8 746.2	
4 390·2 4 391·6 4 383·8 4 385·2 8 767·2 8 768·6 8 751·2 4 393·5 4 394·9 4 387·0 4 388·4 8 770·5 8 771·9 8 754·4 4 396·6 4 398·0 4 390·2 4 391·6 8 773·6 8 775·0 8 757·6 4 399·9 4 401·3 4 393·4 4 394·8 8 776·9 8 781·4 8 760·8 4 403·0 4 404·4 4 396·6 4 398·0 8 780·0 8 781·4 8 764·0 4 406·3 4 407·7 4 399·8 4 401·2 8 783·3 8 784·7 8 767·2 4 409·4 4 410·8 4 403·0 4 404·4 8 786·4 8 787·8 8 770·4 4 415·8 4 417·2 4 409·4 4 410·8 8 792·8 8 794·2 8 776·8 4 419·1 4 420·5 4 416·6 4 414·0 8 796·1 8 797·5 8 780·0 4 422·2 4 423·6 4 419·0 4 420·4 8 802·5 8 803·9 8 786·4 4 428·6 4 430·0 4 425·4 4 426·8 8 808·8 8 810·2 8 792·8	8 749.4	
4 396·6 4 398·0 4 390·2 4 391·6 8 773·6 8 775·0 8 757·6 4 399·9 4 401·3 4 393·4 4 394·8 8 776·9 8 778·3 8 760·8 4 403·0 4 404·4 4 396·6 4 398·0 8 780·0 8 781·4 8 764·0 4 406·3 4 407·7 4 399·8 4 401·2 8 783·3 8 784·7 8 767·2 4 409·4 4 410·8 4 403·0 4 404·4 8 786·4 8 787·8 8 770·4 4 415·8 4 417·2 4 409·4 4 410·8 8 792·8 8 794·2 8 776·8 4 419·1 4 420·5 4 412·6 4 414·0 8 796·1 8 797·5 8 780·0 4 422·2 4 423·6 4 419·0 4 420·4 8 802·5 8 803·9 8 786·4 4 428·6 4 430·0 4 425·4 4 426·8 8 808·8 8 800·6 8 789·6	8 752.6	
4 399·9 4 401·3 4 393·4 4 394·8 8 776·9 8 778·3 8 760·8 4 403·0 4 404·4 4 396·6 4 398·0 8 780·0 8 781·4 8 764·0 4 406·3 4 407·7 4 399·8 4 401·2 8 783·3 8 784·7 8 76·2 4 409·4 4 410·8 4 403·0 4 404·4 8 786·4 8 787·8 8 770·4 4 415·8 4 417·2 4 409·4 4 410·8 8 792·8 8 794·2 8 776·8 4 419·1 4 420·5 4 412·6 4 414·0 8 796·1 8 797·5 8 780·0 4 422·2 4 423·6 4 419·0 4 420·4 8 802·5 8 803·9 8 786·4 4 428·6 4 430·0 4 422·2 4 423·6 8 805·6 8 807·0 8 789·6 4 431·8 4 433·2 4 425·4 4 426·8 8 808·8 8 810·2 8 792·8	8 755:8	
4 403·0 4 404·4 4 396·6 4 398·0 8 780·0 8 781·4 8 764·0 4 406·3 4 407·7 4 399·8 4 401·2 8 783·3 8 784·7 8 767·2 4 409·4 4 410·8 4 403·0 4 404·4 8 786·4 8 787·8 8 770·4 4 412·7 4 414·1 4 406·2 4 407·6 8 789·7 8 791·1 8 773·6 4 415·8 4 417·2 4 409·4 4 410·8 8 792·8 8 794·2 8 776·8 4 419·1 4 420·5 4 412·6 4 414·0 8 796·1 8 797·5 8 780·0 4 422·2 4 423·6 4 419·0 4 420·4 8 802·5 8 803·9 8 786·4 4 428·6 4 430·0 4 422·2 4 423·6 8 805·6 8 807·0 8 789·6 4 431·8 4 433·2 4 425·4 4 426·8 8 808·8 8 810·2 8 792·8	8 759.0	
4 406·3 4 407·7 4 399·8 4 401·2 8 783·3 8 784·7 8 767·2 4 409·4 4 410·8 4 403·0 4 404·4 8 786·4 8 787·8 8 770·4 4 412·7 4 414·1 4 406·2 4 407·6 8 789·7 8 791·1 8 773·6 4 415·8 4 417·2 4 409·4 4 410·8 8 792·8 8 794·2 8 776·8 4 419·1 4 420·5 4 412·6 4 414·0 8 796·1 8 797·5 8 780·0 4 422·2 4 423·6 4 419·0 4 420·4 8 802·5 8 803·9 8 786·4 4 428·6 4 430·0 4 422·2 4 423·6 8 805·6 8 807·0 8 789·6 4 431·8 4 433·2 4 425·4 4 426·8 8 808·8 8 810·2 8 792·8	8 762-2	
4 409·4 4 410·8 4 403·0 4 404·4 8 786·4 8 787·8 8 770·4 4 412·7 4 414·1 4 406·2 4 407·6 8 789·7 8 791·1 8 773·6 4 415·8 4 417·2 4 409·4 4 410·8 8 792·8 8 794·2 8 776·8 4 419·1 4 420·5 4 412·6 4 414·0 8 796·1 8 797·5 8 780·0 4 422·2 4 423·6 4 415·8 4 417·2 8 799·2 8 800·6 8 783·2 4 428·6 4 430·0 4 422·2 4 423·6 8 805·6 8 807·0 8 789·6 4 431·8 4 433·2 4 425·4 4 426·8 8 808·8 8 810·2 8 792·8	8 765.4	
4 412·7 4 414·1 4 406·2 4 407·6 8 789·7 8 791·1 8 773·6 4 415·8 4 417·2 4 409·4 4 410·8 8 792·8 8 794·2 8 776·8 4 419·1 4 420·5 4 412·6 4 414·0 8 796·1 8 797·5 8 780·0 4 422·2 4 423·6 4 415·8 4 417·2 8 799·2 8 800·6 8 783·2 4 425·5 4 426·9 4 419·0 4 420·4 8 802·5 8 803·9 8 786·4 4 428·6 4 430·0 4 422·2 4 423·6 8 805·6 8 807·0 8 789·6 4 431·8 4 433·2 4 425·4 4 426·8 8 808·8 8 810·2 8 792·8	8 768.6	
4 415·8 4 417·2 4 409·4 4 410·8 8 792·8 8 794·2 8 776·8 4 419·1 4 420·5 4 412·6 4 414·0 8 796·1 8 797·5 8 780·0 4 422·2 4 423·6 4 415·8 4 417·2 8 799·2 8 800·6 8 783·2 4 425·5 4 426·9 4 419·0 4 420·4 8 802·5 8 803·9 8 786·4 4 428·6 4 430·0 4 422·2 4 423·6 8 805·6 8 807·0 8 789·6 4 431·8 4 433·2 4 425·4 4 426·8 8 808·8 8 810·2 8 792·8	8 771 8	
4 419·1 4 420·5 4 412·6 4 414·0 8 796·1 8 797·5 8 780·0 4 422·2 4 423·6 4 415·8 4 417·2 8 799·2 8 800·6 8 783·2 4 425·5 4 426·9 4 419·0 4 420·4 8 802·5 8 803·9 8 786·4 4 428·6 4 430·0 4 422·2 4 423·6 8 805·6 8 807·0 8 789·6 4 431·8 4 433·2 4 425·4 4 426·8 8 808·8 8 810·2 8 792·8	8 775.0	
4 422·2 4 423·6 4 415·8 4 417·2 8 799·2 8 800·6 8 783·2 4 425·5 4 426·9 4 419·0 4 420·4 8 802·5 8 803·9 8 786·4 4 428·6 4 430·0 4 422·2 4 423·6 8 805·6 8 807·0 8 789·6 4 431·8 4 433·2 4 425·4 4 426·8 8 808·8 8 810·2 8 792·8	8 778.2	
4 425.5 4 426.9 4 419.0 4 420.4 8 802.5 8 803.9 8 786.4 4 428.6 4 430.0 4 422.2 4 423.6 8 805.6 8 807.0 8 789.6 4 431.8 4 433.2 4 425.4 4 426.8 8 808.8 8 810.2 8 792.8	8 781.4	
4 428.6 4 430.0 4 422.2 4 423.6 8 805.6 8 807.0 8 789.6 4 431.8 4 433.2 4 425.4 4 426.8 8 808.8 8 810.2 8 792.8	8 784.6	
4 431 8 4 433 2 4 425 4 4 426 8 8 808 8 8 810 2 8 792 8	8 787.8	
	8 791.0	
	8 794.2	
4 434.9 4 436.3 4 428.6 4 430.0 8 811.9 8 813.3 8 796.0	8 797-4	

Table of Single Sideband Transmitting Frequencies of Radiotelephone Coast Stations (in kc/s)

	12 Mc	/s band		16 Mc/s band					
Old frequencies		New fre	quencies	Old free	quencies	New fre	quencies		
Carrier frequencies	Assigned frequencies	Carrier frequencies	Assigned frequencies	Carrier frequencies	Assigned frequencies	Carrier frequencies	Assigned frequencie		
13 130-2	13 131.6	13 109.0	13 110-4	17 290-2	17 291.6	17 255.0	17 256.4		
13 130 2	13 134.9	13 112.5	13 110.4	17 293.5	17 291.6	17 258.5	17 259.9		
13 137.2	13 138.6	13 116.0	13 117.4	17 297.2	17 298.6	17 262:0	17 263.4		
13 140-5	13 141.9	13 119.5	13 120.9	17 300.5	17 301.9	17 265.5	17 266.9		
13 144.2	13 145.6	13 123.0	13 124.4	17 304 2	17 305.6	17 269.0	17 270.4		
13 147-5	13 148.9	13 126.5	13 127.9	17 307-5	17 308-9	17 272.5	17 273.9		
13 151-2	13 152.6	13 130.0	13 131.4	17 311.2	17 312.6	17 276.0	17 277.4		
13 154 5	13 155.9	13 133.5	13 134.9	17 314-5	17 315-9	17 279.5	17 280.9		
13 158-2	13 159.6	13 137.0	13 138.4	17 318-2	17 319.6	17 283.0	17 284.4		
13 161.5	13 162.9	13 140.5	13 141.9	17 321.5	17 322-9	17 286.5	17 287.9		
13 165.2	13 166.6	13 144-0	13 145.4	17 325-2	17 326-6	17 290.0	17 291.4		
13 168.5	13 169-9	13 147-5	13 148-9	17 328.5	17 329-9	17 293.5	17 294.9		
13 172-2	13 173.6	13 151.0	13 152-4	17 332-2	17 333-6	17 297·0	17 298.4		
13 175.5	13 176.9	13 154.5	13 155-9	17 335:5 -	17 336-9	17 300-5	17 301.9		
13 179-2	13 180-6	13 158.0	13 159-4	17 339-2	17 340.6	17 304.0	17 305.4		
13 182.5	13 183-9	13 161-5	13 162-9	17 342.5	17 343.9	17 307-5	17 308.9		
13 186.2	13 187.6	13 165.0	13 166·4	17 346.2	17 347.6	17 311.0	17 312.4		
13 189.5	13 190.9	13 168.5	13 169-9	17 349-5	17 350.9	17 314.5	17 315.9		
13 193· 2	13 194.6	13 172.0	13 173-4	17 353-2	17 354-6	17 318.0	17 319.4		
13 196.5	13 197.9	13 175-5	13 176-9	17 356-5	17 357:9	17 321-5	17 322.9		
	1,80				-				

Table of Single Sideband Transmitting Frequencies of Radiotelephone Coast Stations (in kc/s)

	22 Mc	/s band	
Old free	Old frequencies New frequencies		
Carrier frequencies	Assigned frequencies	Carrier frequencies	Assigned frequencies
22 650-2	22 651-6	22 625.5	22 626.9
22 653.5	22 654.9	22 629.0	22 630.4
22 657-2	22 658.6	22 632.5	22 633.9
22 660.5	22 661.9	22 636.0	22 637.4
22 664-2	22 665.6	22 639.5	22 640.9
22 667-5	22 668.9	22 643.0	22 644.4
22 671.2	22 672.6	22 646.5	22 647.9
22 674.5	22 675.9	22 650.0	22 651.4
22 678.2	22 679.6	22 653-5	22.654-9
22 681.5	22 682.9	22 657-0	22 658.4
22 685.2	- 22 686-6	22 660-5	22 661.9
22 688.5	22 689.9	22 664.0	22 665.4
22 692-2	22 693.6	22 667-5	22 668.9
22 695.5	22 696.9	22 671.0	22 672.4
22 699-2	22 700.6	22 674-5	22 675.9
22 702.5	22 703-9	22 678.0	22 679.4
22 706·2	22 707.6	22 681.5	22 682.9
22 709-5	22 710-9	22 685.0	22 686.4
22 713-2	22 714.6	22 688-5	22 689.9
22 716.5	22 717-9	22 692-0	22 693.4

ANNEX 3

Channels in Section III of Appendix 25 MOD (in kc/s)

The frequencies printed in italics are calling frequencies (see No. 1352A)

4 Mc/s Band		6 Mc/	s Band	8 Mc/s Band		12 Mc/	s Band	16 Mc,	's Band 22 Mc/s Band		
Carrier fre- quency	Assigned fre- quency	Carrier fre- quency	Assigned fre- quency	Carrier fre- quency	Assigned fre- quency	Carrier frequency	Assigned frequency	Carrier frequency	Assigned frequency	Carrier frequency	Assigned frequency
4 431·8 4 434·9	4 433·2 4 436·3	6 515·4 6 518·6 6 521·8	6 516·8 6 520·0 6 523·2	8 799·2 8 802·4 8 805·6 8 808·8* 8 812·0	8 800·6 8 803·8 8 807·0 8 810·2 8 813·4	13 179·0 13 182·5 13 186·0 13 189·5* 13 193·0 13 196·5*	13 180·4 13 183·9 13 187·4 13 190·9 13 194·4 13 197·9	17 ⁻ 325·0 17 328·5 17 332·0 17 335·5* 17 339·0 17 342·5* 17 346·0	17 326·4 17 329·9 17 333·4 17 336·9 17 340·4 17 347·4	22 695·5 22 699·0 22 702·5 22 706·0* 22 709·5 22 713·0* 22 716·5	22 696·9 22 700·4 22 703·9 22 707·4 22 710·9 22 714·4 22 717·9
								17 349·5* 17 353·0 17 356·5*	17 350·9 17 354·4 17 357·9	ĵ:	

^{*} This carrier frequency may also be used for double sideband transmissions in accordance with Resolution No. [I].

ARTICLE 33

		,
ADD	1227A	c) in Regions 1 and 3 and in Greenland, the carrier frequency 2 191 kc/s (assigned frequency 2 192.4 kc/s) when 2 182 kc/s is being used for distress.
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 or, in Regions 1 and 3 and in Greenland, the carrier frequency 2 191 kc/s (assigned frequency 2 192.4 kc/s) when 2 182 kc/s is being used for distress. However, where so agreed by administrations, the ship station may use a working frequency on which watch is kept by that coast station.
MOD	1233	(5) Subject to the provisions of No. 1235A, coast stations shall, in accordance with the requirements of their own country, call ship stations of their own nationality either on a working frequency, or, when calls to individual ships are made, on the frequency 2 182 kc/s.
ADD	1235A	(8) Coast stations may call ship stations equipped to receive selective calls in accordance with the provisions of Article 28A.
ADD	1248A	c) on a working frequency to calls made in Regions 1 and 3 and in Greenland on the carrier frequency 2 191 kc/s (assigned frequency 2 192.4 kc/s).
MOD	. 172	Limited to ship stations. However, the bands between 140 and 146 kc/s may also be used for coast stations on a permitted basis.

B.11-31

E

INTERNATIONAL TELECOMMUNICATION UNION

MARITIME CONFERENCE

Document No. 341-E

30 October, 1967

Geneva, 1967

PLENARY MEETING (SECOND READING)

R. 3

The Editorial Committee, having examined documents B.8 (pages 18 to 23) and B.9, submits them to the Plenary Assembly for a second reading.

Habib BEN CHEIKH
Chairman of the Editorial
Committee

Annex: Pages R.3/01-27



ARTICLE 7 ADD 445A § 11B. The assigned frequency of a single sideband channel of a station in the radiotelephone maritime mobile service shall be

1 400 c/s higher than the carrier frequency.

ARTICLE 28

MOD 988 § 21. All ship stations equipped with radiotelephony to work in the authorized bands between 156 and 174 Mc/s (see No. 287 and Appendix 18) shall be able to send and receive class F3 emission on: (see Resolution No. J).

ARTICLE 35

ADD 1359A (1A) The frequency 156.80 Mc/s may be used by coast stations for selective calls to ships.

- MOD 1363 (5) All emissions capable of causing harmful interference to authorized transmissions of stations of the maritime mobile service on 156.80 Mc/s are forbidden (see Appendix 18 and Resolution No. J).
- MOD 1370 (2) The method of working (single-frequency or two-frequency) specified in Appendix 18 for each channel should be used in the international services (see Resolution No. J).
- MOD 1373

 (2) In the band 156 to 174 Mc/s, administrations shall, where practicable, assign frequencies to coast and ship stations in accordance with the Table of Transmitting Frequencies given in Appendix 18 for such international services as administrations consider necessary (see Resolution No. J).
- ADD 1373A (3) The normal sequence in which channels should be put into use by stations of the maritime mobile service in the band 156-174 Mc/s is indicated by the figures in the relevant columns of Appendix 18.
- ADD 1373B (4) Administrations should, as far as possible, arrange that ship stations fitted with the channels corresponding to the figures in a circle in Appendix 18 can obtain a reasonably adequate use of available services.
- ADD 1373C (5) During ice seasons, ship stations shall avoid harmful interference to communications on 156·300 Mc/s (Channel 06 of Appendix 18) between icebreakers and assisted ships.

- (MOD) 1374 (6) In assigning frequencies to their coast stations, administrations should collaborate in cases where harmful interference might occur.
- MOD 1375 (7) Channels are designated by numbers in the Table of Transmitting Frequencies given in Appendix 18 (see Resolution No. J).
- MOD 1377

 (2) The use of channels for maritime mobile purposes other than those indicated in the Table of Transmitting Frequencies given in Appendix 18 shall not cause harmful interference to services which operate in accordance with that Table and shall not prejudice the future development of such services (see Resolution No. J).

SUP 1378

MOD 1379 § 25. The carrier power of ship station transmitters shall not exceed 25 watts for equipment brought into service after 1 January, 1970.

ARTICLE 36

ADD 1476D

- b) For very high frequencies, i.e. 121.5 Mc/s and 243 Mc/s, the signal characteristics shall be in accordance with those recommended by the Organisations mentioned in Resolution No. O.
- ADD 1476E (2) Only the signal specified in No. 1476B shall be used by low power radiobeacons (Type L) and it shall be transmitted continuously.
- ADD 1476F

 (3) High power radiobeacons (Type H) may transmit either of the signals specified in Nos. 1476B or 1476C with a keying cycle which consists of the keying signal for between thirty and fifty seconds followed by a period of silence of between thirty and sixty seconds.
- 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) These signals shall indicate that one or more persons are in distress, may no longer be on board a ship or an aircraft, and that receiving facilities may not be available.
- ADD 1476J (7) Any mobile service station receiving one of these signals, while no distress or urgent traffic is being passed, shall consider that the provisions of Nos. 1452 and 1453 are applicable.

R.3-05

- ADD 1476K (8) Equipment designed to transmit emergency position-indicating radiobeacon signals on the carrier frequency 2 182 kc/s shall meet the requirements specified in Appendix 20A.
- ADD 1476L (9) Equipment designed to transmit emergency positionindicating radiobeacon signals on very high frequencies shall be in agreement with the recommendations and standards recommended by the Organizations mentioned in Resolution No. O.

Section IX

NOC 1477-1481

- (MOD) 1482 (2) The urgency signal and the message following it shall be sent on one of the international distress frequencies (500 kc/s or 2182 kc/s) or on one of the frequencies which may be used in case of distress.
- ADD 1482A (2A) However, in the maritime mobile service, in regions of heavy traffic or in the case of a long message or a medical call, the message should be transmitted on a working frequency. An indication to this effect should be given at the end of the urgency call.

NOC 1483

ADD 1483A (3A) In the maritime mobile service, urgency messages may be addressed either to all stations or to a particular station.

NOC 1484

MOD 1485 § 49. (1) Mobile stations which hear the urgency signal shall continue to listen for at least three minutes. At the end of this period, if no urgency message has been heard, a land station should, if possible, be notified of the receipt of the urgency signal. Thereafter, normal working may be resumed.

NOC 1486-1487

Section X

NOC 1488-1490

- (MOD) 1491 (2) The safety signal and call shall be sent on the distress frequency or one of the frequencies which may be used in case of distress.
- MOD 1492 (3) Wherever possible, the safety message which follows the call should be sent on a working frequency, particularly in areas of heavy traffic. A suitable announcement to this effect shall be made at the end of the call.
- ADD 1492A (3A) In the maritime mobile service, safety messages shall generally be addressed to all stations. In some cases, however, they may be addressed to a particular station.

NOC 1493-1495

ANNEX 🖾

Revision of Appendix 3 to the Radio Regulations

Appendix 3 to the Radio Regulations shall be amended as follows:

APPENDIX 3 Table of Frequency Tolerances

		Tolerances applicable until	Tolerances applicable to new
NOC	Frequency Bands (lower limit exclusive,	1st January, 1966*, to transmitters in use	transmitters installed after 1st January,
***	upper limit inclusive) and Categories of Stations	and to those to be installed before 1st January, 1964	1964, and to all transmitters after 1st January, 1966*
		* 1st January, 1970, in the owith an asterisk.	case of all tolerances marked
	Band: 1 605 to 4 000 kc/s		
MOD	2. Land Stations	+ " + "	
	— power 200 W or less	100	100 h)
	- power above 200 W	50	50 h)
MOD	3. Mobile Stations		
	a) Ship Stations	200	200 i)
ADD	a A) Emergency Position- Indicating Radiobeacons	<u>.</u>	300
Į.			

R.3-08-

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 cwith an asterisk.	case of all tolerances marked
Band: 4 to 29.7 Mc/s		
2. Land Stations:	7 7	
a) Coast Stations:	12	
power 500 W or less	50	50 h) 1)
power above 500 W	7	4
and less than or equal		a fe liituun.
to 5 kW	50 *	30 * h) 1)
— power above 5 kW	50	15 h) l)
120		7.5
3. Mobile Stations:		
a) Ship Stations:	1.0	
1) Class A1 emission — low traffic ships	200	200 j)
- high traffic ships		50 j) m)
2) Emission other than		
Class A1	50 1	50 -1 :1 (-1
— power 50 W or less	50 c) 50	50 c) i) k) 50 i) k)
— power above 50 W b) Survival Craft Stations	200	200
c) Aircraft Stations	200 *	100 *
d) Land Mobile Stations	200	200
a) Land Provinc Buddons		

	Frequency Bands (lower limit exclusive, npper 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, 1960, in the c with an asterisk.	ease of all tolerances market
	Band: 100 to 470 Mc/s		
MOD	2. Land Stations: a) Coast Stations b)	100	20 n)
MOD	3. Mobile Stations: a) Ship Stations and		
	Survival Craft Stations: — in the band 156-174 Mc/s	100	20 n)

ADD h) For coast station single sideband radiotelephone transmitters the tolerance is 20 c/s.

ADD i) For ship station single sideband radiotelephone transmitters the tolerance is 100 c/s (see also Appendix 17A).

ADD j) A frequency tolerance of 50 parts in 106 shall be applicable, in the case of assignments made after 1 April 1969, to ship stations using the lowest or highest series of:

1) calling frequencies;

2) working frequencies for low traffic and high traffic ships (see Appendix 15).

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).

R.3-10

- ADD 1) For coast station transmitters used for direct-printing telegraphy and for data transmissions the tolerance is 40 c/s.
- ADD m) Applicable to new transmitters installed after 1 April 1969. Ship station transmitters installed before this date may continue to have a tolerance of 200 parts in 10⁶ until 1 January 1973 from which date all high traffic ship station transmitters shall have a tolerance of 50 parts in 10⁶.
- ADD n) For coast and ship station transmitters put into service after 1 January 1973 a tolerance of 10 parts in 10⁶ shall apply. This tolerance is applicable to all transmitters, including survival craft stations, after 1 January 1983.

ANNEX

Revision of Appendix 15 to the Radio Regulations

Appendix 15 to the Radio Regulations shall be amended as follows:

MOD

APPENDIX 15

Table of Frequencies to be used by Ship Radiotelegraph Stations in the Bands Between 4 and 27.5 Mc/s Allocated Exclusively to the Maritime Mobile Service (see Article 32).

In the Table:

- a) the assignable frequencies in a given band for each usage are:
 - indicated by the lowest and highest frequency, in heavy type, assigned in that band;
 - regularly spaced, the number of assignable frequencies and the spacing in kc/s being indicated in italics;
- b) the vertical arrows indicate the harmonic relationship between the frequencies assigned in the different bands.

Frequencies Assignable to Ship Radiotelegraph Stations Using the Maritime Mobile Service Bands between 4 and 27-5 Mc/s

Bands Mc/s	Limits	Assignable frequencies for wide-band telegraphy, facsimile and special transmission systems	Limits	Oceanographic data transmission	Limits	Assignable working frequencies for narrow-band direct-printing telegraph	Limits	Assignable working frequencies for high traffic ships	Limits	Calling frequencies	Limits	Assignable working frequencies for low traffic ships	Limits
	. 121					and data transmission systems			10 17	<i>d)</i>		GROUP A GROUP B	
4	4 142-5	4 144·5 4 160·5 5 frequencies spaced 4	4 162-5	4 162 9 4 165 6 10 frequencies spaced 0 3	4 166	4 166.5 4 172 12 frequencies spaced 0.5	4 172 25	4 172·5 4 177·5 11 frequencies spaced 0·5	4 178	4 178 5 4 186 5 17 frequencies spaced 0.5	4 187	4 187.5 4 208 4 208.5 4 229 84 frequencies spaced 0.5	4 231
6	6 216-5	6 218·5 6 242·5 7 frequencies spaced 4	6 244-5	6 244 9 6 247 6 10 frequencies spaced 0 3	6 248	6 248·5 6 258 20 frequencies spaced 0·5	6 258 25	6 258-75 6 266-25 11 frequencies spaced 0.75	6 267	6 267:756 279:75 17 frequencies spaced 0:75	6 280 5	6 281 25 6 312 6 312 75 6 343 5 84 frequencies spaced 0.75	6 345 5
8	8 288	8 290 8 326 10 frequencies spaced 4	8 328	8 328 4 8 331 1 10 frequencies spaced 0.3	8 331-5	8 332 8 341·5 20 frequencies spaced 0·5	8 341-75	8 342 8 345 8 355 14 frequencies spaced 1	8 356	8 357c) 8 373 17 frequencies spaced 1	8 374	8 375 8 416 8 417 8 458 84 frequencies spaced 1	8 459 5
12	12 431 5	12 433·512 477·5 12 frequencies spaced 4	12 479-5	12 479 912 482 6 10 frequencies spaced 0.3	12 483	12 48412 503 20 frequencies spaced 1	12 503 25	12 50412 51312 517-512 532-5	12 534	12 535 512 559 5 17 frequencies spaced 1.5	12 561	12 562-512 624 12 625-512 687 84 frequencies spaced 1-5	12 689
16	16 576	16 57816 634 15 frequencies spaced 4	16 636 5	16 636 916 639 6 10 frequencies spaced 0.3	16 640	16 64116 660 20 frequencies spaced 1	16 660-5	16 66216 67216 68416 69016 710 25 frequencies spaced 2	16 712	16 71416 746 17 frequencies spaced 2	16 748	16 75016 832 16 83416 916 84 frequencies spaced 2	16 917-5
22	22 112	22 11422 158 12 frequencies spaced 4	22 160-5	22 160 922 163 6 10 frequencies spaced 0 3	22 164	22 16522 184 20 frequencies spaced I	22 184 5	22 187	22 222 5	22 22522 265 17 frequencies spaced 2.5	22 267.5	22 27022 320 22 322·522 370 41 frequencies spaced 2·5	22 374

Assignable Frequencies to Ships of all Categories

	Limit	Calling frequencies	Limit		Working frequencies		Limit
25	25 070	25 073 525 081	25 082-5	25 084		25 106.5	25 110
. 1	100	6 frequencies spaced 1.5		48 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	16 frequencies spaced 1.5	25 100 5	25 110

a) The frequency bands may also be used by buoy stations for oceanographic data transmission and by stations interrogating these buoys, in accordance with the conditions set forth in Resolution No. C.
 b) Manual or automatic A1 Morse telegraphy at speeds not exceeding 40 bands.

c) For the conditions of use of 8 364 kc/s, see No. 1179.
d) 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 should, if possible, abstain from assigning these frequencies as normal calling frequencies (See Nos. 1077D and 1077D.1).

ANNEX 🖫

Revision of Appendix 18 to the Radio Regulations

Appendix 18 to the Radio Regulations shall be amended as follows:

MOD

APPENDIX 18

Table of Transmitting Frequencies for the Band 156-174 Mc/s for Radiotelephony in the International Maritime Mobile Service (See No. 287 and Article 35)

- ADD Note 1: For assistance in understanding the Table, see notes a) to i) below.
- ADD Note 2: Channels 01-28, except 15 and 17, correspond to the channels of Appendix 18 to the Radio Regulations, Geneva, 1959, and channels 15, 17 and 60-88 represent the additional channels available for assignment by administrations in the future in this frequency band, see Resolution No. J
- ADD Note 3: Channel designators 60-88 were chosen for the additional channels in order to separate them clearly from the original channels.

Channel Designators	Transmitting Frequencies (Mc/s)		Intership	Port Operations		Public Corres-
	Ship Stations	Coast Stations	intersinp	Single Frequency	Two Frequency	pondence
60 g)	156.025	160-625		pic .	17	25
01	156-050 f)	160 650			10	8
61	156 075	160-675	-	1	23	19
02	156-100	160.700			. 8	10

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Channel	Transmitting Frequencies (Mc/s)		Interchin	Port Operations		Public
Designators	Ship Stations	Coast Stations	Intership	Single Frequency	Two Frequency	Corres- pondence
62	156-125	160.725	1 2	(20	22
03	156·150 f)	160.750			- 9	9
63	156·175 f)	160.775			18	24
04	156-200	160-800			11	: 7
64	156-225	160.825			22	20
05	156-250	160.850	0.0	-	6	12
65	156.275	160.875			21	21
06	156·300 e)	147	1			
66	156-325	160.925			19	23
07	156-350	160-950	1 1		7	11
67	156-375	156-375	10	10		100
08	156-400	- (-)	2		PF2 1	
68.	156.425	156.425	<u>-</u>	6		
09	156-450	156.450	5	5		-
69	156-475	156.475	9	11		
10	156.500	156.500	3	9		
70	156-525	16	6			
11	156-550	156-550		3	111	
71	156-575	156-575	- T	7		
12	156-600	156-600	-	(1)		
72	156-625		7			
13	156-650	156.650	4	4		
73	156-675	156-675	8	12	+	
14	156.700	156.700		2		4
74	156-725	156-725		8		
15 d) i)	156-750	156-750	12	14		-
75	3	Guard-band	1 156.7625 -	156-7875 1	Mc/s	
16	156.800	156-800		ALLING A		ΤΥ
76		Guard-band	156-8125	- 156-8375	Mc/s	
17 d) i)	156-850	156-850	1. 13	13	, <u>- </u>	
77	156.875		11			
18	156-900	161-500	· · · ·		3	
78	156.925	161.525			12	
19	156.950	161.550	 		4	
79	156.975	161.575	7 7		14	
20	157.000	161.600			1	

Channal	Transmitting Frequencies Mc/s		Intership	Port Operations		Public Corres-
Channel Designators	Ship Stations	Coast Stations	mersinp	Single Frequency	Two Frequency	pondence
80	157-025	161-625			16	
21	157-050	156·050 f) or 161·650		:	5	
81	157-075	161.675			15	
22	157-100	161.700		9.10	, (2)	
82	157-125	161-725		4	13	26
23	157·150	156·150 f) or 161·750				5
83	157-175	156·175 f) or 161·775		7		16
24	157-200	161.800			 -	4
84	157-225	161.825	17.	7	24	13
25	157-250	161.850			*	3
85	157-275	161.875				17
26	157-300	161.900		-		1
86	157-325	161-925		r F		15
27	157.350	161-950				2
87	157-375	161-975				14
28	157-400	162.000			-)	6
88 g)	157-425	162.025				18

NOTE REFERRING TO THE TABLE

- a) The figures in the column headed "Intership" indicate the normal sequence in which channels should be taken into use by mobile stations.
- b) The figures in the columns headed "Port Operations" and "Public Correspondence" indicate the normal sequence in which channels should be taken into use by each coast station. However, in some cases, it may be necessary to omit channels in order to avoid harmful interference between the services of neighbouring coast stations.
- c) Administrations should, as far as possible, arrange that ship stations fitted with the channels corresponding to the figures in a circle can obtain a reasonably adequate use of available services.

- d) On these channels, the maximum frequency deviation shall be limited to ± 5 kc/s. Until 1 January 1983, the effective radiated power of ship stations must not exceed 1 watt.
- e) During ice seasons, ship stations shall avoid harmful interference to communications on 156 300 Mc/s (Channel 06) between icebreakers and assisted ships.
- f) In France and in Belgium, the frequencies 156 050, 156 150 and 156 175 Mc/s are used as ship station frequencies in Channels 01, 03 and 63 respectively and as coast-station frequencies in Channels 21, 23 and 83 respectively when the latter are used in the special semi-duplex public correspondence systems employed with 1 Mc/s separation between transmit and receive frequencies.
- g) Channels 60 and 88 can be used subject to special agreements between interested and affected administrations.
- h) The frequencies in this Table may also be used for radiotelephone communications on inland waterways in accordance with the conditions specified in No. 287.
- i) The channels 15 and 17 may also be used for internal operational communications on board ships, provided the effective radiated power does not exceed 0.1 W, and subject to the national regulations of the administration concerned when these channels are used in its territorial waters.

ANNEX AR

Revision of Article 8 of the Additional Radio Regulations

Article 8 of the Additional Radio Regulations shall be amended as follows:

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:

- a) a radiotelegram bearing the paid service indication = Jx = within the prescribed period,
- 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 period for further attempts which may have been requested by the sender if it has been impossible to reach the ship. The office

R.3-18

of 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.

NOC 2131

NOC 2132

Section II

NOC 2133-2136

ANNEXE AR

Revision of Article 9 of the Additional Radio Regulations

Article 9 of the Additional Radio Regulations shall be amended as follows:

ARTICLE 9 AR

NOC 2137-2143

NOC 2144

NOC 2145-2150

MOD 2151 (4) 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.

R.3-20

RESOLUTION No. P

Relating to the Use of Single Sideband Technique in the Radiotelephone Maritime Mobile Service Bands between 1 605 and 4 000 kc/s

The World Administrative Radio Conference, Geneva, 1967,

considering

- a) Recommendation No. 28 of the Administrative Radio Conference, Geneva, 1959;
- b) that the present Conference has decided to require the use of single sideband techniques, except in certain circumstances;
- c) the desirability of replacing double sideband emissions by single sideband emissions as early as possible in the maritime mobile service bands between 1 605 and 4 000 kc/s;

resolves

that, unless otherwise specified in the Final Acts of this Conference, radiotelephone stations in the maritime mobile service operating in the bands between, 1 605 and 4 000 kc/s shall comply with the following conditions:

- 1. as from 1 January 1973, any new installations of double sideband equipment in ship stations shall not be permitted, except in the cases covered by Nos. 984, 987 [and 1323] of the Radio Regulations; however, administrations shall endeavour to discontinue the installation of double sideband equipment at the earliest possible date after the entry into force of the Final Acts of this Conference;
- 2. coast stations shall be capable of single sideband operation at the earliest possible date; furthermore, they shall discontinue double sideband emissions as early as possible, and, in any case, not later than 1 January 1975;

- 3. until 1 January 1982, coast and ship stations equipped for single sideband operation shall also be equipped to transmit class A3H emission compatible with reception by double sideband equipment. On the carrier frequency 2 182 kc/s this requirement with respect to class A3H emission will continue beyond 1 January 1982;
- 4. with the following exceptions, as from 1 January 1982, the use of class A3A and A3J emission only shall be authorized.
 - class A3 and A3H emission for ship, survival craft and aircraft stations transmitting with a carrier frequency of 2 182 kc/s;
 - class A3H emission for coast stations transmitting with a carrier frequency of 2 182 kc/s;
 - in Regions 1, 3 and in Greenland, in exceptional circumstances, class A3H emission for coast stations sending safety messages on the carrier frequency 2 170.5 kc/s;
 - classes of emission A2H, A2A and A2J for coast stations for selective calling on the carrier frequency 2 170.5 kc/s;
 - the class of emission specified in Appendix 20A for emergency position indicating radiobeacons (see also No. 1476G).
- 5. as from 1 January 1982, ship and aircraft stations required to employ single sideband operation on the working frequencies of the maritime mobile service shall use only class A3H emission on the carrier frequency 2 182 kc/s.

RESOLUTION No. Q

Relating to the Conversion to Single Sideband Technique of Stations of the Radiotelephone Maritime Mobile Service Operating in the Bands between 1 605 and 4 000 kc/s

The World Administrative Radio Conference, Geneva, 1967,

considering

- a) that radiotelephone stations in the maritime mobile service operating with double sideband emission in the bands between 1605 and 4000 kc/s use a bandwidth of the order of 6 kc/s;
- b) that these stations will have to use single sideband operation in future;
- c) that during the period of conversion to single sideband operation, every precaution must be taken to avoid harmful interference between stations operating with double sideband emission and those operating with single sideband emission;

resolves

- 1. that the transition to single sideband operation in the stations referred to in considerandum a) above shall be made in accordance with the following provisions:
 - 1.1 the carrier frequency of the single sideband channel in the upper part of the previous double sideband channel shall be the same as the carrier frequency of that channel;
 - 1.2 the carrier frequency of the single sideband channel in the lower part of the previous double sideband channel shall be 3 kc/s lower than the carrier frequency of the previous double sideband channel when the latter has a carrier frequency at least 6 kc/s

- above that of the lower adjacent double sideband radiotelephone channel;
- 1.3 in Region 1, the carrier frequency of the single sideband channel in the lower part of the previous double sideband channel for inter-ship communication shall be 2.5 kc/s below the carrier frequency of the previous double sideband channel when the latter has a carrier frequency 5 kc/s above that of the lower adjacent double sideband radiotelephone channel;
- 2. that class A3H emission shall not be used on single sideband channels in the lower part of previous double sideband channels.

RESOLUTION No. R

Relating to the Classes of Emission to be used for remote-controlled coast stations in the Maritime Mobile Radiotelephone Service

The World Administrative Radio Conference, Geneva, 1967,

considering

- a) that, in Recommendation 258-1, the C.C.I.R. (Oslo, 1966) advocated the use of both class A3A and class A3J emission;
- b) that, under Nos. 1336A and 1351A of the Radio Regulations, coast stations will be required to use class A3H emission during the period of transition to single sideband operation;
- c) that some administrations have already converted their services to single sideband operation in accordance with C.C.I.R. Recommendation 258 (Los Angeles, 1959);
- d) that during this period the interim provision of three classes of emission may, in the case of remote-controlled coast stations, cause considerable hardship to the above mentioned administrations;

resolves

- 1. that, during the transitional period ¹ of conversion from double sideband to single sideband operation, coast stations equipped for at least class A3H and class A3A emission will satisfy the requirements of ship stations fitted for reception of class A3, class A3A or class A3J emission; and
- 2. that after the end of the transitional period 1 such coast stations shall be capable of using class A3A and A3J emission, except that the use of class A3H emission shall be required on the frequency 2 182 kc/s in accordance with the provisions of No. 1337 of the Radio Regulations.

¹ See Resolutions Nos. M, P and Q.

RESOLUTION No. S

Relating to the use unauthorized of Frequencies in the Bands Allocated to the Maritime Mobile Service

The World Administrative Radio Conference, Geneva, 1967,

considering

- a) that monitoring observations of the use of frequencies in the band 2 170-2 194 kc/s and the bands allocated exclusively to the maritime mobile service between 4 063 and 25 110 kc/s show that a number of frequencies in these bands are being used by stations of services other than the maritime mobile service;
- b) that these stations are causing harmful interference to the maritime mobile service and that a considerable number of emissions, the sources of which could not be positively identified, were observed in these bands;
- c) that radio is the sole means of communication of the maritime mobile service;
- d) that it is of paramount importance that the international distress frequencies and the frequencies for international calls and public correspondence should be kept free from harmful interference, since the former are essential for the protection of the safety of life and property and the latter are essential to ensure the orderly and efficient operation of communications in the maritime mobile service;

resolves to urge

administrations to ensure that stations of services other than the maritime mobile service abstain from using frequencies in the guardbands of calling and distress frequencies and in the bands allocated exclusively to that service, except under the conditions expressly specified in Nos. 115, 208, 209, 211, 213 or 415 of the Radio Regulations, Geneva, 1959;

invites

the International Frequency Registration Board to continue to organize monitoring observations in the guard-bands of calling and distress frequencies and in the bands allocated exclusively to the maritime mobile service with a view to eliminating the emissions of out-of-band stations which cause, or are likely to cause, harmful interference to the maritime mobile service; and to seek the co-operation of administrations in identifying the sources of such emissions by all available means, including the use of automatic recording equipment, direction-finding and field strength measurements, and in securing the cessation of these emissions.

INTERNATIONAL TELECOMMUNICATION UNION MARITIME CONFERENCE

GENEVA, 1967

Document No. 342-E

2 November 1967

Original : French/English

MINUTES

of the

THIRD PLENARY MEETING

Monday, 23 October 1967 at 0900 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.	Texts submitted by the Editor Series B.4	rial Committee -	267
2.	Texts submitted by the Editor Series B.5	rial Committee -	291
3•	Miscellaneous	PRCHIVES \	

Document No. 342-E Page 2

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); Canada; Ceylon; China; Colombia (Republic of); Cyprus (Republic of); Congo (Democratic Republic of) (Kinshasa); Korea (Republic of); Ivory Coast (Republic of the); Cuba; Demnark; Group of Territories represented by the French Overseas Post and Telecommunications Agency; Spain; United States of America; Ethiopia; Finland; France; Chana; 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; 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); Viet-Nam (Republic of); Yugoslavia (Federal Socialist Republic of).

Private operating agencies:

Cable and Wireless
Marconi International Marine Co., Ltd.

International Organizations:

International Radio Maritime Commission (C.I.R.M.) International Chamber of Shipping

I.F.R.B. : Mr. Barrada Mr. Petit

C.C.I.R. : Mr. Herbstreit, Director

Secretary of the Conference : Mr. Clifford Stead

1. Texts submitted by the Editorial Committee - Series B.4 (Document No. 267)

The <u>Chairman of Committee 4</u> drew the Plenary Meeting's attention to the following amendments to be made to the Series B.4 texts as a result of decisions taken in his Committee.

Page B.4-01

ADD 197.1 Delete the names of the following countries: North Borneo and Sarawak and replace (English text) "Malaya" by "Malaysia"

The <u>Secretary of the Conference</u> pointed out that this modification might lead to confusion since footnote 197.1 would not correspond with No. 197 itself. Furthermore, the English names "Malaya" and "Malaysia" were both "Malaisie" in French.

At the <u>Chairman's</u> request, <u>it was decided</u> that the Secretary of the Conference and the delegate of Malaysia should look into the matter and propose a suitable solution.

The <u>Chairman of Committee 4</u> indicated the following further amendments:

Page B.4-10

MOD 1158 Delete the square brackets and the letter "A" and make the same alteration wherever " / Appendix 15A / " occurred.

Page B.4-11

MOD 1173 For 6 513.5 kc/s read " 6 514 kc/s"

" 13 105 kc/s " " 13 107.5 kc/s"

" 17 255 kc/s " " 17 917.5 kc/s"

" 22 624 kc/s " " 22 624.5 kc/s"

and delete the text in italics between the square brackets.

Page B.4-15

In the first line of the sub-heading "b)B" (English text), replace "of" by "for".

Page B.4-16

MOD 1196* Delete the asterisk and the corresponding footnote, and read "16 917.5 kc/s" instead of "16 917 kc/s". Amend sub-title "e)" to read "Working Frequencies Available for Use by Ships of All Categories."

Page B.4-17

On the last line of "b)" of the preamble, remove the square brackets and delete the word "revised".

Page B.4-18

In the second line of paragraph 1. of the English text, delete "the" before "administrations".

Document No. 267 was then examined page by page.

Page B.4-01

The <u>delegate of Japan</u> made the following statement:

"My delegation would like to express the opinion of the Japanese Administration concerning footnote 196.1.

- We mentioned in Committee 4 that this footnote represents only a partial solution and that Japan is not fully satisfied by it.
- " After consulting our Administration we received instructions to put the following request to the Plenary Meeting:
- "The Japanese Administration requests that the whole of the text of footnote 196.1 be deleted and that the present footnote 196 be retained. Furthermore, the Japanese Administration is anxious to secure a final solution of the problem at the next conference.'"

Following this statement, and on proposals made by the <u>delegates</u> of <u>Italy</u> and <u>Mexico</u>, it was decided to delete "MOD 196" and replace it by "NOC 196" in the margin.

The <u>delegate of Denmark</u> proposed that the third line of ADD 1105A should read " ... shall be, except in the case of selective calling, telegraphy by ... "

This proposal, supported by the delegate of Norway, was adopted.

Page B.4-02

The <u>delegate of Denmark</u> pointed out that since No. 1071A had been adopted at the Second Plenary Meeting, the last words of MCD 1111 should road: "in Mcs. 1070, 1071 and 1071A."

This addition, supported by the Chairman of the Committee and the delegate of Norway, was adopted.

Page B.4-04

The <u>delegate of Italy</u> raised the question of communications between aircraft and maritime mobile service stations, which were no longer mentioned in Nos. MOD 1215 and MOD 1219. In his opinion the reference to aircraft stations was important and he therefore proposed that the "MOD" preceding those numbers should be replaced by "NOC" and that "SUP 1210" should be deleted. In other words, No. 1210 should be kept unchanged.

The <u>delegates of Portugal</u> and <u>Poland</u> agreed and the second speaker added that, for the purpose of the Manual that was to be prepared, it was necessary to retain No. 1210 in order to provide clear directives concerning communications between aircraft and stations of the maritime mobile service.

The <u>Chairman of Committee 5</u> also supported the views expressed by the delegates of Italv and Poland. It was therefore <u>decided</u> to delete the marginal note "SUP 1210" and to replace "MOD 1215" and "MOD 1219" by "NOC 1215" and "NOC 1219".

Page B.4-05

The <u>delegate of France</u> pointed out that in the French text the undermentioned numbers should be amended as follows:

MOD 1222 In the fifth line: The word "langue" should read "langage" and the same amendment should be made wherever the term "difficultés de langue" occurred.

ADD 1224B n the first line, for "de contrôle" read "principale".

The Chairman confirmed that the alterations would be made.

The <u>delegate of Denmark</u> proposed reversing the order of Nos. "(MOD) 1226" and "NOC 1227".

The proposal was supported by the <u>delegate of France</u>, who explained that reversing those numbers would help to keep the distress frequency 2 182 kc/s free since it would not automatically be the first choice of a ship station wishing to communicate with a coast station of its own nationality. The alteration would ensure more rational use of the distress frequency.

The <u>delegates</u> of the <u>Netherlands</u>, <u>Belgium</u>, the <u>United States</u>, <u>Canada</u> and <u>Roumania</u>, supported the proposal made by the <u>delegate</u> of <u>Denmark</u>.

The <u>delegate of Portugal</u> did not favour the change. While he agreed that in regions with high traffic density the call should be transmitted on a frequency other than the distress frequency 2 182 kc/s in regions with low traffic density there was an advantage for the distress frequency to be used as a calling frequency.

The <u>delegates of New Zealand</u>, <u>India</u>, <u>Pakistan</u>, <u>Turkey</u> and <u>the United Kingdom</u> were of the same opinion.

The <u>delegate of the Republic of South Africa</u> also agreed and suggested that a solution might be to merge the two numbers into a single paragraph.

...The delegate of Australia supported that proposal.

The <u>Chairman</u> first put the Danish proposal to the vote. It was <u>rejected</u> by 32 votes to 19, with 9 abstentions.

As to the proposal of the Republic of South Africa, there were 3 votes in favour, 20 against and 31 abstentions. Under No. 723 of the Convention, the examination of the question should therefore be postponed until a later meeting.

The <u>delegate of the Republic of South Africa</u> withdrew his proposal so that the Plenary Meeting would not have to vote again on it at the next meeting.

Since the <u>delegate of Australia</u> gave his agreement, a new vote would not be necessary.

The text was therefore approved as printed.

The delegate of Poland would prefer the Meeting not to examine Nos. 1224A, 1224B and 1224C until all the provisions relating to internal communications on board ship had been submitted in a blue document.

The <u>Chairman of Committee 4</u> shared that opinion, which was <u>approved</u> by the Plenary Meeting.

The <u>delegate of Italy</u> wondered why the abbreviation "MOD" sometimes appeared in brackets?

The <u>delegate of Portugal</u> drew attention to the practice adopted at the Space and Aeronautical Conferences, i.e. "MOD" was put in brackets when it preceded a number which had been the subject of a drafting change and not a substantive amendment.

The Chairman thought it advisable to adhere to that practice.

After a number of comments had been made concerning the use of punctuation signs (brackets etc.) and the absence of uniformity in some parts of the blue documents, the Chairman asked the Editorial Committee to review the texts and ensure that the presentation in the pink documents was satisfactory.

Page B.4-08

The <u>delegate of France</u> suggested that the last two lines of ADD-1386A should be amended to read "where language difficulties exist, the use of the International Code of Signals is recommended".

The <u>delegate of the United Kingdom</u> opposed deletion of the word "also".

The <u>delegates of the Federal Republic of Germany</u> and the <u>United States</u> were of the same opinion. It was <u>decided</u> that the word "also" should be retained.

The <u>delegate of France</u> was not sure that this solution was satisfactory for the French text.

The <u>Chairman</u> said that the Editorial Committee would review the matter and make the change if necessary.

Page B.4-10

Since Committee 4, in its discussions, had not been able to find a solution of the problem of transmitting oceanographic data which was satisfactory to <u>Poland</u>, the delegate of that country made the following statement:

"I do not wish to take up your time, but should like to avail myself of the right we reserved to revert, at a Plenary Meeting, to the problem of introducing the oceanographic data service, as the long discussions which took place in Committee 4 did not achieve results which satisfy us in this respect.

- No one can deny the need to set up a world-wide system, and I mean world-wide, for assembling data on the state of the oceans and sending out forecasts and warnings of events which may be dangerous. These communiqués, which should be transmitted to all ships and all meteorological services in the countries concerned, will be of enormous benefit to all mankind. Moreover, no one can deny that the competent organizations that is to say the International Oceanographic Commission and the World Meteorological Organization have done valuable work in laying down the technical principles of such a system.
- " It is nevertheless surprising that nothing has been done to set up an international body responsible for operating this world-wide system for assembling and broadcasting oceanographic data, that economists have not been asked to frame, at least provisionally, the economic principles governing the establishment and operation of such a system, and that no legal experts have been asked to establish the relevant principles of law and its juridical status.
- " It has been said in this assembly that frequencies should first of all be allocated and the system can be organized afterwards. The frequency spectrum is a <u>res communis</u> belonging to every nation and, if part of it is to be sacrificed for the benefit of a specific service, it must be in the interest of every nation.
- "But the provisions concerning the oceanographic data transmitting service, as drawn up by the present Conference, do not appear to give any assurance that the system to be introduced will really be world-wide in character and available to the ships and meteorological services of all countries.
- "Far from it; there are obvious contradictions between the provisions of the Radio Regulations and the resolutions drawn up by the Conference relating to the transmission of oceanographic data. These resolutions moreover contain references to ship stations and buoy stations which are far from clear.

- " The Polish delegation considers that the only way to ensure the proper operation of a world-wide system for collecting and broadcasting oceanographic data is to have a world-wide frequency allocation plan for coast, ship and buoy stations.
- "Any measures decided before such a plan has been established may give rise to tremendous difficulties in the future. That is why the Polish delegation is opposed to any provisions in the Radio Regulations drawn up by the present conference which might represent a <u>fait accompli</u> and wishes to safeguard its right to formulate an appropriate reservation with respect to the Final Acts of the Conference. The remarks just made apply to numbers 1149, 1150A, 1180, 1191A, 1191B, 1191C and to Appendix 15."

The <u>delegate of Cuba</u> recalled that he had reserved the right to revert to the above-mentioned matter but the statement by the delegate of Poland was completely in accord with his own views and he wholeheartedly supported it.

Page B.4-13

For the sake of uniformity, the <u>delegate of France</u>, supported by the <u>delegate of Poland</u>, suggested that the second line of MOD 1181 should read "... are spaced 0.5 kc/s apart"

Since this was a drafting question, the <u>Chairman</u> asked the Editorial Committee to take note of the preceding remark and to see that the same phraseology was used in each of the three languages whenever frequency spacing was mentioned.

The <u>delegate of New Zealand</u>, supported by the <u>delegate of the Republic of South Africa</u>, suggested that in the first line of MOD 1187 the word "working" should be inserted before "frequency".

It was so agreed.

Page B.4-14

The delegate of the U.S.S.R. made the following statement:

"The delegation of the U.S.S.R., conscious of the importance of solving the problem of creating a world system for the transmission of oceanographic data, has included in its proposals and statements before this Conference a proposal that the allocation of frequencies for oceanographic

purposes should be based on a definite world system for the collection and transmission of oceanographic data and that specific frequencies should be allocated only on the basis of a plan, after certain organizational and technical questions have been settled and an international legal code governing a world system for the transmission of oceanographic data has been established.

" Accordingly, the U.S.S.R. delegation cannot support the texts set out in Nos. 1191A, 1191B and 1191C in Series B.4."

The $\underline{\text{delegate of the Czechoslovak Socialist Republic}}$ made the following statement:

"On pages 14 and 15 of Blue Document No. 267, Points 1191A, B and C appear. The Czechoslovak delegation already expressed its opinion when Committee 4 was studying questions relating to oceanography, the importance of which it recognizes, as do all the delegations present at this Conference.

"The Czechoslovak delegation nevertheless maintains its view that all matters related to the allocation of frequencies for oceanography cannot be satisfactorily settled until a coordinated world-wide plan, designed to satisfy all requirements in this field, has been prepared in line with the resolution drawn up by this Conference."

The <u>delegate of the Hungarian People's Republic</u> then made the following statement:

"The delegation of the Hungarian People's Republic shares the opinion expressed by the Czechoslovak delegation concerning oceanography and supports the statement made by that delegation."

The <u>delegate of the People's Republic of Bulgaria</u> expressed his complete agreement with the statement made by the Czechoslovak delegation.

Page B.4-15

At the request of the <u>delegate of France</u>, it was decided to make certain drafting amendments to the French text which do not affect the English version.

The <u>delegate of Norway</u> drew the delegates' attention to the need to standardize the English text of MOD 1193 where sometimes the expression "within its jurisdiction" was used and at other times "under its jurisdiction".

The <u>Chairman</u> replied that the point would be looked into by the Editorial Committee.

Page B.4-16

MOD 1199 The <u>delegate of New Zealand</u> considered that Nos. 1197 and 1198 already covered the question of frequencies to be assigned to low traffic ships, and that MOD 1199 could accordingly be deleted.

The delegates of Norway and Denmark were of the same opinion.

The <u>delegate of France</u> pointed out that the text in question gave at least an example of the steps to be taken to ensure uniform traffic distribution in the band. He was therefore in favour of retaining it and his view was shared by the <u>delegate of the Netherlands</u>.

The <u>Chairman</u> asked the Conference to give its decision on this point.

By 46 votes to 4, with 5 abstentions, the proposal by the delegate of New Zealand was <u>rejected</u>.

Recalling the amendment made at the beginning of the meeting to the text of sub-title "e)", the <u>delegate of Brazil</u> pointed out that the abbreviation "NOC" now appearing before the above sub-title should be changed to "MOD".

Fage B.4-20

The <u>delegate of Brazil</u> asked why the word "transmitting", used in the fourth report of Committee 6 (Document No. 251), had been replaced by "sending" in paragraph 3 and in the tables of Appendix 13A.

The delegates of Tunisia and the United States of America said they were in favour of the word "transmitting".

The <u>delegate of Australia</u> opposed the use of "transmitting" as in his country "transmission" meant "transmission at the speed of light" while "sending" signified the speed of the operator in sending messages or in speaking.

The motion to replace "sending" by "transmitting" was <u>defeated</u> by 17 votes to 9, with 25 abstentions.

Page B.4-20 was adopted.

Page B.4-21

The <u>delegate of the Federal Republic of Germany</u>, referring to paragraph 8, explained that asterisks had been placed against 21 symbols in Appendix 13A to indicate that those referred to Search and Rescue Operations and were therefore the responsibility of I.M.C.O. If those symbols were not deleted from Appendix 13A, some confusion would exist between I.T.U. and I.M.C.O. documents, whereas the Secretary-General of I.M.C.O. had stressed the need for harmony in all documents issued to seamen. His delegation would therefore prefer the 21 symbols to be deleted from Appendix 13A.

The <u>Chairman of Committee 6</u> pointed out that there had been no difference of opinion in the Committee on the text for Appendix 13A as shown in Document No. 267.

The <u>delegate of the Netherlands</u> said that deletion of the 21 symbols would be the easiest solution, but that it was not yet certain that all ships would be required to carry a copy of the International Code of Signals.

The <u>delegate of the United Kingdom</u> observed that, although I.M.C.O. wanted the International Code of Signals to be carried by ships, many ships would in practice fail to carry it. If the 21 symbols were retained in Appendix 13A, that would imply retaining symbols that could be revised by I.M.C.O. at frequent intervals, but by I.T.U. possibly only every ten years.

The <u>delegate of the United States of America</u> observed that, unless the symbols were deleted, Resolution No. G on page 9 of Document No. 267 would have no substance, and proposed the deletion.

The representative of the International Chamber of Shipping endorsed that proposal.

The proposal to delete the 21 signals was $\underline{\text{rejected}}$ by 20 votes to 12, with 24 abstentions.

The <u>Chairman</u> said that, as a consequential amendment, the footnote on page 21 should be deleted.

Page 21, as amended, was adopted.

Page B.4-29

The <u>delegate of South Africa</u> pointed out that under the signal QTJ in the Answer or Advice column a space should be provided between the words "or and kilometres" in the English text.

Page B.4-29, as amended, was adopted.

Page B.4-31

The <u>delegate of France</u>, supported by the <u>delegates of Israel</u>, <u>Italy</u> and <u>Spain</u>, proposed that the words "use telephony" against signal QUE be replaced by "correspond".

The French proposal was adopted.

Page B.4-31, as amended, was adopted.

Page B.4-32

The <u>delegate of France</u>, referring to the answer column for signal QUO, proposed that in the French text the term "<u>Voulez-vous rechercher</u>" should be changed to "<u>Recherchez</u>".

The French proposal was adopted.

Page B.4-32, as amended, was adopted.

Document No. 267 (B.4), as a whole, as amended, was adopted.

2. Texts submitted by the Editorial Committee - Series B.5 (Document No. 291)

The <u>Chairman of Committee 4</u> pointed out that the tolerance figures for emergency position-indicating radiobeacons were wrongly placed on page 6. Referring to page 7, he observed that Committee 4 had agreed to delete the words "systems" and "for" in the heading of Resolution No. E. The square brackets round "Appendix 15A" and the letter "A" in "considering" paragraph a) should be deleted, "a" should be deleted from the second and third lines of "resolves" paragraph 1, and the word "service" in the third line of that paragraph should be replaced by "systems".

Page B.5-01

The <u>delegate of Norway</u>, supported by the <u>delegates of New Zealand</u> and <u>Sweden</u>, pointed out that under MOD 985 only Class A3A and A3J emissions could be used after the transition period, and asked what provision had been made for direction-finding. He suggested that his provisional reservation on that point should be taken up again in Committee 5.

It was so decided.

Page 1 was adopted, on that understanding.

Page B.5-02

The <u>delegate of Italy</u>, referring to No. 1321A, suggested that consideration of that Regulation be deferred, since only carrier frequencies, not assigned frequencies, had been indicated.

The Chairman proposed that No. 1321A should be re-drafted.

It was so decided.

The <u>delegate of India</u>, supported by the <u>delegates of Norway</u> and <u>Italy</u>, proposed that in ADD 1321A the phrase after the words "carrier frequency" should be deleted and that a new sentence should be added, reading, "This may be followed, in brackets, by the assigned frequency."

The Indian proposal was adopted.

Page B.5-02, as amended, was adopted.

Page B.5-03

The <u>Chairman of Committee 5</u> proposed that "and 987" should be deleted from the twelfth line of MOD 1323.

That proposal was adopted.

The <u>delegate of the United States of America</u> proposed that the word "and" should be added after "aircraft" in the third line of MOD 1323.

The United States proposal was adopted.

The <u>delegate of Sweden</u>, referring to the tenth line of MOD 1323 proposed that the words "on class of emission A3H" be inserted after "2182 kc/s".

The <u>delegate of the United States of America</u> opposed the proposal, since the question was still under discussion in Committee 5.

The <u>delegate of New Zealand</u> supported the Swedish proposal in principle and agreed that the class of emission should be inserted somewhere in the Regulations. No. 1323 was not, however, the place for that insertion.

The <u>delegate of Sweden</u> said he would not press his proposal at that juncture.

The <u>delegate of the United Kingdom</u>, supported by the <u>delegate of India</u>, proposed that the class of emission be clearly specified in the last sentence of MOD 1323 as it was in the preceding sentence.

The <u>delegate of Norway</u>, supported by the <u>delegates of Denmark</u> and <u>Yugoslavia</u>, proposed that the last line of MOD 1323 should read radiobeacons shall be specified in Appendix 20A."

The Norwegian proposal was adopted.

Page 3, as amended, was adopted.

Page B.5-04

The <u>Chairman of Committee 7</u> pointed out that the words "are now obsolete" had been omitted from the "considering" paragraph in the French text.

Page 4 was <u>adopted</u>, on the understanding that the appropriate addition would be made to the French text.

Pages B.5-05 and B.5-06

The <u>delegate of the Netherlands</u>, supported by the <u>delegates of the Federal Republic of Germany</u> and <u>Spain</u>, proposed that footnote ** on page 5 should be amended to read: "Applicable to new transmitters after the entry into force of the new Regulations."

The <u>delegate of the United States of America</u>, supported by the <u>delegates of Japan</u>, <u>Norway</u>, <u>Italy</u> and <u>the United Kingdom</u>, suggested that the footnote should refer to the entry into force of the Final Acts of the Conference.

The delegate of the Netherlands accepted that suggestion.

The Chairman put the Netherlands proposal to the vote.

The proposal was adopted by 29 votes to 20 with 8 abstentions.

The <u>delegate of Portugal</u> said that the tolerance of 50 parts per million for high traffic ships did not give the best distribution, since the tolerance curves did not intersect and left parts of the band unoccupied; that might lead to congestion and increasing difficulties if Nos. 1156 and 1157 were adopted.

He proposed that tolerances for high traffic ships be left at the existing value and that further action thereon be left to the next conference.

The <u>delegate of Denmark</u> supported that proposal.

The Portuguese proposal was <u>rejected</u> by 27 votes to 16, with 9 abstentions.

The <u>delegate of South Africa</u>, supported by the <u>delegates of the United States of America</u> and <u>Sweden</u>, proposed that footnote ** on page 5 be modified by the addition of the phrase ".... and shall be applicable to new transmitters as from 1 January 1973".

The <u>delegate of Denmark</u>, supported by the <u>delegate of India</u>, said that he was not in favour of that proposal, since only channels for high traffic ships were being dealt with and only the lowest and highest channels were affected where tolerances were concerned. He suggested that tolerances for all ships should be left in abeyance until the 1973 conference, as the Portuguese delegate had proposed.

The Chairman put the Danish proposal to the vote.

The proposal was rejected by 24 votes to 23, with 9 abstentions.

The Chairman put the South African proposal to the vots.

The proposal was adopted by 26 votes to 5, with 26 abstentions.

The <u>delegate of Poland</u>, speaking on a point of order, explained that his delegation had abstained from voting on both proposals because it was a rule of the Conference that proposals should be put to the vote in the order in which they had been presented. Moreover, he was sure that some delegations had not clearly understood the meaning of the proposals put to the vote.

The <u>Chairman</u> cited General Regulations Nos. 732, 734, 737 and 738 which dealt with voting procedure for proposals and amendments to proposals. As these proposals were all amendments to the printed text he had dealt with them in accordance with No. 738.

In the absence of support for the point of order raised by the Polish delegate, he ruled that the point of order was not receivable.

The <u>delegate of France</u>, referring to column 2 of the table on page 5, proposed that the tolerance of 200 parts per million should be inserted for high traffic ships.

The French proposal was adopted.

The <u>delegate of Denmark</u>, supported by the <u>delegates of Italy</u>, the <u>U.S.S.R.</u> and the <u>United States of America</u>, proposed that the words "a) calling and b) working frequencies" should be added after the words "force of" in the third line of footnote j).

That proposal was adopted.

The <u>delegate of Italy</u>, supported by the delegate of <u>the United States of America</u>, proposed that the words "revised Radio Regulations" in that footnote should be replaced by "Final Acts."

The Italian proposal was adopted.

The meeting was suspended at 1315 hours and resumed at 1530 hours.

The <u>delegate of the United Kingdom</u> said it would be logical to amend footnote j) to cover high and low traffic ships, as the problem was the same for both categories.

The <u>delegate of the United States of America</u> agreed with the principle of such an amendment.

The <u>delegate of South Africa</u> proposed the insertion of the word "high" in footnote j) and of a reference to j) after 50** in the third column on page 5.

That proposal was supported by the <u>delegates of the United States</u> of America and <u>Italy</u>.

The <u>delegate of South Africa</u> thought that the figure 200, with a reference to footnote j), should be given in the column as well as 50**.

The <u>delegate of the Netherlands</u> suggested including the figure 200** against high traffic ships, with a footnote reading as follows:

"All new transmitters installed after the entry into force of the Final Acts of the Conference and all transmitters installed on high traffic ships as from 1 January 1973 shall have a tolerance of 50 c/s."

The <u>Chairman</u> suggested that Appendix 3 be referred back to Committee 4 for further clarification.

The delegates of the U.S.S.R. and Poland supported that suggestion.

It was so decided.

Page B.5-07

The <u>delegate of France</u> pointed out two drafting changes in the title and "considering" a) and proposed the following re-wording of the French text of "considering" c), to align it more closely with the English text.

"que la présente Conférence n'est donc pas en mesure de décider s'il faut réglementer l'utilisation rationnelle, ni de décider sur quelle base cette réglementation devrait être fondée."

Page B.5-07, as amended, was adopted.

Page B.5-08

The <u>delegate of the U.S.S.R.</u>, supported by the <u>delegates of Poland</u> and <u>Spain</u>, proposed that the word "assignments" in "resolves" paragraph 2 be replaced by "notices", to conform with the beginning of the sentence.

The <u>delegates of the United States of America</u>, <u>Portugal</u> and <u>the Netherlands were in favour of retaining "assignments"</u>, which was used throughout Article 9.

The representative of the I.F.R.B., pointed out that, although a frequency assignment was involved in that case, either the term "to record a frequency assignment" or "to include a notice" in the Master Register could be used.

The <u>delegate of New Zealand</u>, supported by the <u>delegate of the United States of America</u> proposed replacing the words "in question" by "notified".

The Chairman put the U.S.S.R. proposal to the vote.

The proposal was rejected by 17 votes to 15, with 23 abstentions.

The Chairman suggested that the New Zealand proposal be adopted.

It was so decided.

The <u>delegate of Mexico</u> supported by the <u>delegates of the U.S.S.R.</u> and <u>Spain</u>, proposed deletion of the words "in column 2."

The <u>representative of the T.F.R.B.</u> printed cut that that would exclude all possibility of entering a date in the Remarks column.

The <u>delegates of the Federal Republic of Germany</u> and <u>India</u> were in favour of retaining the existing text.

The <u>Chairman of Committee 4</u> said that deletion of "in Column 2" might cause some difficulty for those unfamiliar with the Conference's deliberations.

The <u>representative of the I.F.R.B.</u> pointed out that the proposal to insert a date in the Remarks column had been rejected in Committee 4. The "suitable remark" mentioned should be a reference to the Resolution.

The $\underline{\text{Chairman}}$ put to the vote the Mexican proposal to delete "in Column 2".

The proposal was rejected by 23 votes to 14, with 20 abstentions.

In reply to a question by the <u>delegate of the Netherlands</u>, the <u>representative of the I.F.R.B.</u> explained that the procedure aimed at was a substitute for Article 9 procedure.

The I.F.R.B. suggestion to add the words "referring to this Resolution" was adopted.

Page 8, as amended, was adopted.

The <u>Chairman of Committee 6</u> said that pages 9 to 28 had been adopted unanimously by Committee 6, with the exception of ADD 860A, which had been approved by a vote.

Page B.5-12

QCC The <u>delegate of Norway</u> asked for a wider spacing between the channel and frequency figures.

The <u>delegate of Poland</u> proposed that the words in parentheses read "(channel 16 - frequency 156.80 Mc/s)" for the sake of clarity.

That amendment was adopted.

The Chairman said that the same amendment would be made in page B.4-22.

The <u>delegate of the United States of America</u>, supported by the <u>delegates of the Federal Republic of Germany</u> and <u>Norway</u>, proposed adding the term "(INTERCO)" which appeared in earlier documents.

It was so decided.

Page B.5-12, as amended, was adopted.

The <u>delegate</u> of the Federal Republic of Germany stated that there was a certain inconsistency between Resolution No. G and the new Appendix 13A: Resolution No. G recognized the responsibility of I.M.C.O. for navigation, search and rescue matters, while in Appendix 13A some twenty Q - code signals had been retained which dealt with search and rescue matters for which the I.M.C.O. code of signals had other code signals.

Page B.5-14

The <u>delegate</u> of <u>India</u> said that the title of the Resolution was too unwieldy and suggested that a more concise wording be found.

The <u>delegate</u> of Brazil suggested a shorter title, with the remainder of the existing title appearing in the Resolution itself.

After a discussion, the Chairman asked those delegates who had made suggestions to submit a combined text.

The delegate of Poland proposed that the title should read:

"Relating to the need for keeping adequate watch on the International Distress Frequency for Radiotelephony",

and that the following phrase should be added at the end of "resolves":

"taking into account the eventual amendment of the pertinent provisions of the International Convention for the Safety of Life at Sea (London, 1960)."

The <u>delegate of the Netherlands</u>, supported by the <u>delegate of Poland</u>, proposed inserting the words "by ship stations" after "watch" in the title.

It was so agreed.

The amendment was adopted.

The <u>delegate of Brazil</u> proposed that "considering" d) be divided into two sections:

- "d) that if radiotelegraph ship stations in a position to do so would keep watch on both the radiotelegraphy and radiotelephone international distress frequencies it would increase the safety of ships and especially of those fitted with radiotelephone only;
- e) that a watch on both radiotelegraphy and radiotelephone distress frequencies would also improve the efficacy of assistance to the survivors from any maritime distress incident."

That proposal was supported by the <u>delegates of the Netherlands</u>, the <u>United States of America</u> and <u>Poland</u>.

The proposal was adopted.

In reply to the <u>delegate of the Democratic Republic of the Congo</u>, who suggested replacing "is of the opinion" by "resolves", the <u>delegate of Italy</u> said that the decision had been made by I.M.C.O. and that the existing text should be retained.

Page B.5-14 was <u>adopted</u>, with amendments to the title and "considering" d).

Page B.5-15

The <u>delegate of the United States of America</u> said he could accept the wording of "resolves" already put forward, provided the words "the possibility of" were inserted.

The paragraph would therefore read:

"that the Intergovernmental Maritime Consultative Organization be invited to consider the possibility of eventual amendments to the pertinent provisions of the International Convention for the Safety of Life at Sea (London, 1960)".

The <u>representative of the I.F.R.B.</u> said that the French version of the American amendment would read:

"... compte tenu de la possibilité d'amender en fin de compte les dispositions ..."

The representative of the International Chamber of Shipping said he thought that the addition was redundant, as the I.M.C.O. study was intended to cover that point.

The Chairman suggested that the above amended version be adopted.

It was so decided.

Page B.5-15 was adopted.

Page B.5-18

The <u>delegate of Norway</u>, supported by the <u>delegate of South Africa</u>, proposed that the term "(No.)" after "ROMEO ..." in the last sub-paragraph of MOD 1287 should read "(numbers)", to conform with the French text.

The <u>Chairman of Committee 6</u> confirmed that the original document adopted by his Committee contained that term in both the English and French texts. In the penultimate sub-paragraph, the term should be "(number)".

The Norwegian proposal was adopted.

The <u>delegate of South Africa</u> proposed that the words "once only" should be added at the end of the first and third sub-paragraphs of MOD 1287.

The Chairman observed that there was no support for that proposal.

The <u>delegate of Mexico</u> said that the sixth sub-paragraph inadvertently added at the end of the Spanish text of MOD 1287 should be deleted.

It was so decided.

The <u>delegate of Brazil</u> pointed out that the word "VICTAR" in the last line of MOD 1289 should read "VICTOR".

Page B.5-18, as amended, was adopted.

Page B.5-19

The <u>delegate of Canada</u>, supported by the <u>Chairman of Committee 6</u> and the <u>delegate of South Africa</u>, proposed that the first sub-paragraph of MOD 1302 should read "'Hello all ships' or 'CQ' (spoken as CHARLIE QUEBEC) not more than three times", as that text had been adopted in Committee 6.

The Canadian proposal was adopted.

Page B.5-19, as amended, was adopted.

Page B.5-20

The <u>Chairman of Committee '7</u> said that his Committee had inserted the words "in case of language difficulties" in the brackets in MOD 1314, in the belief that the phrase had been omitted inadvertently from the document transmitted by Committee 6.

The <u>delegates of Canada</u> and <u>France</u>, supported by the <u>Chairman of Committee 6</u>, said that the words had been omitted <u>deliberately</u> and proposed that they should be deleted.

That proposal was adopted.

Page B.5-20, as amended, was adopted.

Page B.5-21

The <u>delegates of the United Kingdom and New Zealand</u> proposed that, in the English text, the phrase "Nos. 790 and 814 inclusive" in MOD 815 should read "Nos. 790 to 814 inclusive".

That proposal was adopted.

Page B.5-21, as amended, was adopted.

Page B.5-22

The <u>delegate of New Zealand</u> supported by the <u>Chairman of Committee 6</u>, said that "Lists V" at the end of the eighth line of the English text of page 22 should read "Lists IV".

It was so decided.

The <u>delegate of the United Kingdom</u>, supported by the <u>delegates of Portugal</u>, <u>Japan</u> and <u>Norway</u>, proposed that the words "from the coast stations" should be added at the end of the first sentence of MOD 1086, to align the English text with the French.

The United Kingdom proposal was adopted.

The <u>delegate of Brazil</u> suggested that the word "to" between "1083" and "1085" should be "and".

After a brief discussion, the <u>delegate of Norway</u>, supported by the <u>delegates of Australia</u>, <u>Belgium</u> and <u>Japan</u>, proposed that the existing text be retained.

It was so decided.

Page B.5-22, as amended, was adopted.

Page B.5-23

The <u>delegate</u> of South Africa proposed that the words "doubtful if" in "considering" paragraph c) should be replaced by "unlikely that".

The <u>delegate of Denmark</u>, supported by the <u>delegate of the Federal</u> Republic of Germany, proposed that the paragraph be amended to read:

"that the higher Morse speed qualification of the first class certificate may not be necessary in the future;"

The delegate of South Africa withdrew his proposal.

The Danish proposal was adopted.

Page B.5-23, as amended, was adopted.

Page B.5-26

The <u>delegate of the United States of America</u>, supported by the <u>delegate of Norway</u>, proposed that the word "telephone" at the end of the first line should be changed to "radiotelephone".

That proposal was adopted.

Page B.5-26, as amended, was adopted.

Page B.5-27

The <u>delegate of France</u>, supported by the <u>delegates of Poland</u>, <u>Belgium</u> and <u>Italy</u>, proposed that the second and third lines of paragraph 2 be altered to read: "... operator holding a radiocommunication operator's general certificate shall have had, as operator ..."

The <u>delegate of the United Kingdom</u>, supported by the <u>delegate of New Zealand</u>, opposed the proposal, as it would alter the intention of the paragraph, which was to ensure that the operator must hold the general certificate before becoming chief operator.

The <u>delegate of South Africa</u> considered that the intention of the paragraph was to ensure that the operator had held the general certificate for some time before becoming chief operator. He proposed the following wording for the passage in question:

"... an operator shall have held a radiocommunication operator's general certificate for at least six months and shall have served a corresponding period as operator on board ship or, alternatively, at least three months as operator on board ship and three months in a coast station".

The delegate of Brazil supported the South African proposal.

The <u>delegate of the United Kingdom</u> opposed that proposal, which he considered to be far too restrictive.

The <u>delegate of Yugoslavia</u> also opposed the proposal, which had been rejected in substance in Committee 6.

The <u>delegates of Poland</u>, the U.S.S.R. and <u>India</u> supported the views of the United Kingdom and Yugoslav delegates.

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The delegate of South Africa withdrew his proposal.

The Chairman put the French proposal to the vote.

The French proposal was <u>adopted</u> by 19 votes to 17, with 20 abstentions.

The <u>delegates of Italy</u> and <u>Norway</u> proposed that the French amendment should also be incorporated in paragraph 3.

It was so decided.

Page B.5-27, as amended, was adopted:

Document No. 291 (B.5), as a whole, as amended, was adopted.

3. Other business

The <u>Chairman</u> announced the decision of Committee 1 that the indication "NOC" should continue to appear where appropriate in the "B" and "R" Series of documents, but should be omitted from the final version.

The meeting rose at 1930 hours.

Secretary of the Conference:

Chairman of the Conference:

C. STEAD

R.M. BILLINGTON

INTERNATIONAL TELECOMMUNICATION UNION MARITIME CONFERENCE

GENEVA, 1967

Document No. 343-E 2 November 1967 Original: English

PLENARY MEETING

MINUTES

of the

FOURTH PLENARY MEETING

Thursday, 20 October 1967, at 0900 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 Second Plenary Meeting	299 + Corr.
2.	Texts submitted by the Editorial Committee - Series B.2	2 40, pp.6 & 7
3.	Texts submitted by the Editorial Committee - Series B.5	305
4.	Texts submitted by the Editorial Committee - Series R.1	314



Document No. 343-E Page 2

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; Togolese Republic; Tunisia; Turkey; Union of Soviet Socialist Republics; Venezuela (Republic of); Viet-Nam (Republic of); Yugoslavia (Federal Socialist Republic of).

Private operating Agencies:

Cable and Wireless Ltd.
Marconi International Marine Co. Ltd.

International Organization:

International Radio Maritime Commission International Chamber of Shipping

I.F.R.B. : Mr. Berrada

Mr. Petit

C.C.I.R. : Mr. Herbstreit, Director

Secretary of the Conference : Mr. C. Stead

1. Minutes of the Second Plenary Meeting (Document No. 299)

The representative of the International Chamber of Shipping pointed out that the Intergovernmental Maritime Consultative Organization should be deleted from page 2.

Document No. 299 was approved.

2. Texts submitted by the Editorial Committee - Series B.2 (Document No. 240, pages 6 and 7)

The <u>Chairman of Committee 6</u> said that the question of ship stations carrying a Manual had been decided by Committee 6. The wording of "considering" should be amended to bring it into line with the decision of Committee 6.

The <u>delegate of Italy</u> said that sufficient time should be allowed for countries whose languages were not English, French or Spanish to translate and print the Manual before the Final Acts came into force.

The Chairman agreed that that should be borne in mind when deciding the date of entry into force of the Final Acts during consideration of the pink series. It might be better to return to the draft Resolution when that date had been decided.

This was agreed.

3. Texts submitted by the Editorial Committee - Series B.6 (Document No. 305)

The Chairman requested that all typing mistakes and minor drafting changes should be passed directly to the Editorial Committee.

Page B.6-01

The Chairman of Committee 5, referring to ADD 1336A, said that the following dates should be inserted in the sixth line:

1 January 1975 and 1 January 1982,

and that the last sentence had not yet been finalized.

At the suggestion of the <u>delegate of Canada</u>, it was <u>agreed</u> to defer discussion on that point.

Page B.6-Ol was adopted with the exception of 1336A.

Document No. 343-E Page 4

Page B.6-02

The Chairman of Committee $\underline{\mathbf{5}}$ drew attention to the following amendments:

NOC 1338- Words in brackets to be deleted.

MOD 1334 i) The to become the, and the word "necessary" to be replaced by "required", as originally suggested by Committee 5.

ii) _ l January 1980] to become 1 January 1982.

The <u>delegate of Denmark</u> said that if "required" was to replace "necessary", the following word should be "by".

It was so agreed.

Page B.6-02, with those amendments, was adopted.

Page B.6-03

As on the previous page, the first line would read :

"the following intership frequencies, if required by their", with the date changed to 1 January 1982.

Page B.6-03 was adopted, with those amendments.

Pages B.6-04-07

The Chairman of Committee 6 said that pages 04 to 07 had been approved unanimously by his Committee.

Page B.6-04 was adopted.

Page B.6-05

The <u>delegate of the United States of America</u> pointed out that ADD 1431A should be set out in the same manner as the preceding number.

Page B.6-05 was adopted, subject to that change of layout.

Page B.6-06

The <u>delegate of Brazil</u> noted that the bracket in the third line of MOD 1451 should be placed before "spoken", and not before "or".

Page B.6-06 was adopted, with that correction.

Page B.6-08

The <u>Chairman of Committee 5</u> said that the date to be inserted in the first line of "considering" was 1 March 1970.

The <u>Chairman of Working Group 5D</u> pointed out some consequential amendments and some cases where it was felt that the original Committee 5 wording was preferable to that of the Editorial Committee.

In "considering" a), the last two lines should read :

" ... countries, in Section III of Appendix 25 MOD;".

In the fourth line of b), the word "including" should be replaced by "covering", and in the second line of c), the words "ensure the" should be replaced by "provide for an".

Page B.6-08 was adopted, with those amendments.

Page B.6-09

The Chairman of Working Group 5D said that the last line of paragraph 4 should end:

"... Appendix 25 MOD, band by band :"

and the second and third lines of 4.1 should read :

"... Appendix 25, have no ...".

At the suggestion of the <u>delegates of New Zealand</u>, and the <u>United States of America</u>, it was <u>decided</u> to insert the words "in that band" after "Master Register" in 4.1.

After discussion on whether or not to insert the word "present" before "Appendix 25" in the two paragraphs in which it occurred, it was decided that the text should remain as it appeared in the document.

Page B.6-09 was adopted as amended.

Page B.6-10

The Chairman of Working Group 5D said that, in the first line, "Appendix 25" should be followed by "MOD", and the words "purpose of" deleted.

Document No. 343-E Page 6

In paragraph 8, second line, the words "in accordance with" should be replaced by "depending upon" and in the third line "comply" replaced by "be in accordance".

The <u>delegate of the United States of America</u> said that in the third line of paragraph 9, the words "1973 Radio Conference" should be replaced by "Conference referred to in Recommendation No. ...".

The <u>delegate of the U.S.S.R.</u> suggested that in the fourth line the words "the 1973 Radio Conference" be replaced by "the above-mentioned Conference".

Those amendments were approved.

Page B.6-10 was adopted as amended.

Page B.6-11

The Chairman of Committee 5 said that the date to be included in MOD 445 was 1 January 1982.

The <u>representative of the I.F.R.B.</u> said that the number (4) at the beginning of that paragraph might have to be altered.

Page B.6-11 was adopted.

Page B.6-13

The <u>delegate of Canada</u>, supported by the <u>delegates of Greece</u>, the <u>Federal Republic of Germany</u> and <u>France</u>, proposed changing the word "should" in the first line of paragraph 4 to "shall".

It was so agreed.

With regard to paragraph 5, the <u>delegate of Denmark</u> suggested adding the figures "and 15 and 17" to "channels 60 to 88".

The <u>delegate of France</u> said it would be useful to put "see Appendix ..." after the figures, to show how the channels were derived.

Those amendments were <u>approved</u>, on the understanding that the Editorial Committee would put the figures in the most suitable order.

The Chairman of Committee 5 said that the last line of paragraph 6 should read:

"... with Section B of Appendix 19;".

The <u>delegate of Italy</u> suggested inserting the word "maximum" in the French text of 8.1 to make it correspond to the wording of 8.3.

That amendment was approved.

It was <u>decided</u> to change the English text so that it would speak of "maximum" rather than "peak" deviation, i.e.

- 8.1 "... to maximum deviation of \pm 5 kc/s, ..." and
- 8.3 "... with maximum deviation of \pm 15 kc/s, ...".

Page B.6-13 was adopted, as amended.

Page B.6-16

The Chairman of Working Group 5D said that in the third line "Appendix 25" should be followed by "MOD", and in paragraph h) the words "draw up proposals" should be replaced by "lay down", and the word "for" deleted.

At the <u>Chairman's</u> suggestion, following a remark by the <u>delegate of Sweden</u> it was <u>decided</u> to replace the words "preparation" and "prepare" by "establishment" and "establish" in paragraphs g) and h).

The <u>Secretary of the Conference</u> pointed out that the reference to the "Convention" in "recommends" 3 and 4 should be written in full - "International Telecommunication Convention, Montreux 1965" as the Numbers in the Convention might be changed at the 1971 Plenipotentiary Conference.

It was so agreed.

Page B.6-16 was adopted as amended.

4. Texts submitted by the Editorial Committee - Series R.1 (Document No. 314)

The <u>Chairman</u> reminded delegates of the provisions of No. 763 of the International Telecommunication Convention (Montreux, 1965) and invited them to adopt Document No. 314 page by page.

Page R.1-01

The Chairman, referring to the third paragraph, said that in determining the date of the entry into force of the Final Acts, the Conference should bear in mind the remarks made earlier by the delegate of Italy and regarding the availability of the Manual.

The <u>Secretary of the Conference</u> said that the General Secretariat could undertake to have the Manual circulated towards the end of 1968. The work could be speeded up by approximately three months by the employment of sufficient additional staff.

The <u>Chairman</u> remarked that the statements about the availability of the Manual, indicated that a date somewhere about 1 July 1969 for the entry into force of the Final Acts would be appropriate.

The <u>delegate of Norway</u> suggested that if the last two lines of Recommendation AA were amended to read "being available as soon as possible after the date of entry into force of the Final Acts of the present Conference", it might be possible to fix 1 January 1969 as the date for the entry into force of the Final Acts.

The <u>delegates of the United States of America</u>, <u>New Zealand</u> and <u>Canada</u> considered that the Final Acts should enter into force on 1 January 1969.

The <u>delegate of Italy</u> said that he would be able to accept that date if the General Secretariat could guarantee that the Manual would be available by 1 July 1968.

The <u>Secretary of the Conference</u> said that that guarantee could not be given. He could however undertake to make it available by 1 October 1968.

The delegate of Italy, supported by the delegates of Poland, the U.S.S.R., Brazil, Portugal, the Federal Republic of Germany, Yugoslavia, Czechoslovakia, Japan and Hungary, said that in the circumstances the Final Acts should not enter into force before 1 July 1969. In that way countries whose languages were not the working languages of the Union would have sufficient time in which to translate the Regulations and distribute them to the appropriate services.

The <u>delegate of the United Kingdom</u> proposed, as a compromise, that the Final Acts should enter into force on 1 April 1969.

The <u>delegates of Ganada</u>, the <u>United States of America</u>, <u>Ghana</u>, <u>Greece</u> and <u>New Zealand</u> endorsed that suggestion.

The <u>delegate of Italy</u> said that his delegation would be able to agree to 1 April 1969 only if it were stated in the appropriate resolution that the General Secretariat was to publish the Manual no later than 1 October 1968.

The <u>Secretary of the Conference</u> said that the General Secretariat could accept such a wording.

The <u>delegate of Colombia</u> moved that a vote be taken on the alternative possibilities of the dates 1 April 1969 and 1 July 1969.

The <u>delegates of Portugal</u> and <u>Italy</u> opposed the motion, and the <u>delegate of the U.S.S.R.</u> supported it.

The <u>Chairman</u> observed that the motion entailed closure of the debate and a final decision on the question, and put it to the vote.

The motion was defeated by 24 votes to 22 with 16 abstentions.

The <u>Secretary of the Conference</u> said that, if it would help, the General Secretariat would be prepared to reproduce, by photo offset, the manuscript prepared for the printers and to send copies to countries which would have to translate the text into their own language. The text would probably be provisional, but it would be available by 1 April 1968.

The <u>delegates of Portugal</u> and <u>Sweden</u> said that, in the light of the Secretary's statement, they could accept 1 April 1969 as the date of entry into force of the Final Acts.

The <u>Chairman</u> proposed that the date 1 April 1969 be inserted between the words "on" and "upon" in the antepenultimate line of the third paragraph and that the square brackets be deleted from that line.

It was so decided.

Page R.1-01, as amended, was adopted.

Page R.1-03

The <u>Chairman of Committee 4</u> said that as Committee 5 was discussing a proposal for the modification of No. 200, the letters "SUP" should be replaced by the letters "MOD" in the last line.

The Chairman suggested that discussion of that number be deferred until Committee 4's blue text was available.

It was so agreed.

The <u>Secretary of the Conference</u> referring to ADD 197.1, said that, after discussions with the delegate of Malaysia, it had been decided that the word "including" should be inserted immediately after the first bracket in the first line of the English text.

The <u>delegate of Mexico</u> said that, in the same number, a bracket should be inserted after the word "Sarawak" in the Spanish text.

The <u>delegate of Malaysia</u>, supported by the <u>delegate of Italy</u>, suggested that in the first line of ADD 197.1 the square brackets round the words "North Borneo" should be replaced by ordinary brackets.

It was so decided.

The <u>delegate of Singapore</u> said that unless the word "Malaysia" in the first line of ADD 197.1 were followed by a comma, the text would imply that Malaysia consisted of Sabah and Sarawak.

The <u>Chairman</u> suggested that the delegate of Malaysia and the Secretary of the Conference should draft an appropriate text to take account of the point raised by the delegate of Singapore.

It was so agreed.

The <u>delegate of Argentina</u> said that in the Spanish text the letters "FA" at the end of the second line of MOD 167 should be replaced by the letters "F1".

Page R.1-03, as amended, was adopted.

Page R.1-09

The <u>Chairman of Committee 4</u> said that in the last line of MOD 997 the square brackets should be deleted and the figures amended to read "8 341.75 to 8 728.5".

The <u>Chairman of Committee 5</u> said that in the fourth line of the page the square brackets should be deleted and the date 1 January 1982 inserted.

The <u>delegate of South Africa</u> suggested that in the last line of MOD 995 the word "with" should be replaced by "on".

It was so decided.

The <u>delegate of the United States of America</u>, supported by the delegates of <u>Brazil</u>, <u>Denmark</u> and the <u>Federal Republic of Germany</u>, proposed that in the second line of MOD 996 the word "on" should be replaced by the words "with a" and the word "of" inserted between the word "frequency" and the figure "2 182". He also proposed that in the penultimate line of that number the word "a" be inserted between the words "on" and "carrier" and that in the last line the word "of" be inserted between the word "frequency" and the figure "2 182".

It was so decided.

The <u>delegate of Spain</u> said that in the Spanish text the words "frecuencia portadora" should always be followed by the preposition "de".

Page R.1-09, as amended, was adopted.

Page R.1-10

The <u>delegate of Italy</u> proposed that the note referring to Appendix 13 be deleted.

It was so decided.

Page R.1-10, as amended, was adopted.

Page R.1-11

The <u>delegate of Portugal</u>, supported by the <u>delegate of France</u>, proposed that, contrary to its decision at the previous meeting, the Conference should adopt the text for ADD 1019A contained on page 2 of Document B3.

The <u>delegate of Denmark</u> said that his delegation would be reluctant to revert to the text in the blue document. It would, however, be prepared to delete the modifications to Nos. 1017, 1018 and 1019A and leave the text as it appeared in the 1959 Regulations.

The <u>Chairman</u> suggested that the delegates of Portugal, France and Denmark prepare a revised text for submission to the Conference at its next meeting.

It was so agreed.

Page R.1-11, with the exception of Nos. 1017, 1018 and 1019A was adopted.

Page R.1-14

The Chairman of Committee 6 said that the words "ship, aircraft or other vehicle carrying" should be inserted between the words "the" and "mobile" in the last line of MOD 1086.

Page R.1-14, as amended, was adopted.

Page R.1-19

The Chairman of Committee 4 said that in the penultimate line of MOD 1146 the letter A after the figure 15 should be deleted.

Page R.1-19, as amended, was adopted.

Page R.1-20

The <u>delegate of Poland</u> said that the reservation his delegation had made at the previous meeting held good for the current meeting.

The <u>delegate of the United States of America</u>, supported by the delegates of <u>Switzerland</u> and <u>Brazil</u>, proposed that ADD 1150A should be numbered as \underline{b}), ADD 1150B as \underline{c}) and Nos. 1151, 1152 and 1153 as MOD \underline{d}), \underline{e}) and \underline{f}), respectively.

It was so decided.

Page R.1-20, as amended, was adopted.

Page R.1-21

The Chairman of Committee 4 said that the figure in brackets in the last line of MOD 1173 should be amended to read "453A".

The <u>delegate of Denmark</u>, supported by the delegates of <u>Norway</u> and <u>Ttaly</u>, said that No. 435A referred to the 25 Mc/s band which, in the 1959 Regulations, had been considered as a supplement to the 22 Mc/s band. Since that was no longer the case, he proposed that an additional line reading "(see also correction No. 453A)" should be added at the end of MOD 1173.

It was so decided.

Page R.1-21, as amended, was adopted.

Page R.1-22

The <u>delegate of Portugal</u> proposed that the asterisks in the last line of MOD 1177 be replaced by letters or figures.

It was so decided.

The <u>delegate of Brazil</u> proposed that in the heading nine lines from the bottom of the page the word "for" be replaced by the word "of".

It was so decided.

Page R.1-22, as amended, was adopted.

Page R.1-24

The <u>Chairman</u> proposed that in the seventh line from the bottom of the page the letters "b)A" be amended to read "c)", and that consequential amendments be made on pages 25, 26 and 27.

It was so decided.

Pages R.1-24, 25 and 26 as amended, were adopted.

Page R.1-27

The <u>delegate of Portugal</u> said that the words "les systèmes" should be deleted from the third line of the French text of MOD 1202.

The <u>delegate of the United States of America</u> proposed that in the first and last lines of the page the words "ship stations" be replaced by the word "ships".

It was so decided.

Page R.1-27, as amended, was adopted.

Page R.1-33

The <u>delegate of Norway</u> proposed that in the penultimate line of the last sub-paragraph of MOD 1287 the word "(number)" be replaced by "(numbers)".

It was so decided.

Page R.1-33, as amended, was adopted.

Page R.1-34

The <u>Chairman</u> suggested that discussion of page R.1-34 be deferred until Committee 5 had completed its work on that number.

It was so agreed.

Document No. 343-E Page 14

Page R.1-36

The <u>Chairman of Committee 6</u> proposed that the word "calls" in the third line of the English text of ADD 1311A be amended to read "communications".

It was so <u>decided</u>.

The Chairman of Committee 6 said that the words "ship, aircraft or other vehicle carrying" should be inserted between the words "for" and "the" in the last line of MOD 1317.

It was so agreed.

Page R.1-36, as amended, was adopted.

The meeting rose at 1315 hours.

Secretary of the Conference :

C. STEAD

Chairman of the Conference R.M. BILLINGTON

INTERNATIONAL TELECOMMUNICATION UNION MARITIME CONFERENCE

GENEVA, 1967

Document No. 344-E 30 October 1967 Original: English

PLENARY MEETING

FROM COMMITTEE 5

1. Ref. Resolution No. M, Document No. 320

At the Fifth Plenary Meeting on 27 October 1967, paragraph 3 of the above-mentioned Resolution (see page B.7 - 16) was referred back to Committee 5 for further consideration in order to produce a clearer text.

The paragraph was considered by the Committee on the same day and a modified text, given in Annex 1, is hereby submitted to the Plenary Assembly.

2. Ref. Document No. 305, page B.6 - 11

At the Fourth Plenary Meeting on 26 October 1967, consideration of paragraph MOD 984 was deferred at the request of the Chairman of Committee 5.

After consideration by the Committee, the text was completed, as shown in Annex 2, and is hereby submitted to the Plenary Assembly.

3. Ref. Document No. 291, page B.5 - 01.

At the Third Plenary Meeting on 23 October 1967, the paragraph MOD 985 was referred back to Committee 5 since the Norwegian delegation was of the opinion that the problem of direction finding on class A3A and A3H emissions had not been sufficiently considered.

The Committee examined this problem and arrived at the conclusion that the paragraph, as given in page B.5 - Ol, could remain unchanged.

P. MORTENSEN

Chairman



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Ref. B 7 - 16

Paragraph 3

- 3. a) Until 1 January 1978 coast stations equipped for single sideband operation shall be able to use class A3H emission in addition to class A3A and A3J emissions. 1)
 - b) This provision should, until 1 January 1978, also apply to ship stations equipped for single sideband operation.
 - c) In any event, ship stations equipped for single sideband operation prior to 1 January 1972, shall be able to transmit class A3H emission in order to ensure compatibility with coast stations not yet equipped with single sideband receivers.

¹⁾ See also Resolution No. / Document No. 334_/

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Ref. B.6 - 11

MOD 984

a) send class A3 or A3H emissions with a carrier frequency of 2 182 kc/s and receive class A3 and A3H emissions having a carrier frequency of 2.182 kc/s. However, after 1 January 1982 it is no longer authorized to send class A3 emission, except for such apparatus as referred to in No. 987.

INTERNATIONAL TELECOMMUNICATION UNION MARITIME CONFERENCE

GENEVA, 1967

Document No. 345-E 30 October 1967 Original : French

PLENARY MEETING COMMITTEE 4

SIXTH AND LAST REPORT OF COMMITTEE 5

I. Article 5

Committee 5 adopted the new text of No. 200A which is given in Annex 1.

II. Article 7

The Committee adopted the new texts relating to Nos. 442, 442A, 443, 444, 444A, 444B, 447, 448, 449, 450, 456 and 457 which appear in Annex 2.

III. Article 33

The Committee considered what amendments should be made to the provisions of Article 33 in consequence of the decisions it had taken regarding Appendix 17 in particular. The attention of Committee 6 should be drawn to the fact that in Nos. 1236 and 1249 the reference to Section B of Appendix 15 should be replaced by a reference to No. 1352. Furthermore, the reference to Appendix 17 should be replaced by a reference to Sections A and B of Appendix 17.

Similarly, "carrier frequency 6204 kc/s" should be substituted for "frequency 6204 kc/s".

As a consequence of the new No. 1352B Committee 6 should perhaps include in Article 33 provisions similar to those of No. 1251.

Concerning the use of channels adjacent to the guardband of frequen y 2182 kc/s, Committee 5 adopted the following amendments to Article 33. Allowance was made for the decisions taken by Committee 6 regarding the use of selective calling systems (see Documents Nos. 327 (Rev.) and 330). These provisions concern Nos. 1227A, 1228, 1233, 1235A and 1248A (see Annex 6).



IV. Article 35

Committee 5 adopted the texts relating to Nos. 1322D, 1336, 1336A, 1351, 1351A, 1351B, 1352, 1352A, 1352B, 1353A, 1353B, 1354, 1355, 1356, 1357 and 1358, given in Annex 3.

The footnote 1352A.1 takes account of the proposal made by Committee 4 in Document No. 275, paragraph 2, point 4.

The Committee also examined Document No. 244 containing a United States proposal concerning a footnote to Nos. 1352 and 1352A; adopted the text of note 1352-1 which is given in Annex 3.

V. Appendix 17

The Committee decided that Appendix 17 should consist of three sections. The new Appendix 17 as adopted appears in Annex 4.

In order that, when the new channels are brought into use on 1 March 1970, all the channels in each band should have the same spacing between ship station transmitting frequencies and coast station transmitting frequencies, it was decided that the frequencies assigned to radiotelephone coast stations should be changed. The draft Resolution adopted on this subject is contained in Annex 5.

Regarding possible power limitations in the new channels which will become available on 1 March 1970, it was agreed that the peak envelope power of ship stations should not exceed 1.5 kW.

As far as the maximum peak envelope power of coast stations was concerned, it was decided to limit this power to 5 kW in each speech channel. However, the peak power of class A3H emissions would be limited to 7 kW, while the mean power of class A3 emissions would be limited to 10 kW.

VI. Use of space communication techniques in the maritime mobile service

The Committee adopted the draft recommendation given in Annex 7.

P. MORTENSEN

Chairman

Annexes: 7

A N N E X 1

Article 5

MOD 200

In Region 2, except in Greenland, coast stations and ship stations using radiotelephony shall be limited to class A3A or A3J emission and to peak **envelope** power (Pp) not exceeding 1 kW. Preferably, the rollowing carrier frequencies should be used:

2 065.0 kc/s

2 079.0 "

2 082.5 '

2 086.0 "

2 093.0 "

2 096.5 "

2 100.0 "

2 103.5 "

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Article 7

MOD 442

§ 11. (1) In Region 1, frequencies assigned to stations of the maritime mobile service, operating in the bands between 1 605 and 3 800 kc/s (see Article 5) should, whenever possible, be in accordance with the following subdivision:

- 1 605 1 625 kc/s : Radiotelegraphy exclusively,
- 1 625 1 670 kc/s : Low power radiotelephony,
- 1 670 1 950 kc/s : Coast stations,
- 1 950 2 053 kc/s: Ship stations working to coast stations,
- 2 053 2 065 kc/s : Intership working,
- 2 065 2 170 kc/s: Ship stations working to coast stations,
- 2 170 2 173.5 kc/s : Coast stations calling ship stations (including selective calling) and, exceptionally coast stations transmitting safety messages,
- 2 173.5 2 190.5 kc/s: Guard-band for the distress and calling frequency 2 182 kc/s.
- 2 190.5 2 194 kc/s : Ship stations calling coast stations,

- 2 194 2 440 kc/s : Intership working,
- 2 440 2 578 kc/s: Ship stations working to coast stations,
- 2.578 2.850 kc/s: Coast stations,
- 3 155 3 340 kc/s: Ship stations working to coast stations,
- 3 340 3 400 kc/s: Intership working
- 3500 3600 kc/s: Intership working
- 3 600 3 800 kc/s : Coast stations
- ADD 442A
- (2) A. The band 2 190.5 2 194 kc/s may also be used south of parallel 42° N, including the Mediterranean and Black Sea Waters, for other maritime mobile purposes, with a peak envelope power not exceeding 100 W.
- MOD 443
- (2) In these bands when used for double sideband radiotelephony, the frequencies assigned to the maritime mobile service are spaced, as far as possible by:
- 7 kc/s when two adjacent frequencies are used for double sideband radiotelephony;
- 3 kc/s when two adjacent frequencies are used for radiotelegraphy;
- 5 kc/s when one frequency is used for radiotelephony double sideband and the adjacent frequency is used for radiotelegraphy.

(3) However, in the case of intership bands, the

spacing is reduced to 5 kc/s for adjacent frequencies used for double sideband radiotelephony. 444A ADD (3) A. a) When these bands are used for single sideband radiotelephony, a station operating in the lower half of a double sideband channel shall use upper sideband emission with the carrier frequency located 3 kc/s below the centre frequency of that channel. ADD 444B b) However, in the case of intership bands the carrier frequency of a station operating in the lower half of the double sideband channel is located only 2.5 kc/s below the centre frequency of that channel. 447 MOD a) Ship stations, telephony, duplex operation

444

MOD

(2-frequency channels)
4 063 - 4 139.5 kc/s

6 200 - 6 210.4 kg/s

8 195 - 8 281.2 kc/s

12 330 - 12 421 kc/s

16 460 - 16 565 kc/s

22 000 - 22 094.5 kc/s

MOD 448 b) <u>Coast stations</u>, telephony, duplex operation (2-frequency channels)

4 361 - 4 438 kc/s

6514 - 6525 kc/s

8 728.5 - 8 815 kc/s

13 107.5 - 13 200 kc/s

17 255 - 17 360 kc/s

22 624.5 - 22 720 kc/s

Annex 2 to Document No. 345-E Page 8

MOD 449

c) Ship stations and coast stations, telephony, simplex operation (single frequency channels)

4 139.5 - 4 142.5 kc/s

6 210.4 - 6 216.5 kc/s

8 281.2 - 8 288 kc/s

12 421 - 12 431.5 kc/s

16 565 - 16 576 kc/s

22 094.5 - 22 **11**2 kc/s

SUP 450

MOD 456

§ 13. (1) Appendix 17 shows the two-way radiotelephone channels of the maritime mobile service in the frequency bands listed in Nos. 447, 448 and 449.

MOD 457

(2) Appendix 25 contains the allotment plan for radiotelephone coast stations in the bands listed in No. 448 (see however Resolution No. ... \(\subseteq \text{page 23} \) of this Document \(\subseteq \)).

Article 35

ADD 1322D

(3) Transmissions in the bands 2 170 - 2 173.5 ke/s and 2 190.5 - 2 194 kc/s respectivley with carrier frequency 2 170.5 kc/s (assigned frequency 2 171.9 kc/s) and carrier frequency 2 191 kc/s (assigned frequency 2 192.4 kc/s) are limited to class A3A and A3J emission with a peak envelope power of 400 W. However, on the carrier frequency 2 170.5 kc/s, coast stations may use classes emission A2H, A2A and A2J for selective calling, and exeptionally, in Region 1 and 3, and in Greenland, also class A3H emission for safety messages.

NOC 1336

ADD 1336A

The opposite text replaces the text which was published in Document

No. 303 and in Document No. 305, page B6-01 7

Coast stations authorized for radiotelephony 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 capable of transmitting on those frequencies class A3 emission or classes A3H, A3A and A3J emissions. However, after 1 January 1975, class A3 emission shall no longer be authorized and after 1 January 1982, class A3H emission shall also be no longer authorized, except on 2 182 kc/s. (See also No. 1322D).

ADD 1336A.1 1) See also Resolution No. Annex 7 to Document No. 334_7

NOC	G	Additional provisions applying to Regions 2 and 3
MOD	1351	§ 13. All stations on ships making international
		voyages should, if required by their service, be able
		to use inter-ship carrier frequencies
		2 635 kc/s (assigned frequency 2 636.4 kc/s)
		and/or 2 638 kc/s (assigned frequency 2 639.4 kc/s)
	• •	The conditions of use of these frequencies
		are specified in No. 445.
NOC		Section III. Bands between 4 000 and 23 000 kc/s
ADD		A. Mode of operation of stations
ADD	1351A	§ 13 A. (1) The classes of emission to be used for
•		radiotelephony in the bands of the maritime mobile
		service between 4 000 and 23 000 kc/s are :
		a) Class A3 ¹⁾ , or
		b) Classes $A3H^2$, $A3A$ and $A3J^3$.

ADD	1351A-1	1)	For the use of class A3B emission, see
		•	Resolution No. / N_/
ADD	1351A-2	2)	The conditions of use of class A3H emission
			are specified in Appendix 17 and Resolution No. [M_7.
ADD	1351A - 3	3)	See also Resolution No. Annex 7 to Document No. 334 7.

Annex 3 to Document No. 345-E

However, unless otherwise specified in these Regulations (see No. 1353A):

- after 1 January 1972, class A3 emission shall no longer be authorized for coast stations and,
- after 1 January 1978, class A3H emission for coast stations and class A3 and A3H emission for ship stations shall no longer be authorized.

	April 1	
ADD	1351B	(2) The normal mode of operation of each coast
		station is shown in the List of Coast Stations.
(MOD)		AA. Call, Reply and Safety
MOD	1352	§ 14 (1) Ship stations may use the following carrier
		frequencies for calling in radiotelephony:

4 136.3 kc/s 1)
6 204.0 kc/s
8 268.4 kc/s
12 403.5 kc/s
16 533.5 kc/s
22 073.5 kc/s

ADD 1352A

(2) Coast stations may use the following carrier frequencies for calling in radiotelephony $^{2)}$:

4 434.9 kc/s 1)
6 518.6 kc/s 1)
8 802.4 kc/s
13 182.5 kc/s
17 328.5 kc/s
22 699.0 kc/s

ADD 1352.1

1) In Region 2, the frequencies 4 136.3, 4 434.9 and 6 518.6 kc/s are also authorized for common use by coast and ship stations for SSB radiotelephony on a simplex basis, provided the peak envelope power of such stations does not exceed 1 kW. The use of 6 518.6 kc/s for this purpose should be limited to daytime use.

ADD 1352A-1

2) These frequencies may also be used for selective calling purposes by radiotelegraph coast stations. (See No. 1147).

ADD 1352B § 15. (1) In the zone lying between the parallels 33°N and 57°S, the carrier frequency 4 136.3 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.

(2) In the zone of Regions 1 and 3 lying between the parallels 33°N and 57°S, the carrier frequency 6 204 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.

(3) Stations using the frequencies 4 136.3 kc/s and 6 204 kc/s in the conditions specified in Nos. 1352B and 1353 may continue to use class A3H emissions beyond 1 January 1978.

AB Search and rescue.

§ 15 bis. The frequency 5 680 kc/s may be used for intercommuncation 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).

MOD 1353

ADD 1353A

1353B

ADD

ADD

Annex 3 to Document No. 345-E Page 14

MOD	1354	§ 16. The hours of service of coast stations open to public correspondence and the frequency or frequencies
		on which watch is maintained shall be indicated in the List of Coast Stations.
MOD	1355	§ 17. (1) For the conduct of duplex telephony, the transmitting frequencies of the coast stations and of
	·	of the corresponding ship stations shall be associated
	4	in pairs, as far as possible, as indicated in
		Sections A and B of Appendix 17.
MOD	1356	(2) The frequencies to be used for the conduct
,		of simplex radiotelephony are shown in Section C of
		Appendix 17. The peak envelope power of the trans-
	٠.	mitters of coast stations shall not exceed 1 kW in such
	* * * .	cases.
MOD	1357	(3) The frequencies indicated in Sections A, B
		and C of Appendix 17 for ship station transmissions may
•		be used by ships of any category according to traffic
		requirements.
MOD	1358	(4) The technical characteristics of transmitters
		used in the maritime mobile service for radiotelephony
		in the bands between 4 000 and 23 000 kc/s are specified
		in Appendix 17A.
		mas subfactioner = 1 ++ 6

APPENDIX 17

Channelling of the Maritime Mobile Radiotelephone Bands between 4 000 and 23 000 kc/s

(See Article 35)

- 1. Channelling arrangements for the frequencies to be used by coast and ship stations in the bands allocated to the maritime mobile radio-telephone service are set out in three sections as follows:
 - Section A Table of duplex (two-frequencies) double sideband transmitting frequencies (in kc/s)
 - Section B Table of duplex (two-frequencies) single sideband transmitting frequencies (in kc/s)
 - Section C Table of simplex (one-frequency) single sideband transmitting frequencies (in kc/s).
- 2. The technical characteristics for SSB transmitters are given in Appendix 17A.
- One or more series of frequencies from Sections A or B (with the exception of those frequencies of Section B mentioned in paragraph 5 below) are assigned to each coast station which uses these frequencies associated, as far as possible, in pairs; each pair comprises a transmitting and a

receiving frequency. The series shall be selected with due regard to the areas served and so as to avoid, as far as possible, harmful interference between the services of different coast stations.

- 4. The frequencies in Section C are provided for world-wide common use by ships of all categories, according to traffic requirements, for ship transmissions to coast stations and for intership communication. They are also authorized for world-wide common use for transmissions by coast stations (simplex operation) provided the peak envelope power does not exceed 1 kW.
- 5. a) The following series of frequencies in Section B are allocated for calling purposes:
 - Series No. 24 in the 4 Mc/s and 8 Mc/s bands;
 - Series No. 2 in the 6 Mc/s band;
 - Series No. 22 in the 12, 16 and 22 Mc/s bands.

 The remaining frequencies in Sections A, B and C are working frequencies.
 - b) Use of the DSB calling frequencies 8 269, 12 403.5, 16 533.5 and 22 074 kc/s should, as far as possible, cease by 1 March 1970 to permit the use of the new SSB channels. In any event, the use of these frequencies for DSB calling shall cease by 1 January 1978.
- 6. Stations utilizing double sideband emissions shall operate only on the frequencies in Section A subject to No. 1351A and on the frequencies mentioned in paragraph 5 b) above.

- 7. a) Stations utilizing single sideband emissions shall operate only on the carrier frequencies shown in Sections B and C in conformity with the technical characteristics contained in Appendix 17A.

 The upper sideband mode shall always be employed.
 - b) Stations employing the single sideband mode shall only use A3A and A3J emissions. However, administrations should endeavour, as far as possible, to restrict to class A3J emissions, the use of frequencies of Series No. 1 from Section B.

Until 1 January 1978 class A3H emissions (in accordance with 1351A) are permitted only on those carrier frequencies shown in Section B which are coincident with, or within 100 cycles of, the frequencies shown in Section A. However, on calling frequencies for coast stations class A3H emissions may be used until 1 January 1978.

- 8. During the transition period (see Resolution No. M) assignments to stations utilizing independent sideband emissions shall be considered to be in accordance with the Table in Section A if the necessary bandwidth does not extend beyond the upper or lower limits of the bandwidth provided for double sideband emissions.
- 9. If an administration authorizes the use of frequencies other than those contained in Sections A, B, and C, its radiotelephone service shall not cause harmful interference to radiotelephone stations of the maritime mobile service which use frequencies in accordance with the appended Tables.

Annex 4 to Document No. 345-E

SECTION A

Table of Transmitting Frequencies for duplex operation in double sideband emissions (in kc/s)

	4 Mc/s	Band	8 Mc/s	Band	12 Mc/s Band 16 Mc/s Band			s Band	22 Mc/s Band		
Series No.	Coast station frequency	Ship station frequency									
1	4 364.7	4 066.1	8 732.1	8 198.1	13 112.5	12 333.5	17 258.5	16 463.5	22 629.0	22 003.5	
2	4 371.0	4 072.4	8 738.4	8 204.4	13 119.5	12 340.5	17 265.5	16 470.5	22 636.0	22 010.5	
3	4 377.4	4 078.8	8 744.8	8 210.8	13 126.5	12 347.5	17 272.5	16 477.5	22 643.0	22 017.5	
4	4 383.8	4 085.2	8 751.2	8 217.2	13 133.5	12 354.5	17 279.5	16 484.5	22 650.0	22 024.5	
5	4 390.2	4 091.6	8 757.6	8 223.6	13 140.5	12 361.5	17 286.5	16 491.5	22 657.0	22 031.5	
6	4 396.6	4 098.0	8 764.0	8 230.0	13 147.5	12 368.5	17 293.5	16 498.5	22 664.0	22 038.5	
7	4 403.0	4 104.4	8 770.4	8 236.4	13 154.5	12 375.5	17 300.5	16 505.5	22 671.0	22 045.5	
8	4 409.4	4 110.8	8 776.8	8 242.8	13 161.5	12 382.5	17 307.5	16 512.5	22 678.0	22 052.5	
9	4 415.8	4 117.2	8 783.2	8 249.2	13 168.5	12 389.5	17 314.5	16 519.5	22 685.0	22 059.5	
10	4 422.2	4, 123.6	8 789.6	8 255.6	13 175.5	12 396.5	17 321.5	16 526.5	22 692.0	22 066.5	
. 11	4 428.6	4 129.9	8 796.0	8 261.9							

Section B

Table of Transmitting Frequencies for Duplex Operation in Single Sideband Emissions (in kc/s)

		4 Mc	/s Band .		6 Mc/s Band				
		Stations	Ship St	ations	Coast Sta	ations	Ship Stations		
Series No.	Carrier Frequency	Assigned Frequency	Carrier Frequency	Assigned Frequency	Carrier Frequency	Assigned Frequency	Carrier Frequency	Assigned Frequency	
1 2 3 4 5 6 7 8 9 0 11 2 13 4 15 6 17 8 19 0 12 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	4 361.6 4 364.7 4 367.8 4 371.0 4 374.2 4 377.4 4 380.6 4 383.8 4 387.0 4 390.2 4 393.4 4 396.6 4 399.8 4 406.2 4 406.2 4 406.2 4 419.0 4 412.6 4 419.0 4 422.2 4 428.6 4 431.8 4 434.9*	4 363.0 4 366.1 4 369.2 4 375.6 4 378.8 4 385.2 4 385.2 4 388.4 4 391.6 4 394.8 4 394.8 4 401.2 4 404.4 4 407.6 4 410.8 4 414.0 4 417.2 4 420.4 4 423.6 4 433.2 4 436.3*	4 063.0 4 066.1 4 069.2 4 072.4 4 075.6 4 078.8 4 085.2 4 085.2 4 088.4 4 091.6 4 094.8 4 094.8 4 101.2 4 104.4 4 107.6 4 110.8 4 114.0 4 117.2 4 120.4 4 123.6 4 126.8 4 130.0 4 133.2 4 136.3*1)	4 064.4 4 067.5 4 070.6 4 073.8 4 077.0 4 080.2 4 083.4 4 086.6 4 089.8 4 093.0 4 096.2 4 099.4 4 102.6 4 105.8 4 109.0 4 112.2 4 115.4 4 118.6 4 121.8 4 121.8 4 125.0 4 128.2 4 134.6 4 137.7*	6 515.4 6 518.6* 6 521.8	6 516.8 6 520.0* 6 523.2	6 200.8 6 204.0*1) 6 207.2	6 202.2 6 205.4* 6 208.6	

^{*} The frequencies followed by an asterisk are calling frequencies (see Nos. 1352 and 1352A).

¹⁾ For the conditions of use of frequencies 4 136.3 and 6 204 kc/s, see Nos. 1352B and 1353 respectively.

Annex 4 to Document No. 345-E Page 20

Section B

Table of Transmitting Frequencies for Duplex Operation in Single Sideband Emissions (in kc/s)

		8 Mc/s	s Band		12 Mc/s Band					
Series	Coast Stations		Ship Stations		Coast S	tati o ns	Ship Stations			
Nos.	Carrier Frequency	Assigned Frequency	Carrier Frequency	Assigned Frequency	Carrier Frequency	Assigned Frequency	Carrier Frequency	Assigned Frequency		
1 2 3 4 5 6 7 8 9 10 11 12 14 15 16 17 18 19 20 21 22 24 25 26 27	8 729.0 8 732.1 8 735.2 8 738.4 8 741.6 8 744.8 8 748.0 8 751.2 8 754.4 8 757.6 8 760.8 8 760.8 8 760.8 8 767.2 8 770.4 8 773.6 8 776.8 8 776.8 8 776.8 8 778.6 8 779.2 8 789.6 8 799.2 8 809.4* 8 805.6 8 808.8 8 812.0	8 730.4 8 733.5 8 736.6 8 739.8 8 743.0 8 745.2 8 749.4 8 755.8 8 759.0 8 762.2 8 765.4 8 765.4 8 771.8 8 775.0 8 777.2 8 781.4 8 784.6 8 787.8 8 791.0 8 794.2 8 797.4 8 800.6 8 803.8* 8 807.0 8 810.2 8 813.4	8 195.0 8 198.1 8 201.2 8 204.4 8 207.6 8 210.8 8 214.0 8 217.2 8 220.4 8 223.6 8 226.8 8 230.0 8 233.2 8 236.4 8 249.2 8 249.2 8 255.6 8 252.4 8 255.6 8 265.2 8 265.2 8 274.8 8 274.8 8 278.0	8 196.4 8 199.5 8 202.6 8 205.8 8 209.0 8 212.2 8 215.4 8 221.8 8 225.0 8 228.2 8 231.4 8 234.6 8 237.8 8 241.0 8 244.2 8 250.6 8 250.6 8 252.8 8 260.2 8 260.2 8 269.8* 8 273.0 8 276.2 8 279.4	13 109.0 13 112.5 13 116.0 13 119.5 13 123.0 13 126.5 13 130.0 13 133.5 13 137.0 13 140.5 13 144.0 13 147.5 13 151.0 13 154.5 13 165.0 13 168.5 13 172.0 13 175.5 13 179.0 13 182.5* 13 186.0 13 189.5 13 193.0 13 196.5	13 110.4 13 113.9 13 117.4 13 120.9 13 124.4 13 127.9 13 131.4 13 134.9 13 141.9 13 145.4 13 155.9 13 159.4 13 162.9 13 166.4 13 169.9 13 173.4 13 176.9 13 180.4 13 180.4 13 190.9 13 194.4 13 197.9	12 330.0 12 333.5 12 337.0 12 340.5 12 344.0 12 347.5 12 351.0 12 354.5 12 361.5 12 365.0 12 368.5 12 372.0 12 379.0 12 379.0 12 382.5 12 386.0 12 389.5 12 393.0 12 396.5 12 400.0 12 403.5* 12 414.0 12 417.5	12 331.4 12 334.9 12 338.4 12 341.9 12 345.4 12 348.9 12 352.4 12 355.9 12 359.4 12 366.4 12 369.9 12 373.4 12 376.9 12 373.4 12 376.9 12 380.4 12 380.4 12 390.9 12 394.4 12 397.9 12 401.4 12 404.9* 12 415.4 12 418.9		

^{*} The frequencies followed by an asterisk are calling frequencies (see Nos. 1352 and 1352A).

Table of Transmitting Frequencies for Duplex Operation in Single Sideband Emissions (in kc/s)

		16 Mc/	s band		22 Mc/s band					
	Coast st	ations	Ship st	ations	Coast sta	ations	Ship stations			
Series No.	Carrier	Assigned	Carrier	Assigned	Carrier	Assigned	Carrier	Assigned		
110.	frequency	frequency	frequency	frequency	frequency	frequency	frequency	frequency		
·1	17 255.0	17 256.4	16 460.0	16 461.4	22 625.5	22 626.9	22 000.0	22 001.4		
2	17 258.5	17 259.9	16 463.5	16 464.9	22 629.0	22 630.4	. 22 003.5	22 004.9		
3	17 262.0	17 263.4	16 467.0	16 468.4	22 632.5	22 633.9	22 007.0	22 008.4		
4	17 265.5	17 266.9	16 470.5	16 471.9	22 636.0	22 637.4	22 010.5	22 011.9		
5 6	17 269.0	17 270.4	16 474.0	16 475.4	22 639.5	22 640.9	22 014.0	22 015.4		
6	17 272.5	17 273.9	16 477.5	16 478.9	22 643.0	22 644.4	22 017.5	22 018.9		
7	17 276.0	17 277.4	16 481.0	16 482.4	22 646.5	22 647.9	22 021.0	22 022.4		
8	17 279.5	17 280.9	16 484.5	16 485,9	22 650.0	22 651.4	22 024.5	22 025.9		
9	17 283.0	17 284.4	16 488.0	16 489.4	22 653.5	22 654.9	22 028.0	22 029.4		
10.	17 286.5	17 287.9	16 491.5	16 492.9	22 657.0	22 658.4 1	22 031.5	22 032.9		
<u> 1</u> 1	17 290.0	17 291.4	16 495.0	16 496.4	22 660.5	22 661.9.	22 035.0	22 036.4		
<u>1</u> 2	17 293.5	17 294.9	16 498.5	16 499.9	22 664.0	22 665.4	22 038.5	22 039.9		
13	17 297.0	17 298.4	16 502.0	16 503.4	22 667.5	22 668.9	22 042.0	22 043.4		
14	17 300.5	17 301.9	16 505.5	16 506.9	22 671.0	22 672.4	22 045.5	22 046.9		
15	17 304.0	17 305.4	16 509.0	16 510.4	22 674.5	22 675.9	22 049.0	22 050.4		
16	17 307.5	17 308.9	16 512.5	16 513.9	22 678.0	22 679.4	22 052.5	22 053.9		
17	17 311.0	17 312.4	16 516.0	16 517.4	22 681.5	22 682.9	22 056.0	22 057.4		
18	17 314.5	17 315.9	16 519.5	16 520.9	22 685.0	22 686.4	22 059.5	22 060.9		
19 ·	17 318.0	17 319.4	16 523.0	16 524.4	22 688.5	22 689.9	22 063.0	22 064.4		
20 .	17 321.5	17 322.9	16.526.5	16 527.9	22 692.0	22 693.4	22 066.5	22 067.9		
21	17 325.0	17 326.4	16 530.0	16 531:4	22 695.5	22 696.9	22 070.0	22 071.4		
22	17 328.5*	17 329.9*	16 533.5*	16 534.9*	22 699.0*	22 700.4*	22 073.5*	22 074.9*		
23	17 332.0	17 333.4	16 537.0	16.538.47.	22 702.5	22 703.9	22 077.0	22 078.4		
24	17 335.5	17 336.9	16 540.5	16 541.9	22 706.0	22 707.4	22 080.5	22 081.9		
25	17 339.0	17 340.4	16 544.0	16 545.4	22 709.5	22 710.9	22 084.0	22 085.4		
26	17 342.5	17 343.9	16 547.5	16 548.9	22 713.0	22 714.4	22 087.5	22 088.9		
27	17 346.0	17 347.4	16 551.0	16 552.4	22 716.5	22 717.9	22 091.0	22 092.4		
28	17 349.5	17 350.9	16 554.5	16 555.9				-		
29	17 353.0	17 354.4	16 558.0	16 559.4						
30	17 356.5	17 357.9	16 561.5	16 562.9			·			

^{*} The frequencies followed by an asterisk are the calling frequencies (see Nos. 1352 and 1352A).

Section C

Table of transmitting frequencies for simplex operation in single sideband emissions (in kc/s)

4 Mc/s Band		6 Mc/s Band		8 Mc/s Band		12 Mc/s Band		16 Mc/s Band		22 Mc/s Band	
Carrier fre- quency	Assigned fre- quency	Carrier fre- quency	Assigned fre- quency	Carrier fre- quency	Assigned fre- quency	Carrier fre- quency	Assigned fre- quency	Carrier fre- quency	Assigned fre- quency	Carrier fre- quency	Assigned fre- quency
4139.5	4140.9	6210.4	6211.8	8281.2	8282.6	12421.0	12422•4	16565.0	16566.4	22094.5	22095.9
		6213.5	6214.9	8284.4	8285.8	12424.5	12425.9	16568.5	16569.9	22098.0	22099.4
						12428.0	12429.4	16572.0	16573.4	22101.5	22102.9
										22105.0	22106,4
									· ·	22108.5	22109.9

DRAFT RESOLUTION No. ...

Relating to the Transfer of Frequency Assignments
to Coast Radiotelephone Stations in the Frequency
Bands allocated exclusively to the Maritime Mobile
Service between 4 000 and 23 000 kc/s

The World Administrative Radio Conference, Geneva (1967),

considering

- a) that the Frequency Allotment Plan appearing in Appendix 25 to the Radio Regulations, Geneva, 1959, is to be retained until a new plan is worked out by the Conference mentioned in Recommendation No. / CC 7;
- b) that, as a result of the extension of the bands allocated exclusively to the maritime mobile service for radiotelephony, new duplex radiotelephone channels will be available to the maritime mobile service and will be contained in Section III of Appendix 25 MOD (see Resolution No. / I/);

- c) that the separation between the transmitting frequencies of coast and ship stations should remain constant within each band;
- d) that on the whole it is easier and cheaper to change transmitting frequencies for coast stations than for ship stations, taking into account the large number of ship stations;
- e) that the additions to the bands allocated exclusively to the maritime mobile service for radiotelephony will become available on 1 March 1970 see Annex 2, Resolution No. 2 K 7;
- <u>f</u>) that the new channels should be brought into service as soon as possible;

resolves

- on 1 March 1970, the frequencies appearing in Appendix 25 to the Radio Regulations (Geneva, 1959) shall be replaced by the frequencies appearing in Annex I to this Resolution. This Appendix, as modified, shall also contain the new Section III, (see Annex III), referred to in Resolution No. / I / and shall then be known as Appendix 25 MOD;
- on 1 March 1970, the I.F.R.B. shall bring the appropriate initial entries listed in the Master International Frequency Register in accordance with the provisions of paragraph 2.1 c) of

Resolution No. 1 of the Administrative Radio Conference (Geneva, 1959), into conformity with the allotments included in Appendix 25 MOD referred to above;

3.

frequency assignments to HF coast radiotelephone stations recorded in the Master Register on 1 March 1970 on the channels defined in Appendix 17 to the Radio Regulations (Geneva, 1959), shall be transferred in accordance with the tables appearing in Annex I (double sideband or independent sideband emissions) or Annex II (single sideband emissions), as the case may be;

4.

frequency assignments to coast radiotelephone stations in the HF bands allocated exclusively for that purpose, recorded in the Master Register on 1 March 1970, but not in accordance with Appendix 17 of the Radio Regulations (Geneva, 1959), shall be transferred in such a way as to retain with respect to the frequencies specified in Section A of Appendix 17 the same relative positions they occupied in relation to the frequencies listed in Appendix 17 to the Radio Regulations (Geneva, 1959);

5.

on 1 March 1970 at 0001 GMT, administrations shall modify the transmitting frequencies of their coast radiotelephone stations as indicated in paragraphs 3 and 4 above; they shall notify these modifications to the I.F.R.B. in accordance with the provisions of Section I of Article 9 of the Radio Regulations;

6. provided that the notices received by the I.F.R.B. in accordance with paragraph 5 above do not contain any change in the basic characteristics of the originally recorded assignment, other than the assigned frequency, the I.F.R.B. shall record the change in the Master Register; the dates to be entered in the appropriate parts of column 2 shall be those of the original assignment; should any other change be notified in the basic characteristics of the original assignment, it shall be dealt with in accordance with the provisions of Article 9 of the Radio Regulations;

on 1 March 1970, the I.F.R.B. shall also include in the Master Register, in respect of each original assignment the transfer of which has not at that time been notified to the I.F.R.B., a provisional entry determined in accordance with the provisions of paragraphs 3 or 4 above. For such provisional entries, the dates in column 2 recorded for the original assignment shall be retained. The original entries shall be retained in the Master Register but with a special remark in the "Remarks" column and any dates in column 2a shall be transferred to column 2b;

8. thirty days after that date, the I.F.R.B. shall send to those administrations which have not yet notified the transfer

of frequency assignments to their coast radiotelephone stations in accordance with paragraphs 3 or 4 and 5 above, an extract from the Master Register showing the relevant entries contained therein on their behalf, and shall remind them of the provisions of this Resolution;

9.

if, sixty days after the despatch of these extracts, an administration has still not notified to the I.F.R.B. the transfer of an existing assignment in accordance with paragraphs 3 or 4 and 5 above, the corresponding provisional new entry shall be deleted from the Master Register and the original entry shall be retained with its date in column 2b and a special remark in the "Remarks" column; if, however, the administration concerned notifies the transfer during the sixty days period, the provisions of paragraph 6 above shall apply.

Annexes : 2

Annex 5 to Document No. 345-E Page 28

Annex I to the Resolution

Table of Transmitting Frequencies of Radiotelephone Coast Stations, in kc/s (Classes of Emission A3 and A3B1)

4 Mc/s	s band	8 Mc/s	band	12 Mc,	s band	16 Mc/s	s band	22 M	e/s band
Old frequencies	New frequencies	Old frequencies	New frequencies	01d frequencies	New frequencies	Old frequencies	New frequencies	01d frequencies	New frequencies
4 371.1	4 364.7	8 748.1	8 732.1	13 133.5	13 112.5	17 293.5	17 258.5	22 653.5	22 929.0
4 377.4	4 371.0.	8 754.4	8 738.4	13 140.5	13 119.5	17 300.5	17 265.5	22 660.5	22 636.0
4 383.8	4 377.4	8 760.8	8 744.8	13 147.5	13 126.5	17 307.5	17 272.5	22 667.5	22 643.0
4 390.2	4 383.8	8 767.2	8 751.2	13 154.5	13 133.5	17 314.5	17 279.5	22 674.5	22 650.0
4 396.6	4 390.2	8 773.6	8 757.6	13 161.5	13 140.5	17 321.5	17 286.5	22 681.5	22 657.0
4 403.0	4 396.6	8 780.0	8 764.0	13 168.5	13 147.5	17 328.5	17 293.5	22 688.5	22 664.0
4 409.4	4 403.0	8 786.4	8 770.4	13 175.5	13 154.5	17 335.5	17 300.5	22 695.5	22 671.0
4 415.8	4 409.4	8 792.8	8 776.8	13 182.5	13 161.5	17 342.5	17 307.5	22 702.5	22 678.0
4 422.2	4 415.8	8 799.2	8 783.2	13 189.5	13 168.5	17 349.5	17 314.5	22 709.5	22 685.0
4 428.6	4 422.2	8 805.6	8 789.6	13 196.5	13 175.5	17 356.5	17 321.5	22 716.5	22 692.0
4 434.9	4 428.6	8 811.9	8 796.0						

See Resolution No. \angle N \overline{J}

Annex II to the Resolution

Table of Transmitting Frequencies of Radiotelephone Coast Stations

in kc/s (Single Sideband)

	4 Mc/	S band			8 Me,	S band		
Old fre	quencies	New fre	quencies	Old free	quencies	New frequencies		
Carrier frequencies	Assigned frequencies	Carrier frequencies	Assigned frequencies	Carrier frequencies	Assigned frequencies	Carrier frequencies	Assigned frequencies	
4 368.0 4 371.1 4 374.3 4 387.4 4 380.7 4 383.8 4 389.2 4 393.6 4 393.6 4 409.4 4 409.4 4 415.8 4 421.8 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4	4 369.4 4 372.5 4 375.7 4 378.8 4 382.1 4 385.2 4 385.5 4 394.9 4 401.3 4 407.7 4 410.8 4 417.2 4 420.5 4 420.5 4 420.5 4 420.6 4 433.2 4 436.3	4 361.6 4 364.7 4 367.8 4 371.0 4 374.2 4 377.4 4 383.8 4 387.0 4 390.2 4 396.6 4 399.8 4 409.4 4 409.4 4 412.6 4 412.6 4 412.6 4 412.6 4 422.2 4 425.4 4 428.6	4 363.0 4 366.1 4 369.2 4 375.6 4 375.6 4 375.6 4 388.4 4 388.4 4 391.6 4 394.8 4 398.0 4 401.2 4 407.6 4 410.8 4 410.8 4 410.8 4 410.8 4 410.8 4 420.4 4 420.4 4 420.4 4 420.4 4 420.6 4 420.0	8 745.0 8 748.1 8 751.3 8 754.4 8 757.7 8 760.8 8 764.1 8 767.2 8 770.5 8 773.6 8 776.9 8 780.0 8 783.3 8 786.4 8 789.7 8 792.8 8 799.2 8 802.5 8 805.6 8 808.8 8 811.9	8 746.4 8 749.5 8 752.7 8 755.8 8 759.1 8 762.2 8 765.5 8 768.6 8 771.9 8 775.0 8 778.3 8 781.4 8 781.4 8 781.1 8 794.2 8 797.5 8 803.9 8 803.9 8 803.2 8 813.3	8 729.0 8 732.1 8 735.2 8 738.4 8 741.6 8 744.8 8 751.2 8 754.4 8 757.6 8 760.8 8 764.0 8 767.2 8 770.4 8 773.6 8 776.8 8 780.0 8 783.2 8 786.4 8 789.6 8 792.8 8 796.0	8 750.4 8 733.5 8 736.6 8 739.8 8 743.0 8 746.2 8 749.4 8 752.6 8 755.8 8 765.4 8 765.4 8 768.6 8 771.8 8 775.0 8 778.2 8 781.4 8 787.8 8 791.0 8 794.2 8 797.4	

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Table of Transmitting Frequencies of Radiotelephone Coast Stations

in kc/s (Single Sideband)

		2 Mc/s band	Anna Anna Anna Anna Anna Anna Anna Anna		16 M	c/s band	
Old fre	quencies	New fre	equencies	Old frequ	encies	New fre	quencies
Carrier frequencies	Assigned frequencies	Carrier frequencies	Assigned fre q uen ci es	Carrier frequencies	Assigned Frequencies	Carrier frequencies	Assigned frequencies
13 130.2	13 131.6	13 109.0	13 110.4	17 290.2	17 291.6	17 255.0	17 256.4
13 133.5	13 134.9	13 112.5	13 113.9	17 293.5	17 294.9	17 258.5	17 259.9
13 137.2	13 138.6	13 116.0	13 117.4	17 297.2	17 298.6	17 262.0	17 263.4
13 140.5	13 141.9	13 119.5	13 120.9	17 300.5	17 301.9	17 265.5	17 266.9
13 144.2	13 145.6	13 1 23.0	13 124.4	17 304.2	17 305.6	17 269.0	17 270.4
13 147.5	13 148.9	13 126.5	13 127.9	17 307.5	17 308.9	17 272.5	17 273.9
13 151.2	13 152.6	13 130.0	13 131.4	17 311.2	17 312.6	17 276.0	17 277.4
13 154.5	13 155.9	13 133.5	13 134.9	17 314.5	17 315.9	17 279.5	17 280.9
13 158.2	13 159.6	13 137.0	13 138.4	17 318.2	17 319.6	17 283.0	17 284.4
13 161.5	13 162.9	13 140.5	13 141.9	17 321.5	17 322.9	17 286.5	17 287.9
13 165.2	13 166.6	13 144.0	13 145.4	17 325.2	17 326.6	17 290.0	17 291.4
13 168.5	13 169.9	13 147.5	13 148.9	17 328.5	17 329.9	17 293.5	17 294.9
13 172.2	13 173.6	13 151.0	13 152.4	17 332.2	17 333.6	17 297.0	17 298.4
13 175.5	13 176.9	13 154.5	13 155.9	17 335.5	17 336.9	17 300.5	17 301.9
13 179.2	13 180.6	13 158.0	13 159.4	17 339. 2	17 340.6	17 304.0	17 305.4
13 182.5	13 183.9	13 161.5	13 162.9	17 342.5	17 343.9	17 307.5	17 308.9
13 186.2	13 187.6	13 165.0	13 166.4	17 346.2	17 347.6	17 311.0	17 312.4
13 189.5	13 190.9	13 168.5	13 169.9	17 349.5	17 350.9	17 314.5	17 315.9
13 193.2	13 194.6	13 172.0	13 173.4	17 353.2	17 354.6	17 318.0	17 319.4
13 196.5	13 197.9	13 175.5	13 176.9	17 356.5	17 357.9	17 321.5	17 322.9

Table of Transmitting Frequencies of Radiotelephone Coast Stations

in kc/s (Single Sideband)

	22 Mc/s Band			
	Old frequencies		New frequencies *	
5	arrier quencies	Assigned frequencies	Carrier frequencies	Assigned frequencies
22 22 22 22 22 22 22 22 22 22 22 22 22	2 650.2 2 653.5 2 657.2 2 660.5 2 664.2 2 667.5 2 671.2 2 674.5 2 678.2 2 681.5 2 685.2 2 685.2 2 695.5 2 699.2 2 702.5	22 651.6 22 654.9 22 658.6 22 661.9 22 665.6 22 6672.6 22 677.6 22 679.6 22 682.9 22 689.9 22 689.9 22 696.9 22 700.6 22 700.6	22 625.5 22 629.0 22 632.5 22 636.0 22 639.5 22 646.5 22 650.0 22 653.5 22 657.0 22 660.5 22 667.5 22 671.0 22 674.5 22 678.0	22 626.9 22 630.4 22 633.9 22 637.4 22 640.9 22 644.4 22 647.9 22 651.4 22 654.9 22 658.4 22 661.9 22 665.4 22 668.9 22 672.4 22 679.4
22	2 706.2 2 709.5 2 713.2 2 716.5	22 707.6 22 710.9 22 714.6 22 717.9	22 681.5 22 685.0 22 688.5 22 692.0	22 682.9 22 686.4 22 689.9 22 693.4

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Annex III to the Resolution

Channels in Section III of Appendix 25 MOD

Carrier	Assigned		Assigned	Carrier	Assigned	Carrier	Assigned	Carrier	Assigned	Carrier	Assigned
Frequency	Frequency		Frequency	Frequency	Frequency	Frequency	Frequency	Frequency	Frequency	Frequency	Frequency
4431.8	4433.2	6515.4	6516.8	8799.2	8800.6	13179.0	13180.4	17325.0	17326.4	22695.5	22696.9
4434.9	4436.3	6518.6	6520.0	8802.4	8803.8	13182.5	13183.9	17328•5	17329•9	22699.0	22700•4
(c)	(c)	(c)	(c)	(c)	(c)	(c)	(c)	(c)	(c)	(c)	(c)
		6521.8	6523•2	8805.6 *8808.8 8812.0	8807.0 8810.2 8813.4	13186.0 *13189.5 13193.0 *13196.5	13187.4 13190.9 13194.4 13197.9	17332.0 *17335.5 17339.0 *17342.5 17346.0 *17349.5 17353.0 *17356.5	17333.4 17336.9 17340.4 17343.9 17347.4 17350.9 17354.4 17357.9	22702.5 *22706.0 22709.5 *22713.0 22716.5	22703.9 22707.4 22710.9 22714.4 22717.9

Calling frequencies (See No. 1352A)

^{*} This carrier frequency may also be used for double sideband transmissions in accordance with Resolution No. / I / Note for the Drafting Committee: Frequencies followed by symbol (c) shall be printed in italics.

ANNEX 6

Art	<u> 1c</u>	le	33	

ADD 1227A

c) in Regions 1 and 3 and in Greenland, the carrier frequency 2191 kc/s (assigned frequency: 2192.4 kc/s) when 2182 kc/s is being used for distress.

MOD 1228

(2) A radiotelephone ship station calling a coast station of another nationality should, as a general rule, use the carrier frequency 2182 kc/s or, in Regions 1 and 3 and in Greenland, the carrier frequency 2191 kc/s (assigned frequency: 2192.4 kc/s) when 2182 kc/s is being used for distress. However, where so agreed by administrations, the ship station may use a working frequency on which watch is kept by that coast station.

MOD 1233

(5) Subject to the provisions of No. 1235A, coast stations shall, in accordance with the requirements of their own country, call ship stations of their own nationality either on a working frequency, or, when calls to individual ships are made, on the carrier frequency 2182 kc/s.

Annex 6 to Document No. 345-E Page 34

Article 33 (Cont.)

ADD 1235A

(8) Coast stations may call ship stations equipped to receive selective calls in accordance with the provisions of Article 28A.

ADD **1**248A

e) on a working frequency to calls made in Regions 1 and 3 and in Greenland on the carrier frequency 2191 kc/s (assigned frequency 2192.4 kc/s).

ANNEX 7

DRAFT RECOMMENDATION No. ..

Relating to the Utilization of Space Communication techniques in the Maritime Mobile Service

The World Administrative Radio Conference, Geneva, 1967,

considering

- a) the efforts of the International Telecommunication Union to reduce congestion in the frequency bands available to the maritime mobile service;
- <u>b</u>) the fact that ships at sea are completely dependent upon the use of radio for communication; and
- c) the potential value of adapting satellite relay techniques to the communications requirements of the maritime mobile service,

noting

- a) that limited tests have demonstrated the feasibility of effecting communications between ships and coast stations by means of relaying through a stationary satellite;
- <u>b</u>) that there are now no frequency bands allocated to the maritime mobile service wherein provision is made for the use of space communication techniques;
- that the frequencies available to the maritime mobile service by virtue of Appendix 18 to the Radio Regulations are technically suitable for the use of space communication techniques, but that the congestion foreseen therein from terrestrial maritime mobile

usage even after implementation of reduced channel spacing is expected to preclude the accommodation of an operational system employing space communication techniques;

- d) that the Intergovernmental Maritime Consultative Organization (I.M.C.O.) has undertaken a study of the requirements for maritime safety and navigation that may be satisfied by utilization of space communication techniques;
- e) that the C.C.I.R. has a study group on space systems and radioastronomy as well as a study group on mobile services and that close coordination of the work of the C.C.I.R. and I.M.C.O. in this field is desirable; and
- that the Scientific and Technical Subcommittee of the United Nations Committee on the Peaceful Use of Outer Space has established a working group which is also studying the need for, feasibility, and ways and means of establishing a universal navigation satellite system;

invites administrations

to determine the foreseeable operational requirements of the maritime mobile service that can be accommodated by means of space communication techniques;

invites the Intergovernmental Maritime Consultative Organization

to continue to study the requirements and other considerations where benefit may accrue to the safety and navigation of ships at sea through application of space communication techniques;

invites the C.C.I.R.

to study the technical aspects of systems which offer the potential of fulfilling these maritime requirements and to recommend a practical system with particular attention to the environment in which ships operate;

and invites both administrations and the C.C.I.R.

in these studies to consider a technically suitable frequency band higher in the spectrum than band 8 and of sufficient bandwidth to accommodate the overall needs of the maritime mobile service. In this connection, particular attention may be given to band 9 and 10 for the link between the mobile station and the relaying satellite.

GENEVA, 1967

Document No. 346-E 30 October 1967 Original : English

PLENARY MEETING COMMITTEE 7

REPORT BY THE CHAIRMAN OF COMMITTEE 4

Subjects: Article 5, No. 172
Article 32, No. 1176
Resolution No. K

- 1. During its 19th meeting Committee 4 approved No. MOD 172 which was inadvertently omitted from the Report and is attached hereunder (Annex 1).
- 2. During its 15th meeting Committee 4 decided to add the following sentence to No. 1176:

"The extreme frequencies assignable are 22 225 and 22 265 kc/s and 25 073.5 and 25 081 kc/s, respectively."

The French text in which the sentence has been omitted should therefore be brought in line with the English and Spanish texts.

3. In discussions concerning Resolution No. $\lceil K \rceil$, no consideration was given to the 25 Mc/s band. Annex 2 is presented for consideration and approval of the Conference.

F.G. PERRIN Chairman of Committee 4



Annexes : 2

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ANNEX 1

MOD 172

Limited to ship stations. However, the bands between 140 and 146 kc/s may also be used for coast stations on a permitted basis.

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ANNEX 2

PROPOSED CHANGES IN RESOLUTION No. / K 7

(Document No. 337, R-2, page 45)

- a) Change frequency limits in the present title of the Resolution from "4 000 and 23 000 kc/s" to "4 000 and 27 500 kc/s".
- b) In paragraph 2 of the resolves, change the words "Annexes 1 and 2" to read "Annexes 1, 2 and 3".
- c) Immediately under the column title "Step of Implementation" in Annexes 1 and 2, add "(4 000 to 23 000 kc/s bands)".

ANNEX 3

	Step of implementation (25 Mc/s band)	Starting date	Completion date
Step 1	Transfer ship working telegraphy stations from the first three working channels of Section A, Appendix 15 (Geneva, 1959) upwards to their new frequencies.	1 January 1969	30 June 1 969
Step 2	Ship radiotelegraphy stations may commence use of the new calling channels.	1 July 1969	

GENEVA, 1967

Document No. 347-E 30 October 1967 Original : French

PLENARY MEETING

Declaration to be included in the Final Protocol

REPUBLIC OF THE IVORY COAST AND REPUBLIC OF THE SENEGAL

The delegation of the Ivory Coast hereby declares that it reserves for its Government and for that of the Republic of the Senegal, by virtue of the powers conferred on it, the right to take any steps - in cooperation with the I.T.U. - they might deem necessary to safeguard their interests, should any Member or Associate Member fail to observe in any way the provisions of the revised version of the Radio Regulations (Geneva 1959) established by the World Administrative Radio Conference to deal with matters relating to the maritime mobile service (Geneva 1967), or if reservations made by other countries should jeopardize the proper working of their telecommunication services.

P. KOPOIN

Head of the Delegation of the Ivory Coast



GENEVA, 1967

Document No. 348-E 30 October 1967 Original: English

PLENARY MEETING

STATEMENT TO BE INCLUDED IN THE FINAL PROTOCOL

REPUBLIC OF SINGAPORE

In signing the Final Acts of the World Administrative Radio Conference, Geneva, 1967, the Delegation of the Republic of Singapore reserves for its Government the right to take such action as it may consider necessary to safeguard its interests should any country fail in any way to comply with the requirements of the Final Acts of this Conference or should reservations by any country jeopardize the telecommunication services of the Republic of Singapore.

WAN SENG KONG

Head of Delegation - Republic of Singapore



GENEVA, 1967

Document No. 349-E 30 October 1967 Original: English

PLENARY MEETING

STATEMENT TO BE INCLUDED IN THE FINAL PROTOCOL

MALAYSIA

Upon signing the Final Acts of the World Administrative Radio Conference, Geneva, 1967, the delegation of Malaysia declares that it reserves the right of the Government of Malaysia to take any action it deems necessary to safeguard its interest should members or associate members in any way fail to comply with the requirements of the Final Acts of the World Administrative Radio Conference, Geneva, 1967, or should any reservation made by members or associate members jeopardize its telecommunication services.

K.P. RAMANATHAN MENON
Head of Delegation - Malaysia



GENEVA, 1967

Document No. 350-E(Rev.2)

8 November 1967 Original: French

PLENARY MEETING

STATEMENT TO BE INCLUDED IN THE FINAL PROTOCOL

ALGERIA (DEMOCRATIC AND POPULAR REPUBLIC OF),
CAMEROON (FEDERAL REPUBLIC OF), IVORY COAST (REPUBLIC OF),
ETHIOPIA, REPUBLIC OF GHANA, LIBERIA (REPUBLIC OF),
SENEGAL (REPUBLIC OF), TUNISIA

The delegations of the above-mentioned countries declare that neither their signature of the Final Acts of the Radio Administrative Conference on matters relating to the maritime mobile service, Geneva 1967, nor the subsequent approval of these Acts by their Governments in any way imply recognition of the present Government of the Republic of South Africa or any obligation towards that Government.

For Algeria	For Ethiopia	For Senegal
M. AOUABED	T. SEBHATU	P. KOPOIN
For Cameroon	For Ghana	<u>For Tunisia</u>
J. JIPGUEP	K.B. HUDSON	H. BEN CHEIKH
For Ivory Coast	For Liberia	· · · · · · · · · · · · · · · · · · ·
P. KOPOIN	s. Butler	



GENEVA, 1967

Document No. 350(Rev.)-E

1 November 1967 Original : French

PLENARY MEETING

STATEMENT TO BE INCLUDED IN THE FINAL PROTOCOL

ALGERIA (DEMOCRATIC AND POPULAR REPUBLIC OF),
CAMEROON (FEDERAL REPUBLIC OF), CONGO (DEMOCRATIC REPUBLIC OF),
IVORY COAST (REPUBLIC OF), ETHIOPIA, REPUBLIC OF GHANA,
LIBERIA (REPUBLIC OF), SENEGAL (REPUBLIC OF). TUNISIA

The delegations of the above-mentioned countries declare that neither their signature of the Final Acts of the Radio Administrative Conference on matters relating to the maritime mobile service, Geneva 1967, nor the subsequent approval of these Acts by their Governments in any way imply recognition of the present Government of the Republic of South Africa or any obligation towards that Government.

For Algeria
M. ACUABED

For Congo

A. KUMBA

For Senegal

P. KOPOIN

For Cameroon

J. JIPGUEP

For Ethiopia

For Ghana

T. SEBHATU

K.B. HUDSON

For Ivory Coast

P. KOPOIN

For Liberia

S. BUTLER

For Tunisia

H. BEN CHEIKH



GENEVA, 1967

Document No. 350-E 30 October 1967 Original: French

PLENARY MEETING

STATEMENT TO BE INCLUDED IN THE FINAL PROTOCOL

ALGERIA (DEMOCRATIC AND POPULAR REPUBLIC OF),
CAMEROON (FEDERAL REPUBLIC OF), CONGO (DEMOCRATIC REPUBLIC OF),
IVORY COAST (REPUBLIC OF), ETHIOPIA, GHANA,
LIBERIA (REPUBLIC OF), SENEGAL, TUNISIA

The delegations of the above-mentioned countries declare that neither their signature of the Final Acts of the Radio Administrative Conference on matters relating to the maritime mobile service, Geneva 1967, nor the subsequent approval of these Acts by their Governments in any way imply recognition of the present Government of the Republic of South Africa or any obligation towards this Government.

For Algeria	For Congo	For Senega
M. ACUABED	A. KUMBA	P. KOPOIN
		•
For Cameroon	For Ethiopia	For Ghana
J. JIPGUEP	T. SEBHATU	K.B. HUDSON

For Ivory Coast
P. KOPOIN
S. BUTLER

For Tunisia
H. BEN CHEIKH



GENEVA, 1967

Document No. 351-E(Rev.)
1 November 1967
Original: English

PLENARY MEETING

STATEMENT TO BE INCLUDED IN THE FINAL PROTOCOL

REPUBLIC OF GHANA

The delegation of the Republic of Ghana reserves the right of his Government to take any action it deems necessary to safeguard its interests should Members or Associate Members in any way fail to comply with the requirements of the Radio Regulations of the World Administrative Radio Conference (Geneva, 1967) or should reservations by other countries jeopardize its telecommunication services.

K.B. HUDSON Republic of Ghana



GENEVA, 1967

Document No. 351-E

30 October 1967 Original : English

PLENARY MEETING

STATEMENT TO BE INCLUDED IN THE FINAL PROTOCOL

GHANA

The delegation of Ghana reserves the right of his Government to take any action it deems necessary to safeguard its interests should Members or Associate Members in any way fail to comply with the requirements of the Radio Regulations of the World Administrative Radio Conference (Geneva, 1967) or should reservations by other countries jeopardize its telecommunication services.

K.B. HUDSON

Ghana



GENEVA, 1967

Document No. 352-E 30 October 1967 Original: French

PLENARY MEETING

STATEMENT TO BE INCLUDED IN THE FINAL PROTOCOL

DEMOCRATIC REPUBLIC OF THE CONGO

In signing the Final Acts of the World Administrative Radio Conference, Geneva 1967, the delegation of the Democratic Republic of the Congo reserves for its Government the right to take such action as it may consider necessary to safeguard its interests should any Member or Associate Member fail in any way to comply with the provisions of the Additional Radio Regulations or should reservations by any country jeopardize the telecommunication services of the Democratic Republic of the Congo.

For the D. R. of the Congo:
A. KUMBA - A. AGOLOA



GENEVA, 1967

Document No. 353-E(Rev.) 30 October 1967 Original: Russian

PLENARY MEETING

STATEMENT TO BE INCLUDED IN THE FINAL PROTOCOL

UNION OF SOVIET SOCIALIST REPUBLICS

STATEMENT

In view of the importance of establishing a world-wide system for the transmission of oceanographic data and the fact that the actual allocation of frequencies for oceanography should only be made with reference to such a world-wide system, the delegation of the Union of Soviet Socialist Republics has submitted proposals to the World Administrative Radio Conference, Geneva 1967, recommending that the Intergovernmental Oceanographic Commission (I.O.C.) and the World Meteorological Organization (W.M.O.) work out an international system of this sort and determine the frequency requirements of oceanography with the help of telecommunication experts.

Taking into consideration that specified frequency bands have been allocated for the transmission of oceanographic data before a plan for the establishment of a world-wide system for the collection of oceanographic data has been worked out and agreed upon by the countries concerned, the Telecommunication Administration of the U.S.S.R. considers that the question of allocating frequencies for the transmission of oceanographic data has been left open.



GENEVA, 1967

Document No. 353-E 30 October 1967 Original: Russian

PLENARY MEETING

STATEMENT TO BE INCLUDED IN THE FINAL PROTOCOL

UNION OF SOVIET SOCIALIST REPUBLICS

STATEMENT

In view of the importance of establishing a world-wide system for the transmission of oceanographic data and the fact that the actual allocation of frequencies for oceanography should only be made with reference to such a world-wide system, the delegation of the Union of Soviet Socialist Republics has submitted proposals to the World Administrative Radio Conference, Geneva 1967, recommending that the Intergovernmental Oceanographic Commission (I.O.C.) and the World Meteorological Organization (W.M.O.) work out an international system of this sort and determine the frequency requirements of oceanography with the help of telecommunication experts.

Since frequency bands have been allocated for the transmission of oceanographic data before a coordinated plan for the establishment of a world-wide system for the collection of oceanographic data has been worked out and adopted, the Telecommunication Administration of the U.S.S.R. considers that the question of allocating frequencies for the transmission of oceanographic data has been left open.



GENEVA, 1967

Document No. 354-E 30 October 1967 Original: English

PLENARY · MEETING

STATEMENT TO BE INCLUDED IN THE FINAL PROTOCOL

PAKISTAN

"The Delegation of Pakistan declares that its Government would do its utmost to abide by the various decisions of the World Administrative Radio Conference, Geneva 1967. However, Pakistan reserves the right to take all necessary action to safeguard its interest should a Member or Associate Member fail to abide by the decisions of the same Conference or should reservations made by other administrations jeopardize the telecommunication services of Pakistan."

(S.N. RAHIM)

Leader, Pakistan Delegation To W.A.R.C., Geneva, 1967



GENEVA, 1967

Document No. 355-E (Rev)
1 November 1967
Original: English

PLENARY MEETING_

STATEMENTS TO BE INCLUDED IN THE FINAL PROTOCOL ALGERIA (DEMOCRATIC AND POPULAR REPUBLIC),

KUWAIT (STATE OF), JORDAN (HASHEMITE

KINGDOM OF), TUNISIA

The above-mentioned delegations declare that the signature, and possible subsequent approval by their respective governments of the Final Acts of the World Administrative Radio Conference to deal with matters relating to the maritime mobile service, are not valid with respect to the Member appearing under the name of Israel, and in no way imply its recognition.

For Algeria:

M. AOUABED

For the State of Kuwait: Head of Delegation

Ahmed A. AL-SAADOON

For Tunisia:

Habib BEN CHEIKH

For the Hashemite Kingdom of Jordan:

Ahmed A. AL-SAADOON



GENEVA, 1967

Document No. 355-E 30 October 1967 Original: English

PLENARY MEETING

STATEMENTS TO BE INCLUDED IN THE FINAL PROTOCOL

ALGERIA, KUWAIT, JORDAN

The above-mentioned delegations declare that the signature, and possible subsequent approval by their respective governments of the Final Acts of the World Administrative Radio Conference to deal with matters relating to the maritime mobile service, are not valid with respect to the Member appearing under the name of Israel, and in no way imply its recognition.

For Algeria:

M. AOUABED

For the State of Kuwait: Head of Delegation

Ahmed A. AL-SAADOON

For the Hashemite Kingdom of Jordan:

Ahmed A. AL-SAADOON



GENEVA, 1967

Document No. 356-E 30 October 1967 Original: Spanish

PLENARY MEETING

STATEMENT TO BE INCLUDED IN THE FINAL PROTOCOL

CUBA I

On signing the Final Acts of the Maritime Mobile Radio Conference, Geneva, 1967, the delegation of Cuba, on behalf of the Government of the Republic of Cuba, makes the following declaration:

Considering:

- a) That there is no agreement on legislation regulating all matters concerned with oceanographic data transmission under world-wide juridical standards.
- b) That technical data and an organized world-wide system for establishing a plan for collecting and supplying oceanographic information to all countries does not exist,
- c) That this Conference approved without unanimity the setting aside of a frequency band for the transmission of oceanographic data without prior establishment of the technical, organizational and juridical bases for the carrying out of such a plan.

Cuba accordingly makes a formal reservation as regards:

Everything approved in this Conference in connection with the establishment of specific bands in the radio spectrum allocated to the maritime mobile service for the exclusive use of oceanographic data transmission, so long as the bases of a world-wide system, coordinated for the collection of such data, does not exist and there is no plan which would allow all countries to participate under equal conditions.

Delegation of Cuba

J. RAURELL VIDAL

CUBA II

Upon signing the Final Acts of the World Administrative Radio Conference, Geneva, 1967, on behalf of the Government of the Republic of Cuba, the delegation of Cuba makes the following declaration:

Considering:

- a) That several countries have expressed themselves in favour of later dates than that agreed by the present Conference for the introduction of single sideband technique in the maritime mobile bands.
- b) That no single criterion has been found on the dates of implementation, which shows that various countries are not in sufficiently developed economic, technical and operational conditions to introduce this system by the agreed date.
- c) That the Conference has not taken into account the unequal development of the various countries represented here.

We therefore make a formal reservation as regards the dates approved by the present Conference for the introduction of single sideband technique in the maritime mobile service.

Delegation of Cuba
J. RAURELL VIDAL

CUBA III

Upon signing the Final Acts of the Maritime Mobile Conference, Geneva, 1967, the delegation of Cuba, on behalf of its Government, declares that:

- The delegation of the traitor régime of Saigon cannot, in this Conference, nor in any other, represent the heroic people of South Vietnam. The sole legitimate representative of the people of South Vietnam is the National Liberation Front of South Vietnam.
- 2. It is ridiculous and without any legal value that the delegates of the puppet régime of South Korea should presume to represent all Korea at this Conference. The Government of South Korea is at no time representative of the Korean people.
- 3. The presence and the signature of the Final Acts of this Conference by the delegates of the puppet régime of Taiwan are illegal and illogical. The legitimate representatives of China can be appointed only by the Government of the Chinese People's Republic.

Delegation of Cuba
J. RAURELL VIDAL

GENEVA, 1967

Document No. 357-E 30 October 1967 Original: English

PLENARY MEETING

STATEMENT TO BE INCLUDED IN THE FINAL PROTOCOL

FOR THE REPUBLIC OF LIBERIA

The delegation of the Republic of Liberia hereby reserves the right of its Government to take any action it deems necessary to safeguard its interests should Members or Associate Members in any way fail to comply with the requirements of the World Administrative Radio Conference (Geneva, 1967) or should reservations by other countries jeopardize its telecommunication services.

S. BUTLER

30 October 1967 Republic of Liberia



GENEVA, 1967

Document No. 358-E 30 October 1967 Original : French

PLENARY MEETING

STATEMENT TO BE INCLUDED IN THE FINAL PROTOCOL

PEOPLE'S REPUBLIC OF BULGARIA, HUNGARIAN PEOPLE'S REPUBLIC,
PEOPLE'S REPUBLIC OF POLAND AND CZECHOSLOVAK SOCIALIST REPUBLIC

In signing the Final Acts of the present Conference, the delegations of the above-mentioned countries wish to make the following declaration:

The present Conference has designated frequency bands for the transmission of oceanographic data in the Mc/s bands allocated exclusively to the maritime mobile service.

The delegations of the above-mentioned countries fully recognize the importance of establishing a world-wide system for the collection and transmission of oceanographic data. Nevertheless, they consider it would be more logical and consonant with the interests of such a system if its international legal status were defined beforehand and solutions devised for all the technical problems arising in connection with the establishment and operation of the system. In the absence of technical criteria worked out by the competent international bodies, including the C.C.I.R., any decisions on this matter are bound to be incomplete and even erroneous.

For these reasons the delegations of the above-mentioned countries maintain their point of view that a solution to the problems of oceanography including the allocation of frequency bands and the assignment of frequencies for the transmission of oceanographic data, can only be worked out following a thorough study of the problem by the Intergovernmental Oceanographic Commission and the World Meteorological Organization, acting in consultation with the International Telecommunication Union - the technical and legal conditions referred to above having been fulfilled - and on the basis of a world-wide, coordinated plan for the geographical distribution of oceanographical stations and their systems of operation.



Document No. 358-E Page 2

In view of the above, the delegations of the countries referred to consider that the question of allocating and utilizing frequency bands for the transmission of oceanographic data has been left open.

Head of Delegation of the P.R. of Bulgaria:

Head of Delegation of the P.R. of Hungary:

N. STEPHANOV

D. HORN

Head of Delegation of the P.R. of Poland:

Head of Delegation of the S.R. of Czechoslovakia:

J. RUTKOWSKI

J. MARŠIČEK

INTERNATIONAL TELECOMMUNICATION UNION MARITIME CONFERENCE

GENEVA, 1967

Document No.359-E 30 October 1967 Original: English

COMMITTEE 3

SUMMARY RECORD

of the

SECOND AND LAST MEETING OF COMMITTEE 3

Friday, 27 October 1967, at 1430 hours

Chairman: Mr. J. HERNANDEZ (Mexico)

<u>Vice-Chairman</u>: Mr. V.V. RAO (India)

Subjects discussed	Documents Nos.
1. Approval of the Summary Record of the First Meeting	224
2. Cost of printing the Final Acts	324.
3. Statement of the expenses of the Conference	323
4. Draft Report of the Plenary Meeting	DT/128



1. Summary Record of the First Meeting (Document No. 224).

Document No. 224 was approved.

2. Cost of printing the Final Acts (Document No. 324)

The <u>Vice-Chairman</u> queried the sum of 40,000.- Swiss francs for printing staff overtime, etc., as it was higher than the cost of the actual printing.

The representative of the Finance Department explained that the estimate had been made by the Publications Division and the figure given was a maximum; it was extremely difficult to foresee expenditure for that item.

The <u>Secretary of the Conference</u> added that the printers spent considerable time waiting for texts, and the tariffs for work on Sundays, for example, were very high. It was still uncertain whether or not the printers would have to work during the following weekend.

Document No. 324 was approved.

3. Statement of the expenses of the Conference (Document No. 323)

The representative of the Finance Department announced some changes to the figures contained in the document.

The three estimates for overtime under "Staff" had been exceeded during the fifth and sixth weeks of the Conference as a result of the large amount of overtime worked. It had accordingly been necessary to revise the estimates on those accounts for the remainder of the Conference. The estimated total for "Staff" would be increased by 15,000.— Swiss francs so that the final estimated total would amount to 997,500.— Swiss francs, leaving a margin of 52,500.— Swiss francs.

Document No. 323 was approved.

4. Draft Report to the Plenary Meeting (Document No. DT/128)

The Chairman took the Report point by point.

Point 2

The <u>Vice-Chairman</u> pointed out that in the fifth line from the bottom of the page the word "at" should be replaced by "up to".

The Chairman said that the figures 997,500.- Swiss francs and 52,500.- Swiss francs would replace the original figures.

Point 4

The Secretary of the Conference said that one of the duties of a Conference Finance Committee was to deal with the facilities available to the delegates. It had been anticipated that the Conference would break up into a large number of Working Groups which did not require simultaneous interpretation. In fact, even the small ad hoc groups with 10 or 15 delegates had requested interpretation facilities, and some Working Groups had been as large as 150 delegates, so that Room 4, with a capacity of 40, had proved unsuitable.

It might be useful for the Finance Committee to include in its Report some comments on the situation so that when future conferences were being planned, extra interpreters and more appropriate meeting rooms could be provided, and the Administrative Council would be aware of the difficulties involved.

The <u>delegate of the United States of America</u> strongly endorsed those comments, and thought that some criticism of the Maison des Congrès as a modern conference hall should also be included.

The Vice-Chairman shared those views.

It was agreed that the Secretary of the Conference should be asked to prepare a text for inclusion in the Report, to be examined and adopted in the Plenary meeting.

The Draft Report in Document No. DT/128 was approved, with the above amendments.

The meeting rose at 1510 hours.

Secretary of Committee 3:

Chairman of Committee 3:

R. PRELAZ

J. HERNANDEZ

MARITIME CONFERENCE

GENEVA, 1967

Document No. 360-E 31 October 1967 Original: English

COMMITTEE 5

SUMMARY RECORD

of the

EIGHTH MEETING OF COMMITTEE 5

Saturday, 21 October 1967, at 0930 hours

Chairman: Mr. P. MORTENSEN (Norway)

<u>Vice-Chairman</u>: Mr. A. de SOUZA COELHO (Brazil)

Subjects discussed	<u>Documents Nos.</u>	
1. Continuation of examination of fifth report of Working Group 5B	266	
2. Second Report of Working Group 50	271, DT/109	
3. Consideration of Proposal NZL/131 (25 and 27)	131	
4. Seventh Report of Working Group 5A	2 98	



1. Continuation of examination of fifth report of Working Group 5B (Document No. 266)

The <u>Chairman</u> reminded the Committee that, at its preceding meeting, it had approved paragraphs 1 to 4 and had begun to discuss the question whether class A3H should be obligatory only for coast stations during the transition period, or whether that class of emission should be compulsory for both coast and ship stations. The delegate of Mexico had suggested as a compromise that the words "or A3" should appear after "class A3H" in "resolves" paragraph 3 of the draft Resolution in Annex 1.

The <u>delegate of France</u> considered that the Mexican suggestion would have the effect of prolonging the use of DSB on board many ships until 1978. To facilitate agreement, France could agree that A3H should be made permissive on board ships.

The <u>delegate of Denmark</u> thought that the compromise solution would be of interest to ship stations but would not solve the problems of coast stations. Class A3H emissions from coast stations were essential to cater for ships without SSB receivers until the end of the transition period, and both coast and ship stations must be capable of transmitting compatible signals during that period.

The <u>delegate of Italy</u> agreed with the delegate of France that it would be preferable to make A3H emissions permissible than to allow the use of A3 emissions. One of the reasons for that view was that administrative difficulties with regard to old DSB equipment might arise when the owner of the ship was not the owner of the equipment on board.

The delegate of Canada said that his delegation had abstained from voting on the question in the Working Group, because it did not consider that the provision could be made in a single paragraph. It would be wise to have one paragraph for coast stations and another for ship stations, making the use of A3H permissible for the latter.

Districted the second

The delegate of Denmark said he could not agree with the speakers who assumed that no inconvenience would arise if ships did not have A3H equipment. Many cases of harmful interference might arise if ships having no A3H nevertheless tried to communicate with other ships. It was extremely important to achieve compatibility.

The <u>delegate of Australia</u> thought that the Mexican proposal had considerable merit, and could not agree with the French delegate that DSB might be continued for normal working, since ships given the choice between SSB and DSB equipment would inevitably choose the former.

The <u>delegate of Poland</u> did not consider that the Mexican proposal provided a realistic solution. A3H emissions should be made compulsory for ship stations until the end of the transition period.

The <u>delegate of Canada</u> proposed that paragraph 3 of the draft Resolution should be split into three sentences, the first stating that until 1 January 1978 coast stations must be able to communicate with both SSB and DSB ships, the second, that until 1 January 1972 ship stations should be able to communicate with DSB coast stations, and the third, that until 1 January 1978, ship stations should be capable of communication in the A3 or A3H mode.

The Representative of the International Chamber of Shipping thought it might be simpler to amend the opening phrase of paragraph 3 to read "Until 1 January 1978, coast stations equipped for single sideband operations shall, and ship stations equipped for single sideband operations should, be able to use ..."

The <u>delegate of the U.S.S.R.</u> said that he could agree in principle to that amendment, but that the words "shall" and "should" were the same in Russian. Perhaps some other expression might be used for "should" in the original draft.

The <u>delegate of New Zealand</u> suggested that the U.S.S.R. delegate's difficulty might be met by including the words "wherever practicable" after "should".

The <u>delegate of the Netherlands</u>, supported by <u>the delegates of Denmark</u>, <u>Australia</u>, <u>Canada</u> and <u>the United States of America</u>, said that the correct expression in English was "should", without any qualification, to convey the meaning of a moral obligation on the part of ship owners to use A3H emissions.

The Chairman read out the following new text of paragraph 3:

"Until 1 January 1978, coast stations equipped for single sideband operations shall, and ship stations equipped for single sideband operations should, be able to use class A3H emissions in addition to A3A and A3J emissions.

"In any event, ship stations shall, until 1 January 1972, be able to use either class A3 or A3H emissions."

The <u>delegate</u> of the Federal Republic of Germany, supported by the <u>delegate</u> of <u>Switzerland</u>, observed that the effect of that paragrph would be that between 1972 and 1978 ships equipped only with SSB could not communicate with ships having only A3 equipment.

The <u>delegate of Canada</u> pointed out that the case referred to by the delegate of the Federal Republic of Germany would occur infrequently and that in an emergency the modulation of transmission could be turned down by 6 dB or more, so that A3A emissions could be received on A3 equipment.

The <u>delegates of New Zealand</u> and <u>the United States of America</u> thought that a reference to class A3A and A3J emissions should be made in the last paragraph read out by the Chairman.

The delegates of the Federal Republic of Germany and Switzerland asked that a vote be taken on the text read out by the Chairman.

The text was approved by 20 votes to 4, with 4 abstentions.

At the request of the <u>delegate of New Zealand</u>, the <u>Chairman</u> put to the vote the following version of the second paragraph:

"In any event, ship stations shall, until 1 January 1972, be able to use either (1) A3 class of emission or (2) classes of emission A3H, A3A and A3J."

That paragraph was approved by 20 votes to none, with 8 abstentions.

The <u>Chairman</u> invited the Committee to consider the draft Resolution in Annex I, bearing in mind that paragraph 3 had been approved in connection with the second part of paragraph 5 of the report.

"Resolves" introductory paragraph.

The <u>delegate of the United States of America</u> suggested that the words "Radio Regulations, Geneva 1967" in the first few lines be replaced by "Final Acts of this Conference."

It was so agreed.

Paragraph 1

The Representative of the International Radio Maritime Commission observed that the words "or replacement" in the first line were unnecessary since that wording precluded replacement of all or part of the installations in question on a servicing basis.

The <u>delegate of the Netherlands</u>, supported by the <u>delegate of the United Kingdom</u>, suggested that those words should be deleted.

It was so agreed.

Paragraphs 2 and 4

The <u>delegate of the U.S.S.R.</u>, referring to paragraph 2 reminded the Committee that he had reserved his delegation's right to speak again in plenary meeting on the date when coast stations should cease all DSB emissions.

Paragraphs 2 and 4 were approved.

"Further resolves" paragraph

The <u>delegate of India</u>, supported by the <u>delegates of the United</u>
States of America and the <u>United Kingdom</u> suggested that the word "is" should be replaced by "be".

It was so agreed.

The draft Resolution in Annex I, as amended, was approved.

The <u>Chairman</u> invited the Committee to consider the draft Resolution in Annex II.

"Resolves" paragraphs 1 and 2

The <u>delegate of the United Kingdom</u> observed that the decisions of Working Group 5B might be adversely affected by the adoption of the draft Resolution. He understood that class A3B emissions might be used as an exception where the normal SSB channels happened to be adjacent; such use should not, however, prejudge the selection of channels under Appendix 17.

The <u>Chairman</u> thought that the United Kingdom delegate's point was covered by "resolves" paragraph 2. Appendix 25 covered the transition period, and the possibility of using A3B emissions would be covered by that appendix; Appendix 17B referred to the SSB frequencies, and it should be borne in mind that SSB would not be compulsory for coast stations until 1972.

The <u>delegate of New Zealand</u> observed that Working Group 5B was to consider a proposal to amend Appendix 17A, which referred to DSB frequencies.

The <u>delegate of the United States of America</u> suggested that the word "next" in the first line of paragraph 2 should be deleted.

It was so agreed.

The draft Resolution in Annex II was approved, as amended.

Document No. 266, as a whole, as amended, was approved.

2. Second report of Working Group 5C (Documents Nos. 271, DT/109)

The Chairman of Working Group 5C said that the main purpose of the Working Group's report (Document No. 271) was to modify Appendix 19 and to add a new Appendix 19A. It was proposed to retain Appendix 19, in its existing form, but to amend the title to show that it related only to equipment using 50 kc/s spacing. The new Appendix 19A, relating to equipment using 25 kc/s spacing, was given in Annex I to the report. It would be seen that the new Appendix was drafted along the lines of Appendix 19, with the exception of a reduction of frequency deviation in paragraph 2, a reference to the frequency tolerance in paragraph 3, and the introduction of a new paragraph 6 on the possibility of reducing the power of ship transmitters in such congested quarters as harbour entrances, to avoid interference.

Section 2 of the report entailed a consequential amendment to Appendix 3, which was given in Annex II and conformed with the resolution in Document No. 242. Section 3 contained a new footnote on inland waterways to be added to Appendix 18, and Section 4 another consequential amendment to No. 287 of the Radio Regulations; a revised text of that amendment was given in Document No. DT/109. Section 5 contained an amendment of the definition in No. 37 and a proposal to insert a new definition No. 38A for port stations, and Section 6 contained consequential amendments to Nos. 1371 and 1367A. It would be seen that the Working Group had decided that the latter amendment should be referred to Committee 6.

Section 1

Approved.

Annex I

Paragraph 2

The <u>delegate of Canada</u>, supported by the <u>delegates of Denmark</u>, and <u>Switzerland</u>, suggested that the paragraph should read as follows:

"The frequency deviation corresponding to 100% modulation is \pm 5 kc/s. In no event shall the frequency deviation exceed this value."

The <u>delegate of the United Kingdom</u> considered that the existing text was more accurate.

The Canadian suggestion was <u>rejected</u> by 15 votes to 13, with 1 abstention.

Paragraph 4

The <u>delegate of Canada</u> pointed out that the Appendix in question was 18. not 18A.

Paragraph 5

The <u>delegate of South Africa</u> suggested that the words "an upper frequency of" should in inserted after "limited to".

After a brief discussion, the <u>delegate of Italy</u> suggested that the wording of C.C.I.R. Recommendation 425, paragraph 7.4, "The audio frequency bandwidth should be limited to 3 000 c/s", should be used.

It was so agreed.

The <u>delegate</u> to <u>Sweden</u>, supported by the <u>delegate</u> of <u>Poland</u>, proposed that the <u>bandwidth</u> should be reduced to 2 700 c/s.

The <u>delegate</u> of <u>Switzerland</u> opposed that proposal.

The Swedish proposal was <u>rejected</u> by 23 votes to 7.

Annex I, as amended, was approved.

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Section 2 and Annex II

Approved.

Section 3

The <u>delegate of Italy</u> said that he saw no reason for referring specifically to the use of the frequencies in question by inland waterways, since such a reference might be construed to mean that the service had priority over others.

The <u>delegates of Switzerland</u> and the <u>Netherlands</u> considered that the footnote was useful for information purposes and could not lead to any misunderstanding.

The <u>Chairman</u> observed that the Italian delegate's suggestion had not been supported.

Section 3 was approved.

Section 4

The <u>delegate of Italy</u> repeated his objection in connection with the modification of No. 287 of the Radio Regulations proposed in Document No. DT/109.

The Chairman observed that that objection had received no support.

The <u>delegate of South Africa</u> suggested that the word "also" should be included after the word "may" in the second line of the amendment.

The <u>delegate of France</u>, supported by the <u>delegates of India</u>, <u>Sweden</u>, <u>Switzerland</u>, the <u>Netherlands</u> and <u>Japan</u>, observed that the word "also" had a very specific meaning in Article 5, and that it might therefore be dangerous to use it in No. 287.

The delegate of South Africa withdrew his suggestion.

Section 4 was approved.

Section 5

The <u>delegate of Canada</u> said that the word "a" should be inserted before "public correspondence" in definition No. 37.

In reply to the <u>delegate of France</u>, who had drawn attention to a mis-translation of the words "operational handling" in the French text, the <u>Representative of the I.F.R.B.</u> said that the words should be translated as "<u>les manutentions</u>"

Section 5, as amended, was approved.

Section 6

No. 1371

The <u>delegate of Denmark</u>, supported by the <u>delegate of Norway</u>, suggested that the last sentence of the new definition No. 37 should be added at the end of No. 1371.

The <u>delegate of South Africa</u> agreed to that addition but suggested that the word "However" should be deleted from both texts.

It was so agreed.

Section 6, as amended, was approved.

Document No. 271, as a whole, as amended, was approved.

3. Consideration of proposal NZL/131 (25 and 27) (Document No. 131)

The <u>Chairman</u> announced that Committee 6 had already dealt with proposals of New Zealand in Document No. 131, but that some of the proposals might have been left out as not appropriate for that Committee.

The delegate of New Zealand asked that the matter was deferred.

4. Seventh report of Working Group 5A (Document No. 298)

The <u>Chairman of Working Group 5A</u> said that the report dealt with two subjects. The first concerned a draft Recommendation, resulting from a Netherlands proposal, to the effect that specific frequencies should be designated for common use by radio telephone coast stations for their communications with ships of other nationalities. The second subject concerned a Danish proposal on the continuation of DSB mode of operation after the transition period for specific low-power equipment, used for intership communications.

Document No. 360-E Page 10

Section I of the report was approved.

<u>Draft Recommendation - Annex</u>

"Considering" paragraph a)

The <u>delegate of the United States of America</u> said that a semicolon should be included after the word "nationality" in the third line.

The draft Recommendation was approved.

Section 2

The <u>delegate of Denmark</u> said that his Administration's proposal contained in Document No. 248 had been amended by the Danish delegation during the deliberations of Working Group 5A to cover only the bands 3 155 - 3 400 and 3 500 - 3 800 kc/s. Reference to Nos. 984, 985 and 986 had consequently been removed from the proposal and replaced by the timetable for conversion to SSB.

Application of the exception clause No. 115 to as great a number as 1600 to 2000 ship stations was regarded by the Danish delegation as an unhappy solution, but since conversion to SSB by such low power stations would not be economically justified, it saw no other possibility than to operate under No. 115.

Document No. 298, as amended, was approved.

The meeting rose at 1250 hours.

Secretary of Committee 5:

Chairman of Committee 5:

J. BALFROID

P. MORTENSEN

INTERNATIONAL TELECOMMUNICATION UNION MARITIME CONFERENCE

GENEVA, 1967

Document No. 361-E 31 October 1967 Original: English

COMMITTEE 5

SUMMARY RECORD

of the

NINTH MEETING OF COMMITTEE 5

Tuesday, 24 October 1967, at 1500 hours

Chairman: Mr. P. MORTENSEN (Norway)

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

Sub	jects discussed:	Documents Nos.:
1.	Summary Record of the Fourth Meeting	279
2.	Summary Record of the Fifth Meeting	280
3.	Summary Record of the Joint Meeting of Committees 4 and 5	273
4.	Summary Record of the Sixth Meeting	293
5•	Annexes 1, 4 and 6 of the Fourth Report to the Plenary	
6.	New Zealand proposals NZL/131(25) and (26)	131 and 292`
7.	Document No. 275, paragraphs 1.3, 1.4 and 2.4	
8.	Document No. 291, <u>MOD</u> 985	



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Page 2

1. Summary Record of the Fourth Meeting (Document No. 279)

Page 3

The delegate of the United Kingdom commented on the statement made by the representative of the I.F.R.B., as it was in view of the I.F.R.B. remarks that the United Kingdom proposal had been withdrawn a proposal which, among other things, said that the lower channel carrier should be less than 3 kc/s lower than the existing DSB carrier. The I.F.R.B. statement implied that with the lower channel normally placed 3 kc/s from existing DSB carrier assignments there could be an unfavourable finding if the power of the lower deriving channel were based on the conversion factor of four times the mean power of the existing DSB channel. It was suggested that, in the case of an unfavourable finding, one might either displace the new carrier slightly or reduce the power, but any change of the carrier spacing to less than 3 kc/s would be a derogation of the Conference's decision to space carriers in the MF band by 3 kc/s. The method of reducing the power to a degree destroyed the advanatage of SSB over DSB, which was particularly important in the shared MF band, which suffered from a very high noise level produced by a mass of unidentifiable emissions. He failed to see what the other suitable method referred to could be.

Page 4

The <u>delegate of Australia</u> asked for the following words to be added to his intervention:

", with regard to carrier frequency spacing."

Page 5

The <u>delegate of Canada</u> pointed out that the word "receivers" in his intervention should be "transceivers".

Page 6

The <u>delegate of Portugal</u> said that the second paragraph of his intervention was unclear and should be deleted.

Page 9

The <u>delegate of the United States of America</u> said that the second sentence of the first paragraph should read:

"The SSB carrier should correspond to the former DSB, subsequently becoming - 3kc/s for the lower carrier."

Document No. 297 was approved, as amended.

2. Summary Record of the Fifth Meeting (Document No. 280)

The <u>delegate of the United States of America</u> said that the words "not exceed" in lines 4 and 5 of his intervention should read "extend beyond".

Document No. 280 was approved, with that amendment.

3. Summary Record of the Joint Meeting of Committees 4 and 5 (Document No. 273)

Page 2

The <u>delegate of the United States of America</u> noted that "ship-to-shore" should be replaced by "shore-to-ship" in the third line of the last paragraph.

Page 3

The <u>delegate of the United States of America</u> asked that the words "any type of" be inserted before "selective" in the penultimate line.

Document No. 273 was approved, as amended.

4. Summary Record of the Sixth Meeting (Document No. 293)

Page 8

The <u>delegate of Sweden</u> asked that the last part of the fifth line of his intervention be re-worded as follows:

"... as great in other parts of the world as in the Scandinavian countries."

Document No. 293 was approved, with that amendment.

5. Annexes 1, 4 and 6 of the Fourth Report to the Plenary

The <u>Chairman</u> explained that drafting changes had been made to the Annexes, and the Committee should consider them again before they were submitted to the Plenary meeting.

Annex 1

The <u>delegate of the United States of America</u> said that, to bring the text up to date, the fourth line should be altered to read:

"Resolution No. /Document No. 266, Annex II/..."

With regard to 2 under "resolves that", the <u>delegate of the U.S.S.R.</u> asked that the date 1 January 1972 be placed in square brackets, as several delegations had been opposed to it.

The <u>Chairman</u> replied that the reservation of certain delegations had been included in the Report, and that the Plenary meeting would finally settle the date, but that the Committee had made a decision on the date mentioned.

He explained that an attempt had been made to bring the English and Spanish texts of paragraph 3 closer to the French, and asked whether delegates preferred the original or revised version, both of which were given in the document.

The <u>delegates of the United States of America</u>, <u>Argentina</u>, <u>South Africa</u> and the <u>United Kingdom</u> preferred the first wording, and the <u>delegates of Sweden</u>, <u>New Zealand</u> and <u>Norway</u> fovoured the second.

The <u>delegate of Spain</u> pointed out that neither of the Spanish versions were correct. A new translation should be agreed upon by the Editorial Committee.

It was decided to include the original text in the Report.

The <u>delegate of Portugal</u>, supported by the <u>delegate of Italy</u>, referring to "further resolves", said that it would be preferable not to include the abrogation of Recommendation No. 28 in the Resolution before the Committee, as all abrogations were to be dealt with in another Resolution.

The <u>Chairman</u> agreed that the abrogation of Recommendations and Resolutions decided upon by Committees would be covered in a single Resolution to be finalized by the Editorial Committee.

Annex 4

The Chairman said that two proposals had been combined in a single Appendix 17A and suggested that the Committee go through the Annex paragraph by paragraph, so as to settle any points that remained unclear.

Paragraph 2

After a lengthy discussion, it was <u>decided</u> to put the word "only" before "upper sideband" instead of at the end of the sentence.

Paragraph 3

At the <u>Chairman's</u> suggestion, it was <u>decided</u> to delete the second sentence and insert it as a footnote to the table in paragraph 6.

The <u>delegate of Sweden</u> asked that a cross-reference be included to the other parts of the Radio Regulations where it appeared.

Paragraph 6

After an explanation by the <u>delegate of Canada</u> on the phrase "as far as spurious emissions are concerned", it was <u>agreed</u> to leave the text as it appeared in the document.

Annex 6

The <u>Chairman</u> explained that the old and new technical characteristics had been combined and presented as Sections A and B, respectively, of a single document. References in other Regulations would have to be amended accordingly. Section A consisted of the existing Regulations and no proposals had been received for their modification. The reduction of power referred to in paragraph 6 was intended to apply to new equipment.

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The <u>delegate of the Federal Republic of Germany</u>, referring to the last point, said that the Working Group had favoured the date of 1 January 1973 for such new equipment, but considered that no date should be mentioned in the text.

The delegate of Portugal agreed that the date should be omitted.

The <u>delegates of Canada</u> and <u>Switzerland</u> suggested that the word "transmitters" should be deleted from the sentence.

It was so agreed.

With reference to paragraph 3, the <u>delegates</u> of <u>New Zealand</u> and <u>Portugal</u> preferred to see the tolerance expressed as 10 parts per million, but after discussion it was <u>agreed</u> to leave the text as it was given.

Referring to paragraph 5, the Chairman said that "band" had been put back in preference to "bandwidth". In reply to the delegates of Norway and Sweden, he explained that "band" was equivalent to "response", and that the modulation should be limited to 3 000 c/s as the highest audio frequency. Administrations could go into more detailed specifications in their national regulations.

The <u>delegates of Denmark</u>, the <u>United Kingdom and the Federal</u>
Republic of Germany thought that the wording of the present document was satisfactory.

The <u>delegate of Sweden</u> reserved the right to speak on the figure of 3 000 c/s at the Plenary, as he considered that his proposal for 2 700 c/s had not been discussed sufficiently before the vote was taken.

The Annexes contained in Document No. C5/9 were approved, as amended.

6. New Zealand proposals NZL/131 (25) and (26) (Documents Nos. 131, 292)

The <u>Chairman</u> pointed out that the proposals in question had been considered by Working Group 6B and drew attention to the relevant report of that Working Group (Document No. 292).

Proposal NZL/131 (25)

The <u>delegate of New Zealand</u> said that his Administration had submitted all the proposals in Document No. 131 in the belief that greater emphasis should be placed on the distress aspect of frequency 156.8 Mc/s and that its status in the Radio Regulations should be made to correspond to that given to frequency 2 182 kc/s. Proposal 25 was designed to fill a gap in Article 7, which contained no reference to frequency 156.8 Mc/s or, indeed, to the VHF maritime mobile band. The only mention of the frequency in the Radio Regulations, apart from Appendix 18, was in No. 287 of Article 5, where it was somewhat obscured by the frequency allocation tables which were the main content of that Article. New Zealand therefore proposed that the information in No. 287 should be restated in a new Regulation in Article 7.

The <u>delegate of the United Kingdom</u> said he could agree to the procedure proposed by New Zealand, but pointed out that the information in the new No. 457A did not quite correspond to No. 287.

The <u>delegate of Denmark</u>, supported by the <u>delegates of Poland</u> and <u>Italy</u>, proposed that, since the figures given in the New Zealand text did not quite correspond to those in Appendix 18, a reference should be made in Article 7 to the use of the whole band 156 - 174 Mc/s, as shown in Appendix 18.

The <u>delegate of the United States of America</u> also supported that proposal and suggested that the new No. 457A should read as follows:

"The use of frequencies in the band 156 - 174 Mc/s by the maritime mobile service is shown in Appendix 18 \angle 18A \angle ."

That text was approved.

Proposal NZL/131 (26)

The <u>delegate of New Zealand</u> said that, since the I.M.C.O. Safety Committee was currently dealing with, inter alia, measures for survival craft, and since Working Group 6B saw no need for designating 156.8 Mc/s as a survival craft frequency, his Administration had decided to withdraw its proposal.

7. Document No. 275, paragraphs 1.3, 1.4 and 2.4

The <u>Chairman</u> explained that the paragraphs in question had been referred to Committee 5 by Committee 4 because they related to radiotelephony frequencies.

The Committee took note of paragraphs 1.3, 1.4 and 2.4 of Document No. 275.

8. Document No. 291 (B.5), MOD 985

The <u>Chairman</u> reminded the Committee that, during the discussion of MOD 985 at the third Plenary meeting, it had been decided that the Norwegian provisional reservation in connection with direction-finding should be taken up again in Committee 5.

The delegate of Norway pointed out that the effect of MOD 985 would be that after 1 January 1980 class A3A and A3J emissions only would be authorized, except for the use of A3H on carrier frequency 2 182 kc/s, and that direction-finding on those two classes of emission was not practicable. Nevertheless, there was a requirement for taking bearings during normal operation, especially for fishing vessels, and the Norwegian delegation suggested three different ways of solving that problem.

In the first place, the transmitter could be provided with a tone generator whereby it could be modulated; the resulting constant frequency emission would facilitate direction-finding. That solution would require the audio frequency generator as an additional device.

Secondly, the Radio Regulations might allow full carrier to be transmitted on any intership frequency when direction-finding had to be carried out. That solution might, however, jeopardize proper SSB operation during voice communication.

Thirdly, as a parallel with 410 kc/s for MF radiotelegraphy, it might be possible to allow the full carrier to be transmitted for direction-finding purposes, only on 2 056 kc/s for Region 1 and only on 2 638 kc/s for Regions 2 and 3.

The $\underline{\text{delegate}}$ of $\underline{\text{Denmark}}$ considered that the first solution was undesirable because it involved unnecessary technical complications. He was in favour of the second variant.

The <u>delegate of New Zealand</u> said he could not agree to the second solution, as he was reluctant to jeopardize the proper use of SSB operation during voice communication. He could, however, support the third solution.

The <u>delegate of Sweden</u> said that he too was in favour of permitting the use of the full carrier for direction-finding purposes.

The <u>delegate of France</u>, supported by the <u>delegate of the Netherlands</u>, considered that it would be highly prejudicial to discipline to open the possibility of the use of A3H by fishing vessels, which would be the effect of the adoption of the second variant. The first solution seemed to be the most practicable, as the price of the additional equipment required was not great.

The <u>delegate of the United States of America</u> also supported those views. The first solution could be applied with the use of very simple equipment, and an additional argument in its favour was that the energy component of the tone generator would be well removed from the band edge, thus avoiding interference. The third solution seemed impracticable, since 2 638 kc/s, at any rate, was a very active frequency.

The <u>representative of the International Radio Maritime Commission</u> suggested that the advocates of the first solution should consider the possibility that two tones might be needed for direction-finding emissions.

The <u>delegate of the United Kingdom</u> agreed with the arguments advanced against the second solution and pointed out that although 2 056 kc/s, recommended for Region 1 in the third solution, was an intership frequency, it could also be used internationally as an additional ship-to-shore frequency, and was therefore overloaded. He consequently preferred the first solution.

The <u>delegate of Australia</u> said he could support the first or the third solution, but was opposed to the second.

The <u>delegate of Denmark</u> said that the possibility of using A3H would remain, whether or not that class of emission was permitted for direction-finding, and that irresponsible people would ignore the Radio Regulations in any case. He therefore did not think that discipline on board ships would be prejudiced by applying the second solution.

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Page 10

The <u>delegate of France</u> pointed out that, after the completion of the transition period, use of A3H would be physically impossible except on carrier frequency 2 182 kc/s. It would be most inadvisable to make a further exception for direction-finding.

The <u>delegates of Argentina</u> and <u>Poland</u> supported the first solution.

The <u>Chairman</u> observed that a clear majority of the Committee was in favour of the first solution.

The <u>delegate of Italy</u> suggested that some reference to the solution should be made in MOD 985, as the emission in question could not be regarded as being in class A3A or A3J and, indeed, was not defined in the Radio Regulations.

The <u>delegate of Poland</u> thought that the emission was covered by the definition in No. 17.

After a brief discussion, the <u>delegate of the United States of America</u>, supported by the <u>delegates of France</u> and <u>India</u>, suggested that nothing on the subject should be included in the Radio Regulations, which already gave full latitude for the application of the solution.

The <u>delegate of Norway</u> expressing his thanks for the consideration given to the problem, accepted that suggestion.

It was so decided.

The meeting rose at 1840 hours.

Secretary of Committee 5:

Chairman of Committee 5:

J. BALFROID

P. MORTENSEN

INTERNATIONAL TELECOMMUNICATION UNION

MARITIME CONFERENCE

Document No. 362-E
31 October, 1967

Geneva, 1967

PLENARY MEETING (FIRST READING)

B. 12

The Editorial Committee, having examined the following document, submits the attached texts to the Plenary Assembly for a first reading.

Com.	Doc. No.	Pages	Subject	Comments
5 .	313	13-15	Rec. GG	74
	2.1		1	
a- *				

Habib BEN CHEIKH
Chairman of the Editorial
Committee

Annex: Pages B.12/01-02



RECOMMENDATION No. GG

Relating to the Utilization of Space Communication Techniques in the Maritime Mobile Service

The World Administrative Radio Conference, Geneva, 1967,

considering

- a) the efforts of the International Telecommunication Union to reduce congestion in the frequency bands available to the maritime mobile service;
- b) the fact that ships at sea are completely dependent upon the use of radio for communication; and
- c) the potential value of adapting satellite relay techniques to the communication requirements of the maritime mobile service,

noting

- a) that limited tests have demonstrated the feasibility of effecting communications between ships and coast stations by means of relaying through a stationary satellite;
- b) that no provision is made for the use of space communication techniques in any of the frequency bands at present allocated to the maritime mobile service;
- c) that the frequencies available to the maritime mobile service by virtue of Appendix 18 to the Radio Regulations are technically suitable for the use of space communication techniques, but that the congestion foreseen from terrestrial maritime mobile usage, even after implementation of reduced channel spacing, is expected to preclude the accommodation of an operational system employing space communication techniques;
- d) that the Intergovernmental Maritime Consultative Organization (I.M.C.O.) has undertaken a study of the requirements for maritime safety

and navigation that may be satisfied by utilization of space communication techniques;

- e) that the C.C.I.R. has a study group on space systems and radioastronomy as well as a study group on mobile services and that close co-ordination of the work of the C.C.I.R. and I.M.C.O. in these fields is desirable; and
- f) that the Scientific and Technical Sub-Committee of the United Nations Committee on the Peaceful Use of Outer Space has established a working group which is also studying the need for, the feasibility, and ways and means of establishing a universal navigation satellite system;

invites administrations

to determine the foreseeable operational requirements of the maritime mobile service that can be accommodated by means of space communication techniques;

invites the Intergovernmental Maritime Consultative Organization

to continue to study the requirements and other considerations where benefit may accrue to the safety and navigation of ships at sea through application of space communication techniques;

invites the C.C.I.R.

to study the technical aspects of systems which offer the potential of fulfilling these maritime requirements and to recommend a practical system with particular attention to the environment in which ships operate;

and invites both administrations and the C.C.I.R.

to consider in these studies a technically suitable frequency band higher in the spectrum than band 8 and of sufficient bandwidth to accommodate the overall needs of the maritime mobile service. In this connection, particular attention may be given to bands 9 and 10 for the link between the mobile station and the relaying satellite.

Note: Ce document doit porter le numéro 363

Note: This document must carry the number 363

Nota: Este documento tiene que llevar el número 363

INTERNATIONAL TELECOMMUNICATION UNION MARITIME CONFERENCE

GENEVA, 1967

Document No. 362-E 31 October 1967 Original: English

COMMITTEE 5

SUMMARY RECORD

of the

TENTH MEETING OF COMMITTEE 5

Wednesday, 25 October 1967 at 1630 hours

Chairman: Mr. P. MORTENSEN (Norway)

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

Sub,	ects discussed	Documents Nos.
1.	Summary Record of the Seventh Meeting	304
2.	Draft Eighth Report of Working Group 5A	DT/117
3.	Transfer of intership frequencies in the bands between 1 605 and 4 000 kc/s when separation between adjacent assigned frequencies is equal to 5 kc/s	Corrigendum to Document No. 8
4.	Monitoring of the frequency bands between 1 605 and 23 000 kc/s allocated exclusively to the maritime mobile service	158, 243



1. Summary Record of the Seventh Meeting (Document No. 304)

Page 10

The delegate of Italy said that, in the French text of his statement, the words "<a href="mailto:emailto:mon-essentiels" should be changed to "rayonnements non-essentiels"."

Document No. 304, as amended, was approved.

2. Draft Eighth Report of Working Group 5A (Document No. DT/117)

The Chairman of Working Group 5A said that it had not been possible to consider this draft report during the last meeting of Working Group 5A and that it was put before the Committee without having been formally adopted. This was the reason why it appeared as a DT/Document. This report related to three topics. The first was the timetable for the transition to SSB in the bands between 1 605 and 4 000 kc/s, and a draft Resolution on the subject appeared in Annex I. In the third line of paragraph 1 of the Report, "SSB" should be amended to read "DSB". The Working Group had decided to include some exceptions for use of A3H by coast stations transmitting safety messages, and the words "and in Regions 1 and 3 and in Greenland, on 2 170,5 kc/s for safety messages only" should be inserted after "2 182 kc/s" in the sixth line of paragraph 3. The last line of that paragraph should read "In Regions 1 and 3 and in Greenland, on 2 170.5 kc/s for selective calling from coast stations". In the draft Resolution in Annex I, 1 January 1980 had been agreed upon as the date after which only the use of class A3A and A3J emissions would be authorized, with certain exceptions; nevertheless, some delegations considered that 1980 was too early a date for conversion, and had reserved the right to reopen the discussion in Committee 5.

The second topic, that of separation between the carrier frequency and the assigned frequency in the MF bands, was the subject of a new No. 445A which appeared in Annex 2, in pursuance of the decision that those provisions should appear elsewhere than in the Appendix relating to the technical characteristics of SSB equipment.

Finally, the Working Group had decided that conversion to SSB technique in the bands between 1 605 and 4 000 kc/s should be the subject of a draft Resolution, which appeared in Annex 3. The Working Group had not had time to discuss the question of channels narrower than 6 kc/s.

The delegate of the United States of America, supported by the delegate of New Zealand, observed that the exception for Regions 1 and 3 and for Greenland in respect of safety messages, was permissive, not compulsory.

The <u>Chairman</u> said that that point could be raised in connection with the draft Resolution in Annex I.

The draft Report, as amended, was approved.

Annex 1

"Resolves" paragraph 1

The <u>Chairman</u> said that the words "or replacement" should be deleted, in the light of an earlier decision by the Committee, and that the square brackets round "and 1323" should be removed.

Paragraph 1 was approved, with those changes.

"Resolves" paragraph 3

The <u>delegate of Cuba</u> said that it was highly desirable for the Committee to reach a unanimous decision on the date mentioned in paragraph 3. When taking that decision, the delegations should be guided not only by the need to introduce new techniques, but also by a spirit of cooperation with countries which would not be able to meet the requirements in so short a time. Cuba believed that the date should be 1 January 1983.

The <u>delegate of Denmark</u> said that his Administration had agreed to 1 January 1973 as the date after which DSB equipment could no longer be installed in ships, but considered that a consequence of that decision should be to postpone the date after which only class A3A and A3J emissions would be authorized. The vast majority of Danish ships equipped with MF radiotelephone stations were small fishing vessels, for which the economic burden of radio equipment was high in relation to the value of the ships themselves. Moreover, those ships were equipped on a voluntary basis, and if the conversion date was fixed too early, many of them would no longer be equipped with radio at all, thus jeopardizing the safety of shipping. It was unrealistic to impose on small ship owners an amortization period of less than 10 years and the earliest date that his Administration could accept was 1 January 1983.

The <u>delegate of Italy</u> said that his delegation had accepted the date 1 January 1980 in Working Group 5A because that date coincided with the Italian Administration's proposals. Since, however, 1 January 1973 had been fixed as the date after which the installation of DSB equipment would be prohibited at ship stations, his delegation was in favour of a final date of 1 January 1983, to allow 10 years for amortization.

The <u>delegates of Portugal</u>, <u>Poland</u>, <u>Spain</u>, <u>Ireland</u>, the <u>Ivory Coast</u> and <u>Bulgaria</u> supported the views of the three previous speakers.

The <u>delegate of the United States of America</u> urged the Committee to retain the date 1 January 1980, since the great need for additional communication channels would not be met if the date was postponed. Where the argument for a 10 year amortization period was concerned, paragraph 1 of the draft Resolution did not preclude the installation of SSB equipment before 1 January 1973; indeed, in the second part of that paragraph, administrations were exhorted to discontinue installation of DSB equipment as soon as possible after the entry into force of the Final Acts.

The <u>delegates of New Zealand</u>, <u>Canada</u>, <u>Japan</u> and <u>Australia</u> endorsed those views.

The <u>Chairman</u> invited the Committee to vote on the motion that 1 January 1983 should replace 1 January 1980 in paragraphs 3, 4 and 5 of the draft Resolution.

The motion was carried by 22 votes to 21, with 7 abstentions.

The <u>delegate of Sweden</u> said he had abstained from voting on the motion because he thought that a compromise solution could be reached. Only one delegation in the Working Group had strongly supported the date 1 January 1983. He therefore proposed 1 January 1982 in an effort to obtain larger majority.

The delegates of India, Portugal, South Africa, the Federal Republic of Germany, Colombia and Greece supported the Swedish proposal.

The <u>delegate of Denmark</u> said he was not enthusiastic about the compromise proposal, since it would have the effect of shortening the amortization period by a year. The United States delegate's argument that amortization could be started earlier than 1973 was not realistic from the practical point of view, as SSB equipment would continue to be too expensive for small ship owners for a number of years.

The Chairman put the Swedish proposal to the vote.

The proposal was approved by 35 votes to 1, with 12 abstentions.

The Chairman said that the square brackets after "2 182 kc/s" in paragraph 3 should be deleted.

"Resolves" paragraph 4

The <u>Chairman</u> said that the square brackets at the end should be deleted and replaced by the phrase "and, in Regions 1 and 3 and in Greenland, exceptionally, for coast stations transmitting safety messages on carrier frequency 2 170.5 kc/s". A reference to permissive use of A2H in Regions 1 and 3 and in Greenland for selective calling should also be included in that paragraph.

The <u>delegate of France</u> said that the exceptional use of A2H for selective calling should also be applied to French departments and territories in Region 2.

At the suggestion of the <u>delegate of the United States of America</u>, it was <u>decided</u> that the references to Greenland and the French departments and territories should appear in footnotes.

Paragraph 4, as amended, was approved.

"Resolves" paragraph 5

In response to a request for clarification by the <u>delegate of Italy</u>, the <u>delegate of the United States of America</u> suggested that the words "maritime mobile" be inserted before "working frequencies" in the second line.

It was so agreed.

In reply to the <u>delegate of France</u>, the <u>Chairman</u> said that the use of class A3 emissions on frequency 2 182 kc/s only for an unlimited period was covered by MOD 984.

Annex I, as amended, was approved.

Annex II

Annex II was approved.

Annex III

The representative of the International Chamber of Shipping suggested that the word "as" should be deleted from the heading of the draft Resolution and that the word "considerandum" in "resolves" a) should be changed to "considering".

It was also agreed.

The <u>Chairman</u> said that "resolves" paragraph <u>a</u>) 3) should be left in abeyance, pending a decision on channels equal to 5 kc/s in Region 1.

Annex III, as amended, was approved on that understanding.

Document No. DT/117, as amended, was provisionally approved.

3. Transfer of intership frequencies in the bands between 1 605 and 4 000 kc/s when separation between adjacent assigned frequencies is equal to 5 kc/s (Corrigendum to Document No. 8)

The <u>delegate of France</u> said that the problem dealt with in draft Resolution No. 1A of his delegation's proposals in Document No. 8 was of special concern to Region 1 countries. Where the separation between adjacent assigned frequencies was equal to 5 kc/s, during and after conversion to SSB, only the upper half of the DSB channel would be usable for A3H emissions, and the problem of the lower half would arise, for the general rule that the carrier should be taken at 3 kc/s above the DSB carrier band could not be applied. Accordingly, in view of the needs of intership communication, it was proposed to use SSB carrier frequencies with a spacing of 2.5 kc/s; that would not entail any change at the emission end, but the receiver passband might be limited at audio-frequencies to a value lower than 2.5 kc/s. The quality of reception would not be high, but would nevertheless be acceptable for intership communication. The solution was, of course, not a perfect one, but it had the advantage of allowing the number of channels to be doubled.

The <u>delegate of Italy</u> endorsed that proposal as the only possible solution for intership communication in Region 1.

The <u>delegate of the U.S.S.R.</u> also supported the proposal in principle, but considered that the question of limiting the receiver passband, being optional, should not be referred to in the Radio Regulations.

In reply to a comment by the <u>delegate of the United Kingdom</u>, the <u>delegate of France</u> confirmed that the assigned frequency also in this case could be 1.4 kc/s above the carrier frequency.

The draft Resolution, as amended, was approved in principle.

The <u>delegates of Poland</u> and <u>Denmark</u> considered that the substance of the French draft Resolution should be included in "resolves" paragraph a) 3) of the draft Resolution in Annex 3 to Document No. DT/117, as it was important to try to reduce the number of resolutions in the Final Acts of the Conference.

The <u>delegate of France</u> said he could agree to that procedure, but thought that a resolution would still be required, to give the I.F.R.B. the necessary instructions for entries in the Master Register and notification of frequencies.

The representative of the I.F.R.B. said that the 1959 Radio Regulations contained no provisions for the notification of intership frequencies, but that the Master Register still contained entries from Region 1 pursuant to the 1949 plan for that Region, and Resolution No. 15 provided for their notification. The point raised by the delegate of France concerned the provisions of Article 9, especially No. 534, and he did not think it would be necessary in this case to amend Article 9.

If the principle of the French proposal was incorporated in the text referred to by the Polish and Danish delegates, the I.F.R.B. would regard that text as an instruction on an equal footing with the other paragraphs of the draft resolution.

The Chairman said that the question raised by the delegate of France should be left in abeyance.

4. Monitoring of the frequency bands between 1 605 and 23 000 kc/s allocated exclusively to the maritime mobile service (Documents Nos. 158, 243)

The <u>delegate of Japan</u> said that his Administration had submitted the draft resolution appearing in Annex I of Document No. 158 similar to the resolution adopted by the 1966 Aeronautical Conference in recognition of the fact that the Aeronautical Mobile (R) Service was a safety service. Considering that the maritime mobile service had no means of communication other than radio, that the international distress frequencies must be kept

free from harmful interference, and that many of the frequency bands for the maritime mobile service were allocated exclusively, his Administration felt that such a resolution would be appropriate and justified.

The representative of the I.F.R.B. drew attention to Document No. 243, which described the monitoring of the use of bands allocated exclusively to the maritime mobile service between 4 000 and 28 000 kc/s and guardbands of international calling and distress frequencies 500 and 2 182 kc/s, conducted by the I.F.R.B. with the cooperation of administrations from 17 April to 10 June 1967. The brief analysis of the results of the monitoring in paragraphs 6 to 8 of the document showed that the initiative taken by the Japanese Administration deserved careful consideration.

The <u>representative of the International Radio Maritime Commission</u> and the <u>delegate of Sweden wholeheartedly endorsed the Japanese proposal.</u>

The <u>delegate of the United Kingdom</u> observed that the Japanese text was worded in the form of a recommendation, rather than a resolution.

After a brief discussion, it was <u>decided</u> to replace the word "urges" by "resolves", to begin the ensuing paragraph with the words "that administrations be urged ..." and to add the word "and" at the end of that paragraph.

The <u>delegate of the United Kingdom</u> pointed out that the band 2 170 - 2 194 kc/s was not exclusive to the maritime mobile service.

After a brief discussion, it was <u>decided</u> to delete the word "exclusively" from the title and from the "invites" paragraph.

The representative of the I.F.R.B., supported by the <u>delegate of</u> the Federal Republic of Germany, suggested that the opening words of "considering" paragraph a) should be amended to read: "that the use of frequencies in the band 2 170 - 2 194 kc/s and of the band 4 063 - 25 110 kc/s ...".

The <u>delegate of Norway</u> suggested that the words "one part of" should be deleted from the 6th line of "considering" paragraph a).

The representative of the I.F.R.B., supported by the <u>delegate of</u> the <u>United Kingdom</u>, considered that the "resolves" paragraph should refer to the radiotelegraph and radiotelephone bands set aside for distress and safety purposes.

The Chairman said that the amendments suggested would be taken into account in a revised text of the draft resolution.

The meeting rose at 1905 hours.

Secretary of Committee 5:

Chairman of Committee 5:

J. BALFROID

P. MORTENSEN

GENEVA, 1967

Document No. 364-E 31 October 1967 Original: English

NOTE BY THE CHAIRMAN OF THE CONFERENCE

I am informed that the Fifth I.M.C.O. Assembly, which has just ended, has adopted the attached Resolution concerning the Revised International Code of Signals.

R.M. BILLINGTON
Chairman of the Conference

Annex: 1



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ANNEX

INTER-GOVERNMENTAL MARITIME CONSULTATIVE ORGANIZATION

I.M.C.O.

Distr. GENERAL

A.V/Res.113 25 October 1967

Original : ENGLISH

ASSEMBLY - 5th session Agenda item 8

REVISED INTERNATIONAL CODE OF SIGNALS RESOLUTION A.113(V) ADOPTED ON 25 OCTOBER 1967

THE ASSEMBLY.

CONSIDERING

- (a) that Resolution A.80(IV) endorsed the recommendations of the Maritime Safety Committee whereby Governments were recommended to make mandatory the carriage of the Code of Signals on all ships required to carry radiocommunications installation, and to consider seriously the desirability of the Code also being carried by other ships which, because of the nature of their employment, may have a need to use it;
- (b) that the Maritime World Administrative Radio Conference (W.A.R.C.) Geneva, is presently examining the pertinent portions of the International Code of Signals and is revising Appendix 13 of the Radio Regulations of the International Telecommunication Union (I.T.U.), which includes a number of Q-group signals dealing with such subjects as navigation, search and rescue or meteorology;
- (c) that the Maritime Conference is also making the Q-code applicable to radiotelephony;

- (d) that the fourteenth session of the Maritime Safety Committee has adopted certain basic concepts regarding the division of responsibilities between I.M.C.O. and I.T.U., as recommended by the Sub-Committee on Radiocommunications (COM I/7 of 24 October 1966);
- (e) that the Maritime W.A.R.C. of I.T.U. considered that one factor to be taken into account is the division of responsibilities mentioned in (d) above was adequate carriage in ships of the International Code of Signals;
- (f) that, as far as possible, the International Code of Signals and the Radio Regulations of I.T.U. should not contain signals of the same meaning but with different code letters or figures which might confuse mariners, as well as radio personnel;

DECIDES

- (a) to urge governments
 - (i) to ensure that the revised International Code of Signals be carried on all ships which, in accordance with the relevant provisions of the International Convention for the Safety of Life at Sea, 1960, are required to carry a radiotelephone or radiotelegraph installation;
 - (ii) to consider seriously the desirability of the Code also being carried by other ships which, because of the nature of their employment may have a need to use it;
- (b) that it is desirable to avoid, as far as practicable, duplication of signals with the same meaning but with different code letters and figures dealing with such subjects as navigation, search and rescue and meteorology in the two publications of I.M.C.O. and I.T.U., viz. the International Code of Signals and the Radio Regulations;
- (c) that it is further desirable that Appendices 13 and 16, revised, of the new Radio Regulations come into force on the same date as that on which the revised International Code of Signals comes into force (1 January 1969);
- (d) to request the Secretary-General to inform immediately the Secretary-General of I.T.U. of this Resolution, so that its contents can be taken into account during the present W.A.R.C. which ends on 4 November 1967.

GENEVA, 1967

Document No. 365-E 31 October 1967 Original: English

PLENARY MEETING

STATEMENT TO BE INCLUDED IN THE FINAL PROTOCOL

REPUBLIC OF SOUTH AFRICA

In signing the Final Acts of the World Administrative Radio Conference, Geneva 1967, the Delegation of the Republic of South Africa declares that it represents the legal Government of the Republic of South Africa and does not accept any reservations made by other delegations impinging upon the status of the Government of the Republic of South Africa. Furthermore, the Delegation declares that its country reserves the right to take all necessary steps to protect its radio services in cases where any Member or Associate Member of the Union fails to comply with the provisions of the Radio Regulations and Additional Radio Regulations as revised by the present Conference or where the reservations made by Members have a harmful effect on the telecommunication services of the Republic of South Africa.

W.L. BROWNE Head of Delegation



GENEVA, 1967

Document No. 366(Rev.)-E-1 november 1967 Original: English

PLENARY MEETING

STATEMENT TO BE INCLUDED IN THE FINAL PROTOCOL
REPUBLIC OF INDONESIA

Bearing in mind that the new five-year development plan, scheduled to start in 1969, is still being formulated, the Indonesian Delegation, on behalf of its Administration, reserves its position, with regard to the target dates (1.1.1972) mentioned (No. 1351A of the Revised Radio Regulations, Geneva, 1967) in paragraphs 2 and 3 of Resolution No. M.

For the Republic of Indonesia
E.J.S. LAHAY



GENEVA, 1967

Document No. 366-E 31 October 1967 Original : English

PLENARY MEETING

STATEMENT TO BE INCLUDED IN THE FINAL PROTOCOL
REPUBLIC OF INDONESIA

Bearing in mind that the new five-year development plan, scheduled to start in 1969, is still being formulated, the Indonesian Delegation, on behalf of its Administration, reserves its position, with regard to the target dates (1.1.1972) mentioned in paragraphs 2 and 3 of Resolution No. M.

For the Republic of Indonesia E.J.S. LAHAY



GENEVA, 1967

Document No. 367-E 31 October 1967 Original: English

PLENARY MEETING

STATEMENT TO BE INCLUDED IN THE FINAL PROTOCOL

REPUBLIC OF CHINA

In signing the Final Acts of the World Administrative Radio Conference, Geneva, 1967, the delegation of the Republic of China declares, with reference to the statement made by the representative of the reactionary Castro régime, that the Government of the Republic of China rejects and considers as null and void such a statement which is incompatible with and derogatory to its legitimate position as the Government of China.

Peter B.T. CHANG

Acting Head of the delegation of the Republic of China



MARITIME CONFERENCE

GENEVA, 1967

Document No. 368-E 31 October, 1967 Original: English

PLENARY MEETING

NOTE BY THE CHAIRMAN

The attached letter from the Chairman of the Intergovernmental Oceanographic Commission is brought to the attention of the Conference.

R.M. BILLINGTON Chairman of the Conference

Annexes: 3



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ANNEX 1

INTERGOVERNMENTAL OCEANOGRAPHIC COMMISSION

Ref: AVS/9/89

Paris, 28 October 1967

The President
World Administrative Radio Conference
on Maritime Mobile
International Telecommunication Union
Place des Nations

GENEVA Switzerland

Dear Mr. Billington,

Following the instructions given to me by the Intergovernmental Oceanographic Commission at its Fifth Session, held in Unesco House, Paris, from 19 - 28 October 1967, I wish to convey the appreciation of the Commission in connection with the decision of your Conference to satisfy the radio frequency requirements for oceanographic telecommunications. The allocation of frequency bands by your Conference for oceanographic data transmission will certainly be an epoch-making event for the future development of oceanography, and will undoubtedly contribute to the welfare of people all over the world. We shall now be able to establish an Integrated Global Ocean Station System and, in response to your resolution, "Relating to the establishment of a coordinated world-wide system for the collection of data relating to Oceanography", addressed to the Commission and the W.M.O., the Commission unanimously adopted two particular resolutions for this purpose, copies of which are attached herewith.

I should be very grateful if you would kindly communicate to your Conferees our gratitude, and inform them of the actions taken by our Commission.

Yours truly,

Sign: Rear-Admiral W. LANGERAAR Chairman

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ANNEX 2

IOC/V-Res. 20B SC/CS/150 27 October 1967

Original: English

RESOLUTION ON TELECOMMUNICATIONS

The Intergovernmental Oceanographic Commission,

Accepting the verbal report of the Chairman of the Working Group on Communications that the work of the existing group has been completed and noting the contents of the paper "Radio Frequencies for Oceanographic Data Transmission" (IOC/V-12);

<u>Decides</u> to dissolve the Working Group and offers to all members of the group the sincere thanks of the Commission for their services over the past five years.

Noting with appreciation the action taken by the I.T.U. World Administrative Radio Conference for the Maritime Mobile Service, Geneva 1967, in designating radio frequencies for transmission of data relating to oceanography;

Considering

- 1) that the need exists for the urgent establishment of guide lines, technical standards and plans for the efficient utilization of these frequencies,
- 2) that these activities, according to the invitation of the Radio Conference, should be developed jointly by I.O.C. and W.M.O;

Resolves to authorize the I.O.C. Bureau to negotiate with the W.M.O. as a matter of urgency, the establishment of a joint IOC/WMO Group of Experts on Radio Communications to act on these matters on the following lines:

Page б

- a) that the joint IOC/WMO group of experts be composed of preferably not more than six experts but with the possibility of calling on additional experts to deal with specific problems on an ad hoc basis,
- b) that the joint IOC/WMO group develop jointly, in consultation with the I.F.R.B., and in consultation with I.T.U. administrations as appropriate, a coordinated frequency assignment 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,
- c) that the ICC/WMO group 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,
- d) that the joint IOC/WMO group should meet with the I.F.R.B. at an early date, preferably at the beginning of 1968, and should continue on a semi-permanent basis, meeting as often as would be necessary, to prepare this frequency assignment plan by early 1969,
- e) that the terms of reference of the joint IOC/WMO group of experts are those defined in the Resolution () of W.A.R.C., Geneva 1967, for the purpose of establishing a plan for the coordinated use of the radio frequencies by the stations in the collection of data relating to oceanography;

<u>Proposes</u> that the joint group collaborate closely with the Working Committee and with other groups concerned with various aspects of the Integrated Global Ocean Station System (I.G.O.S.S.); and

<u>Invites</u> the W.M.C. to consider favourably the above proposal and to provide a substantial part of the secretariat services for the joint group of experts.

ANNEX3

IOC/V-Res.20 SC/CS/150 27 October 1967

Original : English

RESOLUTION ON INTEGRATED GLOBAL OCEAN STATION SYSTEM

The Intergovernmental Oceanographic Commission,

Considering the growing need for oceanic data on a global scale, by a wide range of users, including workers in research, engineering, navigation and commerce, fisheries and forecasting services and in order to further the scientific study of the ocean and atmosphere;

Recognizing the activities of the World Meteorological Organization and particularly the marine aspects of its World Weather Watch (W.W.W.);

Noting the advice of the International Telecommunication Union that an initial plan and programme for an Integrated Global Ocean Station System should be prepared by early 1969, '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':

Noting further Resolution 9 (Cg-V) of the 5th Session of the World Meteorological Congress which stresses the need for closer cooperation between W.M.O. and other international agencies concerned with marine activities, such as I.O.C., including the establishment, as required, of joint working groups (ICC/V-22A);

Decides to establish within the Commission a permanent Working Committee for an Integrated Global Ocean Station System, with a membership of no more

^{*} As defined in the report of the 1st Meeting of the Working Group on Fixed Oceanographic Stations (Annex V to UNESCO/NS/180)

Annex 3 to Document No. 368 E

than twelve of those member states which are most active in this field, the Chairmen of the various subsidiary groups (ex-officio), observers and representatives of other interested organizations;

Authorizes the Working Committee:

- (i) to plan and coordinate an I.O.C. programme of studies and services in oceanic areas, both within the Commission and jointly with W.M.O. and other organizations;
- (ii) to act as the Commission's authority for the discharge of its responsibility for the I.G.O.S.S. work of the IOC/WMO Panel of Experts on Coordination of Requirements and those groups on Data Exchange, Telecommunications and Ocean-Atmosphere Interaction, as detailed in Resolutions V-20A, 20B, 20C, 20D, 20E hereafter, and
- (iii) to form additional panels of experts, as considered necessary.

<u>Invites</u> the W.M.O. and other organizations to consider favourably cooperation with the above Working Committee.

GENEVA, 1967

<u>Document No. 369-E</u>
31 October 1967
<u>Original</u>: English

PLENARY MEETING

MINUTES

of the

FIFTH PLENARY MEETING

Friday, 27 October 1967, at 1515 hours

Chairman: Mr. R.M. BILLINGTON (United Kingdom of Great Britain and Northern Ireland, the Channel Islands and the Isle of Man)

<u>Sub.i</u>	ects discussed :		Documents Nos.
1.	Report of the Credentials Commit	ttee	315
2.	Dates for submission of statement inclusion in the Final Acts	nts for	
3.	Texts submitted by the Editorial Series B.2	L Committee -	240 (pages 6 and 7)
4.	Texts submitted by the Editorial Series B.7	Committee -	320
5•	Texts submitted by the Editorial Series B.8	L Committee -	333



Document No. 369-E Page 2

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; Mexico; 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; Senegal; Singapore (Republic of); South Africa (Republic of); Sweden; Switzerland (Confederation); Czechoslovak (Socialist Republic); Territories of the United States of America; Togolese Republic; Tunisia; Turkey; Union of Soviet Socialist Republics; Venezuela (Republic of); Viet-Nam (Republic of); Yugoslavia (Federal Socialist Republic of).

Private operating agencies:

Cable and Wireless Ltd.
Marconi International Marine Co. Ltd.

<u>International Organizations</u>:

International Radio Maritime Commission (C.I.R.M.)
International Chamber of Shipping

I.F.R.B.: Mr. DELLAMULA, Chairman

Mr. PETIT

C.C.I.R. : Mr. HERBSTREIT, Director

Secretary of the Conference : Mr. C. STEAD

1. Report of the Credentials Committee (Document No. 315)

The Chairman of Committee 2 said that on 20 October, when the Committee had completed its work, all the participating countries except Morocco had submitted credentials. At that date all the credentials had been found to be in order, except those of Bulgaria, Chile and the Democratic Republic of the Congo, which had still been provisional. As it was stated in paragraph 5 of the report, the Committee had entrusted its Chairman with the task of examining any further credentials which might be received before the signing ceremony; since 20 October, Bulgaria and Chile had submitted full credentials, which had been found to be in order, and the Annex to the report should be amended accordingly. There was reason to believe that full credentials for the Democratic Republic of the Congo would be forthcoming shortly.

He drew attention to paragraph 4 of the report and to the Committee's opinion that, although Viet-Nam might not have the right to vote at the Conference, its delegation could nevertheless sign the Final Acts.

The <u>Secretary of the Conference</u> said that on 20 October a telegram had been received from the Ministry of Foreign Affairs of the Republic of Viet-Nam, to the effect that an instrument of accession to the Montreux Convention on the part of Viet-Nam would be sent very soon and might be received before the end of the Conference.

The <u>delegate of Cuba</u> asked what provision of the Montreux Convention had been applied in taking the decision recorded in paragraph 4 of the report.

The <u>Chairman of Committee 2</u> replied that the Cuban delegate had been present at the meeting in question and was aware of the grounds for the decision.

The delegate of the U.S.S.R. made the following statement:

"Having studied the report of Committee 2, the delegation of the U.S.S.R. notes with regret that not all radiocommunication administrations were invited to this Conference, a fact which does not promote the interests of the development of international communications, as the countries which were not invited make wide use of both ship and coast radio networks.

"With regard to the question of the presence here of representatives of the Saigon authorities, the position of the U.S.S.R. delegation is set out in Corrigendum 3 to Document No. 301.

" At the same time, the delegation of the U.S.S.R. considers that the claims of the representatives of South Korea, set out in Document No. 336, to participate in the International Telecommunication Union on behalf of all Korea are absolutely unfounded and devoid of any legal force whatsoever, since the puppet regime of South Korea does not and cannot represent the Korean people".

The delegate of Cuba made the following statement:

"Since our question has not been answered, in our opinion the so-called delegation of South Viet-Nam has neither the right to vote, nor to sign the Final Acts of this Conference, nor to attend the Conference. The Cuban delegation's opinion is based on a question of principle and on a point of procedure.

- " No. 251 of the Montreux Convention refers specifically to "a signatory Government", and the Saigon regime has neither signed the Convention nor acceded to it.
- No. 4 of Article 1 of the Montreux Convention confirms our procedural position on this question.
- "Cuba's attitude towards the so-called delegation of the puppet regimes of South Viet-Nam, South Korea and Taiwan is clearly stated in Document No. 301, in which a statement by the delegation of Cuba is reproduced.
- Accordingly, Mr. Chairman, the Cuban delegation considers that the delegations of the self-styled regimes of South Viet-Nam, South Korea and Taiwan have no rights in this Conference, either to vote, to sign, or to be present, and that these delegations represent no one at all".

The <u>delegate of Poland</u> made the following statement:

"The delegation of the People's Republic of Poland fully supports the statements of the Soviet Union and the Republic of Cuba, and notes with regret the absence from this Conference of the delegations of certain. administrations which, despite the large size of their merchant fleets, were not invited to attend the Conference.

In the opinion of the Polish delegation, the absence of these delegations will make it impossible to implement effectively the provisions decided upon by the Conference and to attain the principal goal of maritime radiocommunications, which is to ensure the safety of human life at sea.

" The delegation of the People's Republic of Poland also supports the statements of the Soviet Union and the Republic of Cuba contained in Document No. 301 concerning the illegal participation in this Conference of the persons who claim to represent Viet-Nam and Korea".

The delegate of Hungary made the following statement:

"Since we are attending a Conference which is dealing with questions of maritime telecommunications over a long period, my delegation believes that these questions should be settled on a universal basis. Accordingly, my delegation fully supports the statement made by the U.S.S.R. delegation, and we also consider that the presence of all States is essential, so that the decisions taken may be as comprehensive as possible. Where the question of Korea and South Viet-Nam is concerned, we share the views expressed by the delegation of the People's Republic of Poland."

The <u>delegate</u> of <u>Bulgaria</u> said that his delegation supported the statements made by the delegates of the U.S.S.R. and Cuba.

The delegate of Czechoslovakia made the following statement:

"We have some remarks to make in connection with the consideration of the report of the Credentials Committee.

- " As a result of the transfer of portions of the bands formerly assigned to coast radiotelegraphy stations and vacated by this Conference for radiotelephony, problems have arisen in connection with interference caused by new geographical and frequency adjacencies for coast radiotelegraphy stations.
- " It has been proposed that solutions for such problems should be discussed directly with the I.F.R.B., but the solutions at the same time involve exchanges of views and sometimes the necessary coordination among representatives of the administrations directly concerned. Since these problems can arise for any given administration, there can be no doubt from the practical point of view that this opportunity should be offered to the representatives of all administrations. It is most regrettable that, owing to the involuntary absence of the representatives of certain administrations, this perfectly reasonable and logical condition has not been fulfilled at this technical Conference.
- With regard to the representation of China at this Conference, the position of the delegation of the Czechoslovak Socialist Republic is set out in Document No. 295. On the other questions raised, we associate ourselves with the general views just expressed by the delegation of the Soviet Union".

The delegate of Roumania made the following statement:

"The Delegation of the Socialist Republic of Roumania takes note of the fact that the German Democratic Republic, the Korean People's Democratic Republic and the Democratic Republic of Viet-Nam, all of them independent and sovereign States, were not invited to participate in the work of the World Administrative Conference on Maritime Radiocommunications.

- The Roumanian Delegation hereby declares that these States have a legitimate right to participate in various meetings of the International Telecommunication Union, including the present Conference, which, as its title shows, is supposed to be world-wide, and consequently universal.
- " The allegation that the delegates sent by South Korea represent all Korea is contrary to the actual facts and is devoid of any legal basis.
- The so-called Government of South Korea cannot speak for the Korean people or undertake any commitments on their behalf.
- With regard to paragraph 4 of the report of Committee 2 (Document No. 315, 20 October 1967), the Delegation of the Socialist Republic of Roumania hereby declares that the puppet Government of Saigon does not represent the people of South Viet-Nam and that the presence of its representatives at this Conference is therefore illegal.
- "Only the South Viet-Nam National Liberation Front has a legal right to represent the people of South Viet-Nam and, accordingly, only delegates appointed by the South Viet-Nam National Liberation Front can participate in this Conference on a legal basis.
- "With regard to the representation of China, the position of the Roumanian Delegation has already been clearly stated in its declaration of 24 October, reproduced in Document No. 316."

The delegate of Viet-Nam made the following statement:

"It is with regret that I ask for the floor, in accordance with Rule 13, paragraph 9, of the Rules of Procedure for Conferences, to exercise the right of reply to the statements of the speakers who have preceded me.

" It is regrettable that these speakers have used this Plenary Meeting to launch tendentious attacks against certain countries, including my own. In doing so, they are fully aware that they are making no practical contribution to the work of this Conference. On the contrary, their aim is only to poison the atmosphere, although they know that this can achieve no useful purpose.

- My delegation has absolutely no intention of being drawn into this futile and reprehensible charade.
- With your permission, Mr. Chairman, I should like to remind these delegates that there is a forum eminently suitable for this kind of polemic, namely, that offered by the General Assembly of the United Nations, which is now in session and which will continue for two more months. They therefore have plenty of time to prepare themselves to express their views in that Assembly.
- "With regard to my country's accession to the International Telecommunication Convention, Montreux, 1965, if the Secretary of the Conference has not yet received the official document of accession, I can assure you that the delay is due only to the time required for its transmission.
- "Finally, it might not be out of place to point out that the Republic of Viet-Nam has always played its part and shouldered its responsibilities in the community of nations, with a view to making a positive contribution to international cooperation",

The delegate of China made the following statement:

"My delegation has no intention of making political propaganda at this Conference. Therefore all I want to say is that the position of my delegation has been fully stated in Document No. 282, which was circulated on 19 October, 1967".

The <u>delegate of Korea</u> drew attention to his country's statement in Section XXI of the Final Protocol of the Montreux Convention.

Document No. 315 was approved, subject to the above statements.

2. Dates for submission of statements for inclusion in the Final Protocol

The <u>Secretary of the Conference</u>, explaining the procedure normally followed at I.T.U. Conferences, said that delegations wishing to have statements included in the Final Protocol should submit those statements to the Secretariat, after which they would be published as Conference documents, to give other delegations an opportunity to submit counter-statements. He suggested that the time limit for the submission of statements should be 1800 hours on Monday, 30 October, that the documents would be distributed on the morning of Tuesday, 31 October, and that 1800 hours on 31 October should be fixed as the time limit for submission of counter-statements, which would be distributed on the morning of Wednesday, 1 November.

That timetable was adopted.

Document No. 369-E Page 8

3. Texts submitted by the Editorial Committee - Series B.2 (Document No. 240, pages 6 and 7))

The <u>Chairman</u> said that Resolution No. B should be amended in the light of the decision on the date of the entry into force of the Final Acts of the Conference.

Page B.2-06

The <u>Secretary of the Conference</u> said that two amendments would be required, one in the "considering" paragraph, to delete the words "as an alternative ..." to the end of the paragraph, to take into account the decision of Committee 6 concerning Appendix 11, and the second in "resolves" paragraph 2, at the end of which the words "by 1 October 1968 at the latest" should replace "by the date of entry into force of the Final Acts of the present Conference",

Page B.2-06, as amended, was adopted.

Page B2-7

The <u>Secretary of the Conference</u> said that the <u>Secretariat would</u> greatly appreciate an opportunity to hold a preliminary discussion with the representatives of the countries listed in paragraph 3 as soon as possible after the Conference, to examine the 1961 Manual to see what provisions could be deleted and the Final Acts of the Conference to see what new sections should be included.

Page B. 2-07 was adopted.

4. Texts submitted by the Editorial Committee - Series B.7 (Document No. 320)

Page B.7-02

The <u>delegate of New Zealand</u> said that, in the light of the decision by Committee 5 on a frequency shift for coast telephone services, a new Step 4 should be added, as follows:

Step 4: Coast telephone stations: 0001 GMT*
Transfer to new channels: 1 March 1970
As shown in Appendix 25 MOD - Sections I and II.

^{*} Time of change-over

The <u>delegates of the United States of America</u> and <u>the United Kingdom</u> supported that proposal.

The proposal was adopted.

The <u>representative of the I.F.R.B.</u> said that it would be logical to insert the new Step after Step 2.

The delegate of New Zealand agreed to that suggestion.

It was so decided.

The <u>delegate of the U.S.S.R.</u> proposed that the dates in pages B.7-02 and 03, which had been decided upon when it had been supposed that the date of entry into force of the Final Acts would be 1 January 1969, should be adjusted to the date 1 April 1969 that had been finally adopted.

The <u>Chairman</u> pointed out that the date of entry into force of the Final Acts did not affect—the entry into force of certain Resolutions. For instance, the Resolution concerning the Manual must become effective immediately, since otherwise the Manual could not be produced by 1 October 1968. All the dates concerned had been carefully considered, and a number of operational questions depended on their sequence.

The <u>delegates of the Netherlands</u>, <u>Norway</u> and <u>the United Kingdom</u> endorsed those views.

In reply to a question by the <u>delegate of the U.S.S.R.</u>, the <u>Secretary of the Conference</u> and the <u>delegates of the United States of America</u> and <u>Mexico</u> cited examples of Resolutions of the 1959 Administrative Radio Conference which had come into effect before the date of the entry into force of the Final Acts.

The <u>delegates of Yugoslavia</u> and <u>Poland</u> did not consider that the exceptions mentioned should be allowed to become the rule, and supported the U.S.S.R. delegate's views.

The <u>delegate of the U.S.S.R.</u> said that he would not press his suggestion.

Page B.7-02, as amended, was adopted.

Document No. 369-E Page 10

Page B.7-03

The <u>representative of the I.F.R.B.</u> said that the word "radiotelephone" should be inserted between "ship" and "stations" in Step 5.

The <u>delegate</u> of the <u>United States</u> of <u>America</u> said that, since simplex frequencies were involved, coast stations should also be mentioned in Step 5.

The <u>delegate of Denmark</u> agreed with that view and proposed that the entry should read:

"Ship radiotelephone stations may commence use of the new duplex ship channels. Ship and coast radiotelephone stations may commence use of the new simplex channels".

The Danish proposal was adopted.

Page B.7-03, as amended, was adopted.

Page B.7-05

The <u>delegate of the Netherlands</u> said that the order of the words "radiotelegraph" and "coast" in the first line of "considering" paragraph <u>a</u>) should be reversed, for the sake of consistency with other provisions.

Page B.7-05 was adopted, with that change.

Page B. 7-08

The <u>delegate of the U.S.S.R.</u>, supported by the <u>delegates of Poland</u> and <u>Czechoslovakia</u>, proposed the deletion of the words "as a matter of urgency" in the first line of "recommends" paragraph 1.

That proposal was adopted.

Page B.7-08, as amended, was adopted.

Page B.7-09

The <u>delegate of the Netherlands</u>, supported by the delegate of <u>Switzerland</u>, proposed that the words "of 75 kc/s" be deleted from the third line of the first paragraph of MOD 287.

The Netherlands proposal was adopted.

Page B.7-09, as amended, was adopted.

Page B.7-10

The <u>delegate of Denmark</u>, supported by the <u>delegate of New Zealand</u>, said that there had been no clear agreement on ADD 1367A in Committee 6. Since the substance of the provision was covered by No. 1367 of the existing Radio Regulations, he proposed the deletion of ADD 1367A.

That proposal was adopted.

Page B. 7-10, as amended, was adopted.

Page B.7-11

The <u>delegate of the United States of America</u> proposed that, for the sake of consistency, the word "limits" in the second line of paragraph 4 be changed to "tolerances", that the word "carriers" in paragraph 5 be used in the singular and that the word "delivered" in the second line of paragraph 6 should be altered to "supplied".

It was so decided.

Page B.7-11, as amended, was adopted.

Page B.7-12

The <u>delegate of the United States of America</u> suggested that a delta sign between commas should be inserted after the word "Separation" in the title of the first column of the table and that the term "db" should be placed after all the figures in the second column and deleted from the title.

The <u>delegate of Italy</u> pointed out that the reference in the footnote of the French text should be to No. 445A, not No. 445.

The <u>Chairman of Committee 5</u> said that the words "shall be " should be replaced by "is" in the footnote, and that the reference could now read "(See No. 445A)".

Those amendments were adopted.

Page B.7-12, as amended, was adopted.

Page B.7-13

The <u>Chairman of Committee 5</u> said that the square brackets in the words "Appendix 18" could now be removed.

The <u>delegate of Poland</u> observed that the term at the end of paragraph 4 should read "3000 Hz" in the French text.

Page B.7-13, as amended, was adopted.

Page B.7-14

The <u>delegate of Sweden</u> stated, in connection with paragraph 5, that it would have been more appropriate to limit the audio band to 2700 c/s instead of 3000 c/s, as had been done in the case of the MF and HF bands. That reduction would have given a higher modulation index and consequently better protection against interference.

Page B.7-14 was adopted.

Page B.7-15

The <u>Chairman of Committee 5</u> said that the decision on the Resolution in question had not been unanimous in Committee 5 and that several delegations had reserved the right to revert to the matter.

The <u>delegate of South Africa</u> suggested that the words "reducing the congestion" in "considering" paragraph e) should be replaced by "relieving the pressure", to bring the wording in line with that of Resolution No. 3 of the 1959 Conference.

The <u>Secretary of the Conference</u> explained that the wording was based on the title of the Resolution of the 1959 Conference, not on "resolves" paragraph 1 of that text. It would therefore be better to retain the existing text.

The <u>Chairman</u> observed that there was no support for the South African suggestion.

The <u>delegate</u> of the <u>United States</u> of <u>America</u>, referring to the introductory "resolves" paragraph, said that the word "Resolution" in the third line should be changed to "Recommendation". Moreover, the wording of the line was ambiguous, and he suggested that the words "by the Conference mentioned in" should be replaced by "pursuant to".

That amendment was adopted.

Page B.7-15, as amended, was adopted.

Page B.7-16

The <u>delegate of Poland</u>, referring to paragraph 3, pointed out that long discussions on the dates were being held in the Working Group and in Committee 5. The dates in paragraph 3 would create considerable economic difficulties for many countries, since transition to SSB equipment would entail the purchase of emitters and receivers which were much more expensive than those now in use. He therefore reintroduced a United Kingdom compromise proposal that 1 January 1978 should be recommended to administrations as the date by which stations should be converted to SSB, but that the final time limit should be 1 January 1980. A solution had been found for prolonging the amortization period for small ships in connection with the MF band, and that example might be followed in the case at issue.

The <u>delegates of Cuba</u>, <u>Bulgaria</u> and <u>Algeria</u> supported the Polish proposal.

The <u>delegate of the United States of America</u> pointed out that the date 1 January 1978 had been arrived at after considerable discussion in Working Group 5D and Committee 5 and accepted by majority votes in both cases.

The <u>delegate of Cuba</u> said that he felt very strongly about the necessity of fixing a date which was practicable for all countries.

The Chairman put to the vote the proposal to replace 1978 by 1980.

The proposal was rejected by 38 votes to 13, with 11 abstentions.

The $\underline{\text{delegates of Poland}}$ and $\underline{\text{Cuba}}$ said they maintained their reservations.

The <u>delegates of Italy</u> and <u>Mexico</u> thought the text of paragraph 3 was ambiguous and the date of 1972 in the fourth line should be 1978.

The <u>delegate of the United States of America</u>, supported by the <u>delegate of France</u>, explained that paragraph 3 should not be taken out of context, since the "resolves" section taken as a whole made the situation clear: between the two dates mentioned, the use of A3H on board ships was not absolutely compulsory.

Document No. 369-E Page 14

It was <u>decided</u> to refer paragraph 3 back to Committee 5 for re-drafting.

Page B.7-16, with the exception of paragraph 3, was adopted, with the reservations made by the delegates of Poland and Cuba.

Page B.7-18

The <u>delegate of the United States of America</u> said that the last two lines of the English text should be aligned with the French, to read:

" ... in the bands allocated for calling ..."

Page B.7-18 was adopted.

Document No. 320 (B.7) was adopted, as amended.

5. Texts submitted by the Editorial Committee - Series B.8 (Document No. 333)

Pages B.8-03 - 05

The <u>delegate of Brazil</u> pointed out that the titles of the Sections had been inadvertently omitted from the blue texts.

Page B.8-08

The <u>Chairman of Committee 6</u> said that ADD 964A, and the note at the bottom of the page should be deleted.

The <u>Chairman of Committee 4</u> said that in ADD 451A the words "shown with one asterisk" should be replaced by "a)", following a decision by the Editorial Committee.

Page B.8-08 was adopted, as amended.

Page B.8-10

The <u>delegate of Brazil</u> noted that in (MOD) 955 the symbol "§ 1" was missing in the English text.

The <u>Chairman of Committee 4</u> pointed out that the words "and data transmission" should be deleted from ADD 964A.

In MOD 1138, the square brackets should be removed and the figures should be "2 068.5 - 2 078.5 kc/s".

In MOD 1147, "No. 1352B" should be changed to "No. 1352A.1".

Page B.8-10 was adopted, with those amendments.

Page B.8-13

The <u>delegate of Mexico</u> pointed out that in the English and French texts the headings 20B and 20A had been reversed.

At the suggestion of the <u>delegate of France</u>, it was <u>decided</u> to delete the words in brackets in <u>a</u>) and to replace "C.C.I.T.T." in the first line by "the international telegraph".

Page B.8-13 was adopted, as amended.

Page B.8-14

After some discussion on paragraph a), it was decided that the French text should remain unchanged and that the word "minimum" should be deleted from the last line of the English text, so that all languages would conform to the substance of the C.C.I.R. Recommendation.

Page B.8-14 was adopted, with that amendment.

Page B.8-15

The Chairman of the Editorial Committee, referring to MOD 1474, said that (2) should be changed to (3).

The <u>Chairman</u> pointed out that the last line of that Regulation should read "or the message" and not "of ..".

The <u>delegates of the United Kingdom, Canada and South Africa</u> agreed that in the English text the word "shall" in the second line be replaced by "should".

Page B.8-15 was adopted, as amended.

Page B.8-16

The <u>delegate of Poland</u>, supported by the <u>delegate of the U.S.S.R.</u>, proposed the deletion of "and 1476D" at the end of ALD 1388A, as that Regulation did not give any characteristics but simply referred to an I.C.A.O. Recommendation.

Document No.369-E

Page 16

The <u>delegates of the United States of America</u> and <u>Norway</u> preferred to maintain the reference to 1476D.

The Chairman put the Polish proposal to vote.

The proposal was <u>rejected</u> by 33 votes to 3, with 17 abstentions.

The <u>delegate of South Africa</u> said he had abstained because, as the Polish delegate had explained, the characteristics were not given and he did not think it was appropriate to take a vote.

Page B.8-16 was adopted.

Page B.8-17

The <u>Chairman of the Editorial Committee</u> said that (MOD) 1474 should be deleted; the Committee had failed to notice that the Regulation already appeared on page 15.

The <u>delegate of New Zealand</u> proposed that the square brackets in ADD 1476B be deleted.

It was so decided.

The <u>delegate of Canada</u>, supported by the <u>delegates of Norway</u> and <u>South Africa</u> preferred to keep the C.C.I.R. wording in ADD 1476B a) 1), fifth line, so that it would read: "and an emission duration between".

That amendment was approved.

Page B.8-17 was adopted, as amended.

Page B.8-18

The <u>delegate of Portugal</u>, supported by the <u>delegate of Norway</u>, suggested deleting the full title of the Conference in ADD 1476D.

The <u>delegate of the United States of America</u> preferred to retain it, as the following Conference might have a different numbering system.

The <u>delegate of Poland</u> said that he was not satisfied with 1476D, as it did not give any information on the technical characteristics of radiobeacons.

The Chairman of the Editorial Committee pointed out that the Resolution to which 1476D referred had already been adopted (page B.8-02).

At the <u>Chairman</u>'s suggestion, it was <u>decided</u> to continue the discussion of Series B.8 at the following Plenary meeting.

The meeting rose at 1910 hours.

Secretary of the Conference :

Chairman of the Conference:

C. STEAD

R.M. BILLINGTON

GENEVA, 1967

Document No. 370-E 31 October 1967

Original: English

COMMITTEE 5

SUMMARY RECORD

of the

ELEVENTH MEETING OF COMMITTEE 5

Thursday, 26 October 1967, at 1500 hours resumed on Friday, 27 October 1967, at 0900 hours

Chairman: Mr. P. MORTENSEN (Norway)

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

Subjects discussed:		Documents Nos
1.	Document No. 291 (B.5), MOD 984 and Document No. 305 (B.6), ADD 1322B	
2.	Resolution relating to the classes of emission to be used in the maritime mobile radiotelephony service	302
3.	Third report of Working Group 5C	313
4.	Possible revision of Appendix 18 to the Radio Regulations	57
5.	Draft sixth report of Committee 5	DT/126



1. Document No. 291 (B.5), MOD 984 and Document No. 305 (B.6) ADD 1322B

The <u>Chairman</u> observed that MOD 984 had been referred back to the Committee by the Plenary Meeting and should now be considered, inter alia, in relation to ADD 1322B, since this paragraph specified the class of emission to be used and the exceptions.

He suggested the following addition to No. 984:

"However, after 1 January 1982, it is no longer authorized to send Class A3 emission, except for such apparatus as referred to in No. 987."

The delegates of France, the Netherlands and Sweden supported the Chairman's suggestion.

The <u>delegate of Poland</u> said that MOD 984 had already been discussed at length. There were many transmitters on 2182 kc/s, so that A3 emission should also cease after the transition period.

The <u>Chairman</u> explained that A3 emission would cease as far as normal use was concerned, but that exceptional use of that class of emission was still permitted for certain purposes. For example, it was still used by survival craft.

The delegate of New Zealand said he was in favour of retaining No. 1337 in the list of exceptions given in ADD 1322B.

The delegate of the United States of America explained that No. 1322B was basic for all bands, for both coast and ship stations, whereas No. 1337 specified the conditions for the use of A3H emission after the transition period. Class A3H for coast stations related only to the frequency 2182 kc/s. In MOD 1323 the class of emission for coast stations on the distress frequency was specified as A3 or A3H.

ADD 1322B clearly provided for exceptions, since the new text was worded: "However, unless otherwise specified, in the present Regulations" (see Nos. 984, 996, 1323, / 1336 / and / 1337 /).

The <u>delegate of France</u>, supported by the <u>delegates of Italy</u> and the <u>United States of America</u>, suggested that the harmonization of the relevant Regulations be left to the Chairman.

It was so decided.

2. Resolution relating to the classes of emission to be used in the maritime mobile radiotelephony service (Document No. 302)

The <u>delegate of Canada</u>, introducing his Administration's draft Resolution (Document No. 302), said that the difficulties being encountered in Canada related to the provision of equipment for some 60 remote-control coast stations. At an early date, each of those stations would have to be modified, and only two classes of emission could be provided for such remote-control stations, which could, however, communicate with ships fitted for reception of A3, A3A and A3J emissions.

The <u>delegates of Norway</u>, <u>New Zealand</u>, <u>Italy</u>, <u>Mexico</u> and the <u>United Kingdom</u> supported the Canadian draft Resolution.

The draft Resolution was approved.

The <u>delegate</u> of the <u>United Kingdom</u> said that references to relevant Regulations could be made in the form of a footnote referring to the Resolution. He suggested that the final wording of that text be left to the Chairman, in consultation with the Secretariat and the Canadian delegation.

It was so decided.

3. Third Report of Working Group 50 (Document No. 313)

The Chairman of Working Group 5C explained that Document No. 313 contained a new Appendix 18. In the table on page 3, the first column showed old channels on the left and new channels on the right. Footnotes relating to the table were contained in Annex II.

The representative of the International Chamber of Shipping, referring to paragraph 3 on page 2, emphasized that the use of VHF was increasing and that there would soon be requirements for UHF in the maritime mobile service. He therefore recommended establishing a foothold in the 450-470 Mc/s band without delay. He questioned the validity of the last sentence at the end of the second paragraph on page 2.

The <u>delegate of Sweden</u> said that in his country there was a very great demand for UHF frequencies, in particular to the land mobile service.

The delegate of the Netherlands said that, although paragraph 3 only referred to radiotelephone communication on board ships, he had been surprised by the statement of the representative of the International Chamber of Shipping. Some years ago in the Netherlands, he had been approached by the Head of the maritime mobile service department of his Administration regarding the requirements for UHF services. His Administration had decided not to act alone and had first approached other neighbouring countries to ascertain whether they were interested in such services. Enquiries had shown that if the Netherlands Administration wanted to use the 400 Mc/s band for the maritime mobile service, it should do so without delay, since that band was increasingly being used by the land mobile service. In the Netherlands, therefore, a number of channels in the 400 Mc/s band would be reserved for the maritime mobile service.

The <u>delegate of Switzerland</u> said that his Administration had found the 450-470 Mc/s band suitable for communication on board ships. He considered that the current Conference should have allocated those channels for on-board communication; an opportunity had been lost and there would be much disappointment.

The delegate of the United Kingdom said that his delegation had not pressed the matter, in view of the strong feelings expressed in the Working Group, but that there would be disappointment at the fact that the outcome had not been more favourable. Discussion in the Group had centred on a Recommendation to consider the possibilities and endeavour to make frequencies available for radiotelephone communications on board ship; it should be borne in mind that another opportunity to settle the question would not occur for 10 years. His Administration was already using some frequencies on the 450-470 Mc/s band for on-board communication that shared use with the land mobile service.

Annex I 4 Appendix 18 MOD

The delegate of Italy, supported by the delegate of Switzerland, suggested replacing the asterisks in the footnotes by letters.

The delegate of Denmark, supported by the delegates of Greece, Switzerland and Argentina, suggested that Annexes I and II be combined.

It was so agreed.

The delegate of Norway, supported by the delegates of Switzerland, Denmark, Portugal, New Zealand, France and the Netherlands, proposed that the third and fourth lines of the preamble be amended to read:

"Channels O1-28 correspond to the channel designators used in Appendix 18, Radio Regulations, Geneva, 1959, and ""."

The Norwegian proposal was approved.

The delegate of Portugal, supported by the delegates of Italy and Greece, considered that the new channels should be numbered consecutively to follow the old ones, and proposed that the numbering should be 29-57, instead of 60-88.

The <u>delegate of Canada</u>, who had convened the <u>ad hoc</u> Working Group on Appendix 18, explained that the Group had based its numbering of the interleaved channels on a United Kingdom proposal in Document No. 112 that the numbering should be from 50-78, so that the numbers for the new channels should be parallel to those of the old channels from which they had been derived. The Group had decided on the numbering which appeared in the Annex to avoid difficulties for countries whose coast stations operated both VHF and MF services and which used an uninterrupted numbering for the channels used in both bands.

The delegates of Denmark, New Zealand, the Netherlands, Switzer-land and Sweden associated themselves with those views.

The Chairman put the Portuguese proposal to the vote.

The proposal was rejected by 35 votes to 4, with 6 abstentions.

In response to a request by the delegate of Greece, the <u>Chairman</u> said that a brief note explaining the numbering would appear in the introduction to the tables.

The tables in Annex I were approved.

Annex I, as a whole, as amended, was approved.

Annex II

Footnote e)

The <u>delegate of Poland</u>, supported by the <u>delegates of India</u> and <u>France</u>, observed that it was customary to begin all provisions of the Radio Regulations which related to specific countries with the names of those countries. He therefore proposed that the footnote should begin with the

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words "In France and Belgium, ..." and that the words "by France and Belgium" in the sixth and seventh lines should be replaced by "by these countries".

It was so decided.

Footnote g)

The <u>delegate</u> of the <u>United States</u> of <u>America</u> confirmed that his <u>Administration</u> did not consider it necessary to maintain the provisions contained in footnote g) of Appendix 18 to the current Regulations.

The <u>delegate of Canada</u> considered that a note on the use of the frequencies in Appendix 18 for shipping on inland waterways should appear in the Appendix.

The <u>delegate of Poland</u> said he saw no need to refer to frequencies for inland waterways in a document relating to the maritime mobile service.

After a brief discussion, it was <u>decided</u> to include a reference to No. 287 in a general note g) bis in the <u>introductory part</u> of the Appendix.

Footnote h)

The <u>delegate of Italy</u> suggested that the footnote should refer to the maximum frequency deviation, to conform with wording already adopted in the Plenary Meeting.

It was so agreed.

Footnote i)

The <u>delegate of Italy</u>, referring to the last phrase of the footnote, said it was not clear how ships entering territorial waters were to know the national regulations of the administrations concerned and how the administrations could stop on-board communication. Moreover, if the coast station was to indicate the channels to be used, those channels should be included in the List of Coast Stations.

The <u>Chairman</u> pointed out that the purpose of the phrase was to give administrations authority to stop on-board communication if it was causing harmful interference. The ultimate goal was to standardize the channels thus used, so that they would not cause interference in any harbour. It should be borne in mind that coast stations were not always co-sited with

harbours, and in any case enumeration of the channels for each station in the List would be a considerable undertaking.

The <u>delegate</u> of <u>Italy</u> suggested that the phrase be deleted.

The <u>delegate of Portugal</u> said that the Italian delegate's difficulty might be mitigated if the French text was aligned with the English, which was clearer.

The <u>delegate of the U.S.S.R</u> opposed the Italian proposal, since ships' operators entering territorial waters were obliged to know and comply with the national regulations concerned.

The <u>delegate of the United Kingdom</u> said that, although the phrase had been based on a simple amplification of the footnote proposed by his Administration, it had been unnecessarily complicated by the discussion in the Working Group. Since all working in territorial waters fell under the national regulations of the country concerned, to specify the fact in a footnote might imply that national regulations were not applicable to other provisions of the Radio Regulations. He therefore supported the Italian proposal.

The <u>Chairman</u> considered that, since ships' operators were fully aware that they must operate under national regulations in territorial waters where conventional frequencies were concerned, mention of that fact in the footnote merely served the purposes of caution in a special case.

The representative of the International Chamber of Shipping said that the single frequency portable equipment used for on-board communications could not be switched to the channel used in each harbour. The Italian delegate's point might be met by referring to a single-frequency port operation channel in the footnote. As a matter of principle, however, he endorsed the United Kingdom delegate's view that the inclusion of the phrase in a footnote to the VHF table might affect Regulations relating to MF and HF operation.

The <u>delegate of France</u> said that, although his Administration authorized the use of the band concerned in French territorial waters, the last phrase might be useful for administrations which did not permit such use.

The <u>delegate of Poland</u> said he had no objection to retaining the phrase, if the French text was aligned with the English. Ships' operators

were issued with handbooks containing national regulations, and it should not be too difficult to find suitable channels for on-board communication which would not cause harmful interference at periods of dense harbour traffic.

The <u>delegate of Italy</u> considered that a note should be added to the effect that Nos. 988 - 991 of the Radio Regulations did not apply to on-board communications.

The <u>delegate of Canada</u> said that, although the Italian delegate's assumption might be correct, it was not clear under what Regulations frequencies could be assigned to the on-board communications service.

The <u>delegate of the Netherlands</u> agreed with the Italian delegate that it was important to stress that internal communications on board ships did not belong to the maritime mobile service.

The <u>delegate of Italy</u> said he would not insist on the insertion of a note if it was made clear in the summary record that on-board communications were not regarded as a part of the maritime mobile service.

The <u>Chairman</u> suggested that the Italian proposal to delete the last phrase should be left in abeyance, as the decision depended largely on the choice of channels and on the power limitation for on-board communications.

The <u>delegate of Poland</u> proposed that the power for on-board communications be limited to 0.1 kW, which had been found to be ample for the largest ships. Any power in excess of 0.1 W would cause increased interference in busy ports.

The delegates of the U.S.S.R., Canada, the <u>United States of America</u>, <u>Sweden</u>, <u>Argentina</u> and the <u>Netherlands</u> supported that proposal.

The $\underline{\text{delegate of Denmark}}$ observed that 0.25 W had been proposed as a compromise in the Working Group, and submitted that proposal to the Committee.

The <u>delegate of the United Kingdom</u> supported the Danish proposal. Experimental use of single frequency portable sets at 0.25 W had given good results in the United Kingdom.

The Chairman put the Polish proposal to the vote.

The proposal was approved by 34 votes to 6, with 3 abstentions.

The meeting was suspended at 1835 hours and resumed at 2030 hours.

The <u>delegate of Malaysia</u> proposed changing the word order so that the words "for intership communications" would be between "assigned" and "in", and "and" would be inserted before "preferably".

The <u>delegate of Denmark</u> said that his delegation would have preferred channels 15 and 17 to be included in the square brackets in the third line, instead of channels 70 and 72. Footnote h) already contained a power limitation for channels 15 and 17, and it was therefore logical to use those channels also for on-board communication, for which power had to be limited in any case.

The <u>delegate of Canada</u>, supported by the <u>delegate of the Netherlands</u>, considered that channels 15 and 17 would suffer little interference from 16, despite its greater power, and that they should be assigned on an international basis exclusively for on-board communications with a power of 1 W.

The <u>delegate of Norway</u> endorsed the Canadian delegate's views; channels 15 and 17 had very low priority for intership or port operation, and the limitation of power to 1 W would solve the problem of interference to channel 16.

The <u>delegate of New Zealand</u> said he could not agree with the Danish proposal, because channels 15 and 17 were also designated as single frequency port operations channels, and any channels assigned for on-board communications should be exclusively for internal operations; moreover, channel 16 was used as a distress frequency by New Zealand. Like the Polish delegate, he preferred channels 70, 72 and 77.

The representative of the International Radio Maritime Committee said he regretted that it had not been found possible to allocate frequencies in the 450 - 470 Mc/s band, but was pleased that the Committee was now considering the allocation of one or more frequencies for on-board communications. Limiting the power to 0.1 W was a good measure as regards on-deck communication but was not adequate for all on-board communications.

The <u>delegate of Denmark</u> said that the main difficulty encountered by low-power equipment in the vicinity of bigger transmitters was the reduction of the sensitivity of the portable receivers.

The <u>delegate</u> of the Federal Republic of Germany supported the Danish delegate's views.

The <u>delegate of Poland</u> said he could not understand why, out of the 28 channels available, two had been chosen from the guardband; he could not accept the Danish suggestion.

The <u>Chairman</u> pointed out that a new guard band for the distress frequencies was to be developed, although it would not be completely effective until 1983.

The <u>delegate of South Africa</u>, supporting the Canadian proposal, said that if channels 15 and 17 could not be used on 1 W, they could not be used for anything else.

The <u>delegate of Switzerland</u> said that the protection of channel 16 had been taken into account. After 1983, it should be possible to use channels 15 and 17 for other purposes, leaving a 25 kc/s guardband. He could agree to channels 15 and 17 for on-board communications but was not in favour of losing the possibility of using them for intership and port operation. The main point was to reach agreement on a few channels, and in view of the particular conditions with respect to channel 16 until 1983, he preferred the channels shown in the document.

The <u>delegate of Singapore</u> also preferred those channels, as 15 and 17 were very near the guardband. Although the likelihood of interference was remote, when the service was opened on an international basis, ships might eventually use equipment which would endanger the use of channel 16 for calling and safety.

The <u>delegate of the United Kingdom</u> said that the original idea of putting forward a suggestion for intership channels had been to avoid interference in port areas on frequencies shared with port operations services. He had been impressed by the Canadian delegate's arguments, and could agree to the use of channels 15 and 17 if the Committee so desired. The next item would be a proposal to cover use up to 1983. The channels proposed (70 and 72) were for use after 1983.

The <u>delegate of the United States of America</u> pointed out that the discussion was very similar to the one which had taken place in Working Group 5C. He shared the doubts expressed earlier by the delegate of the Netherlands as to whether on-board communications were really a

maritime mobile service. In the Working Group all delegates had agreed that there was a requirement for providing channels for on-board communications, but the type of service had not been specified, and he could not agree to exclusive assignment of the channels. With regard to channels 70, 72 and 77, there would be a problem with shared use between on-board and intership communications.

The <u>delegate of Norway</u> said that demand for VHF channels was increasing and that all channels, including those close to 16, would be used, especially after 1 January 1983, when the power could be from 20 to 50 W. There were only two possible solutions: to have channels 15 and 17 with, say, 20 or 50 W emitted power, or to have on-board communication channels with 1 W.

The <u>Chairman</u> put to the vote the Danish proposal to replace the three channels given in i) by channels 15 and 17.

The proposal was approved by 18 votes to 15, with 8 abstentions.

The <u>delegate of Poland</u> explained that he had abstained from voting, because in his view channels 15 and 17 could not be used until 1 January 1983, and footnote h) would therefore not be valid.

The <u>delegate</u> of the <u>United States</u> of <u>America</u> said he had abstained as the issue had not been made clear.

The <u>delegate of Denmark</u> explained that his original proposal had been for channels 15, 17 and 77, but as the majority of speakers favoured two channels only, he had understood the alternatives to be 70, 72 and 77, or 15 and 17.

The <u>Chairman</u> called for a second vote on the replacement of channels 70, 72 and 77 by channels 15 and 17.

The proposal was approved by 19 votes to 18, with 3 abstentions.

The <u>delegate of Switzerland</u>, referring to the question of exclusivity, said that in the old Appendix 18, one channel on either side of 16 had been left as a guard band and that a similar guard band was provided in the new Appendix 18. Power limitations had also been given to adjacent channels. He did not see why power of 20 or 25 W could not be used on channels 15 and 17 after 1 January 1983. The channels should be allocated not only to on-board communication, but also to intership and single-frequency port operations, with the normal power for those channels.

The <u>delegate of Italy</u> proposed that a vote be taken on the Canadian proposal that channels 15 and 17 should be used exclusively for onboard communications.

The delegates of Denmark, Sweden and Switzerland agreed that channels could not be assigned for that purpose exclusively.

The representative of the International Radio Maritime Commission thought it was clear that there was no need for exclusivity.

With respect to power, note h) stated that the channels could be used with a radiated power not exceeding 1 W; if that relatively small power could serve other purposes, its use should be permitted.

The <u>delegate</u> of the U.S.S.R. said that the frequencies should be shared with other services, as exclusive use for on-board communication was wasteful.

The <u>delegate of New Zealand</u> said he was also against exclusivity and thought the channels should be used for normal maritime mobile purposes.

The Chairman put to the vote the proposal that channels 15 and 17 be used exclusively for on-board communication.

The proposal was rejected by 34 votes to 5, with 1 abstention.

The Chairman asked whether any delegate had a compromise proposal to offer, in view of the closeness of the vote on the channels to be used; it should be borne in mind that use would be on a shared basis.

The <u>delegate of Sweden</u> reintroduced the first Danish proposal for channels 15, 17 and 77, which included one of the original frequencies, and was therefore a compromise.

In reply to a suggestion by the <u>delegate of Italy</u> that port operations should be removed from those channels, the <u>delegate of New Zealand</u> said that that would be a loss to the international maritime mobile service.

The <u>delegate of the United States of America</u> said he could not agree to the removal of port operations.

In reply to a request for clarification by the <u>delegate of Poland</u>, the Chairman said that it had been decided that 15 and 17 would be used

after the entry into force of the Final Acts of the Conference with a maximum frequency deviation of \pm 5 kc/s, but that during the transition period, up to 1 January 1983, the effective radiated power should not exceed 1 W.

He was not sure whether portable equipment based on 25 kc/s spacing could be used with 1 W before 1 January 1983, since it was agreed that use of the channels should be shared. He understood that the intention was to convert all main station receivers to 25 kc/s spacing before that type of equipment for internal communications could be brought into service.

The <u>delegate</u> of the <u>United Kingdom</u> pointed out that it had been decided that channels 15 and 17 could be used before 1 January 1983, apart from the power limitation of 1 W, the channels would be allowed on the express condition that it did not cause harmful interference to other channels in the existing Appendix 18.

The delegate of Poland repeated that, since the existing guard band was compulsory until 1983, channels 15 and 17 were not available.

The Chairman of Working Group 5C failed to see that contradiction, as footnote h) clearly set out the conditions in which the channels could be used with reduced power.

The delegate of Denmark agreed with the explanations given by the delegate of the United Kingdon and the Chairman of Working Group 5C, since a Resolution which had been adopted covered the bringing into service of all new channels. He was opposed to the Italian suggestion, but agreed that his original proposal to use channels 15, 17 and 77 might be taken up again, if it could assist the Committee to come to a clearer decision on channel assignments.

The <u>delegate</u> of the <u>Netherlands</u>, supported by the <u>delegate</u> of <u>Australia</u>, proposed that footnote i) be deleted, as delegations did not seem to be nearing agreement on the issues involved.

The delegates of Switzerland and Sweden opposed that proposal.

The proposal was rejected by 23 votes to 15, with 3 abstentions.

The Chairman invited the Committee to consider the Swedish proposal.

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The <u>delegate of the Federal Republic of Germany</u> supported that proposal.

The <u>delegate of New Zealand</u> suggested that channel 72 should be included among the channels proposed by the Swedish delegate.

The delegate of Canada said that, although he was not opposed to the Swedish proposal, he believed that the opposition to the use of channels 15 and 17 was based on their exclusive use for on-beard communications. Since footnote h) limited the use of those channels to a power of 1 W until 1 January 1983, they would not normally be used very widely for port operations and intership communications until that date. He therefore proposed that footnote i) should read as follows:

"Channels 15 and 17 may also be used for internal operational communications on board ships on a shared basis with port operations and intership use of these channels, provided the effective radiated power does not exceed 0.1 W and subject to the national regulations of the administrations concerned when these channels are used in territorial waters."

The <u>delegate</u> of <u>Switzerland</u> supported that proposal, but suggested that the phrase "on a shared basis with port operations and intership use of these channels" was unnecessary in view of the presentation in the table and should be omitted.

The delegate of Canada accepted that suggestion.

The delegates of Italy and India supported the Canadian proposal.

The Chairman put the Canadian proposal to the vote.

The proposal was approved by 26 votes to 9, with 5 abstentions.

Annex III

The <u>delegate of the United States of America</u> said that he could support the use of frequency 156.8 Mc/s by coast stations for selective calling, but thought that the effect of specifying the class of emission would be unduly restrictive, particularly in view of action recently taken by Working Group 6A, which anticipated a variety of selective calling systems in the future. He therefore proposed the deletion of the words "in class F2 emission".

The <u>delegates of New Zealand</u> and <u>Australia</u> supported that proposal.

Annex III, as amended, was approved.

Annex IV

The <u>delegate</u> of <u>Denmark</u> observed that the square brackets round "A" after "Appendix 18" should be removed throughout the Annex.

ADD 1373D

The <u>delegate of Portugal</u> proposed that ADD 1737D be deleted, since footnote i) had been approved.

The <u>delegate of Switzerland</u> said he would prefer that Regulation to be retained in the body of the Radio Regulations, duly modified in accordance with the text approved for footnote i).

The delegates of Italy, Poland, South Africa, Denmark, New Zealand, the United States of America, Argentina and Hungary supported the Portuguese proposal.

The proposal was approved.

MOD 1379

The <u>delegate of New Zealand</u> pointed out that an attempt had been made in Working Group 50 to agree on a power limitation common to all Regions. Delegations of Region 2 and Region 3 countries had been prepared, as a compromise, to reduce the limit to 35 W, and some of them had even expressed willingness to agree to a lower figure, if that could be recommended on a world-wide basis.

The Chairman, supported by the delegates of the United States of America, the Federal Republic of Germany, Sweden and France, suggested that the limitation of 25 W should be accepted on a world-wide basis. If MOD 1379 was thus amended, No. 1378 could be suppressed.

The <u>delegate</u> of the U.S.S.R. said that most of the equipment in Region 1 operated on 20 W with very good results. The interference caused by ships with higher power was bound to increase if a higher limit was introduced in that Region. He therefore opposed the Chairman's suggestion.

The delegate of Poland also opposed the suggestion. Traffic in the Baltic and North Seas was extremely dense, and ships from Regions 2 and 3 which entered those seas caused considerable interference. It would be better to reduce the limit for the other Regions than to raise it for Region 1.

The delegate of Canada said that his delegation had originally proposed 35 W as the power limit, and had agreed to 25 W in a spirit of compromise. If, however, Region 1 countries believed that they could not accept the 1 db difference between 20 and 25 W, it might be better to keep Nos. 1378 and 1379 in their existing form.

The <u>Chairman</u> put to the vote the notion that 25 W be accepted as the power limitation on a world-wide basis and No. 1378 be deleted.

The motion was carried by 35 votes to none, with 6 abstentions.

The <u>delegate</u> of the U.S.S.R. explained that he had abstained in the vote because he considered that the appropriate power limit for Region 1 was 20 W.

Annex IV, as amended, was approved.

The neeting was suspended at 2300 hours on Thursday, 26 October, and resumed at 0900 hours on Friday, 27 October.

Annex V

The <u>delegate of the United States of America</u> proposed that in "noting" paragraph \underline{f}) commas be inserted after the words "for" and "feasibility" in the antepenultimate and penultimate lines respectively.

It was so decided.

The <u>delegate</u> of the U.S.S.R., supported by the <u>delegate</u> of <u>Czechoslovakia</u>, proposed that in the penultimate line of the Annex, the words "band 9" be replaced by the words "bands 9 and 10".

It was so decided.

Annex V, as amended, was approved.

Document No. 313, as a whole, as amended, was approved.

4. Possible revision of Appendix 18 to the Radio Regulations (Document No. 57)

The delegate of the United Kingdom said that the use of 161.35 and 161.45 Mc/s for on-board communications, which had proved of inestimable value to United Kingdom shipowners, might be the solution to the problem of on-board communication during the transition period. His delegation, therefore, hoped that the Committee would give consideration to the proposal on that subject contained in Document No. 57.

The delegate of New Zealand endorsed the proposal.

The delegate of the Federal Republic of Germany said he could support the proposal provided there was a note to the effect that the use of the channels would be subject to the national regulations of the administrations in whose territorial waters they were being used.

The <u>delegate of Denmark</u>, supported by the <u>delegates of Italy</u>, <u>Sweden</u> and <u>France</u>, said there were two reasons why he could not support the proposal: first, in Denmark the band concerned was used extensively for other services; and secondly, the band had not been allocated for the exclusive use of the maritime mobile service. Since they were outside the bands covered by Appendix 18, the Conference might not be competent to take a decision on the matter.

The United Kingdom proposal was <u>rejected</u> by 32 votes to 8, with 12 abstentions.

The representative of the International Chamber of Shipping made the following statement:

"I represent the owners of 70% of ships engaged in passenger services and trade. An extraordinary number of manhours has been spent in discussing a very simple operational requirement to provide communication between ships officers in order to expedite ship handling, cargo handling and the rapid turn round of ships. All of these are important economic factors.

The Master of a ship will ensure that on-board communications do not interfere with maritime VHF communications in a port because it is an inherent part of his livelihood. If any ship does interfere with communication in a Port operations service the Port Authority will soon correct it.

It may well be necessary to draw the attention of I.M.C.O. to the difficulty this Conference has had in a proper understanding of this type of operational requirement in order that communications for ship operations may be given more detailed attention in that organisation. This would follow the pattern set by I.C.A.O."

5. Draft Sixth Report of Committee 5 (Document No. DT/126)

Points I, II and III were approved.

Point IV

The <u>delegate</u> of the <u>United States</u> of <u>America</u> said that in the fourth line of the third paragraph the figure "4 413.9" should be replaced by the figure "4 434.9".

Point V

The <u>delegate</u> of the <u>Netherlands</u> pointed out that the question to be discussed was that of possible power limits for coast stations operating on the new radiotelephone channels which would be available after they had been vacated by coast telegraph stations.

The Chairman reminded delegates that at the last meeting of Working Group 5B, the Soviet delegate had proposed that for coast stations the maximum peak envelope power should be 5 kW in the 4 and 6 Mc/s bands and 10 kW in the 8, 12, 16 and 22 Mc/s bands.

The <u>delegates of Poland</u>, the <u>Netherlands</u> and <u>Norway</u> endorsed the U.S.S.R. proposal.

The <u>delegate of Greece</u> suggested that the representative of the I.F.R.B. should indicate the maximum peak envelope power which would permit maximum sharing with the least interference. It would also be interesting to learn what power countries already converted to SSB emission were using for world-wide coverage.

The representative of the I.F.R.B. said that in the HF bands the question was one of choice of frequency rather than of power value. While he could not say that a maximum value of 5 kW would permit maximum sharing, he nevertheless felt that on the whole that value would be reasonably satisfactory. Propagation conditions might be difficult sometimes, but if the Committee approved a value of 5 kW it could add a provision to the effect that, a higher figure could be allowed occasionally and temporarily when propagation conditions were difficult.

The delegate of Canada, referring to the Greek delegate's suggestion, said that with a power value of 1 kW, Canada had adequate service to the South Pacific from coast stations at Vancouver and Halifax.

The <u>delegate of Brazil</u> pointed out that the Committee had agreed that the new channels being made available should be allocated to countries for which provision was not made in existing Appendix 25. In that Appendix, 20 kW was the maximum value for DSB transmissions. As a value of 5 kW SSB was approximately equivalent to a value of 20 kW DSB, the maximum power necessary to ensure a fair distribution of the new available frequencies would be 5 kW per speech channel.

The <u>delegate of Australia</u>, supported by the <u>delegate of Canada</u>, said he could accept a value of 5 kW, provided the figure was followed by the words "per speech channel".

The <u>delegate of New Zealand</u> said that his delegation favoured a power limit of 5 kW in all bands for the new channel.

The <u>delegate of Dennark</u>, supported by the <u>delegate of Belgiun</u>, proposed that if a limit was set it should not be lower than 10 kW PEP.

The <u>delegate of the United Kingdom</u> observed that under the terms of the Resolution in Annex 5 to Document No. DT/126, the I.F.R.B. was given the task of distributing requirements among the new channels. No attempt should be made at the current Conference to limit the power on channels, and from the practical point of view the question of power limitation should not be discussed further.

The <u>Chairman</u>, specifying that the Committee was discussing SSB emissions with reduced or suppressed carrier on the new channels, put to the vote the Danish/Belgian proposal that 10 kW should be the peak envelope power on all bands.

The proposal was rejected by 32 votes to 3, with 13 abstentions.

The <u>Chairman</u> put to the vote the Australian/Brazilian/Canadian proposal that there should be a maximum power limit of 5 kW per speech channel in all bands.

The proposal was approved by 34 yotes to 12, with 5 abstentions.

The Chairman said that the first "resolves" paragraph of the Resolution would indicate that peak power of transmission was limited to 5 kW per speech channel for coast stations and 1.5 kW for ship stations.

The <u>delegates of the Netherlands</u> and <u>Poland</u> pointed out that no decision had yet been taken concerning a power limit for A3H and A3.

The <u>delegates of Australia</u>, the <u>United States of America</u> and <u>Denmark</u> suggested that a limit of 10 kW would be appropriate for DSB emissions.

The delegate of Canada, supported by the delegate of New Zealand, proposed a limit of 5 kW for A3H and 10 kW for A3.

The <u>delegate of Switzerland</u> proposed a limit of 10 kW for A3 and 7 kW for A3H.

The <u>delegate</u> of <u>Greece</u> referred delegates to page 19 of Volume I of the XIth C.C.I.R. Assembly.

The representative of the I.F.R.B. endorsed that reference and said that care should be taken in reaching a decision. In the case of A3A and A3J it was peak envelope power that had to be fixed, but in the case of A3H and A3 it was mean power, according to the Radio Regulations.

The Chairman suggested that the following footnote be appended to the draft Resolution in Annex 5:

"For A3H emission a peak envelope power of 7 kW may be used; For A3 emission a mean power of 10 kW may be used."

The <u>delegates of Australia</u>, <u>Canada</u> and <u>Argentina</u> supported the Chairman's suggestion.

The <u>delegate of Italy</u> said that he had some doubts regarding the power proposed for A3H emission and suggested that he might raise the matter in Plenary.

The delegate of the Federal Republic of Germany considered that the power for class A3H was rather small and suggested an increase to 10 kW.

The <u>delegate of New Zealand</u> said that he was opposed to increasing the power of A3H above 7 kW. Such an increase would defeat the nain purpose, which was to make early use of the new channels.

The footnote was approved.

Annex 1, Article 5

The <u>delegate of Canada</u> suggested adding at the end of Article 5 all the carrier frequencies proposed by Canada in Document No. 145, with the exception of the frequency 2089.5 kc/s. The suggested additional sentence would read:

"with a peak envelope power not exceeding 1 kW on the carrier frequencies 2086.0, 2093.0, 2096.5, 2100 and 2103.5 kc/s."

The <u>delegate</u> of <u>Sweden</u> pointed out that the first of the frequencies proposed by Canada was just at the edge of the band. Moreover, the spacing of 3.5 kc/s did not accord with the agreed 3.0 kc/s spacing.

The delegate of Canada pointed out that if the frequency 2065.0 kc/s gave rise to difficulties, all the frequencies he had proposed could be moved upwards by 0.5 kc/s.

The <u>delegate</u> of <u>Brazil</u> asked whether approval of the suggested frequencies would mean that they were the only frequencies permitted in Region 2.

The <u>delegate</u> of <u>Canada</u> explained that they would be the only frequencies for radiotelephony, but that others would be available for radiotelegraphy. He considered that the sharing of frequencies for radiotelephony was made easier by the <u>Canadian</u> proposal.

Annex 1, as amended, was approved.

Annex 2

The <u>delegate of Portugal</u> said that in Working Group 5A he had reserved the right to revert to the use of the frequencies 2190.5 - 2194.0 kc/s reserved for calling coast stations from ship stations. Additional frequencies were necessary in Region 1. In Portugal, that band was needed for calling and for other purposes in the maritime nobile service and he could not therefore accept the restrictions being placed on it. He suggested a compromise by adding the following sentence:

"This band may also be used south of parallel 42°N for other communications of the maritime mobile service; the peak envelope power of emission should not exceed 100 kW."

The <u>delegate of Italy</u> supported the Portuguese proposal, but suggested a change in the limiting parallel of latitude, so that the whole of Italy could be included. He suggested 45°N.

The delegate of the United Kingdom, supported by the delegates of the Netherlands and Sweden, said that his delegation had opposed the use of that band for any purpose other than calling, and pointed out that Document No. 79 gave the results of an analysis of the effects produced by reducing the guard band on 2182 kc/s. It was essential to preserve the distress nature of that frequency.

The <u>delegate of Portugal</u>, referring to the first paragraph of Annex 2, Article 7, said that he could not understand how the proposed use of the frequencies mentioned would affect safety and **distress** calling.

The <u>delegate of France</u> suggested adding to the Portuguese proposal the words "this provision applies to the Mediterranean".

The <u>delegate of the U.S.S.R.</u> suggested adding "to the Mediterranean Sea and the Black Sea".

The delegate of Portugal accepted those suggestions.

The Chairman put to the vote the Portuguese proposal: "that the bands between 1605 and 3800 kc/s may also be used south of parallel 45°N, and in the Mediterranean and Black Sea waters, for other communications of the maritime mobile service; the peak envelope power of emission should not exceed 100 W".

The proposal was approved by 13 votes to 11, with 27 abstentions.

The Chairman announced that the result of the vote just taken was subject to No. 723 of the General Regulations (Montreux 1965), since the number of abstentions exceeded half the number of votes cast (for, against, abstentions). Consideration of the matter under discussion must therefore be postponed to a later meeting, at which time abstentions would not be taken into account.

The <u>delegate of Canada</u> said that he had abstained in the vote because he had considered the natter under discussion to be a regional issue. He suggested that a new vote be taken on a regional basis only.

The <u>delegate of Portugal</u> asked for it to be recorded that the Portuguese delegation had noted the results of the vote, and that all the abstentions except one were from countries outside Region I. All Members of the Union were entitled to participate in votes on regional matters, but that procedure was bound to lead to unsatisfactory results.

The <u>delegate</u> of the <u>United Kingdom</u>, supported by the <u>delegate</u> of the <u>Netherlands</u>, said that he reserved the right to bring up the matter again in Plenary. Safety could only be considered on a world-wide basis, and the <u>Mediterranean</u> was an international waterway widely used by ships of all nations.

The <u>delegate of the U.S.S.R.</u>, supported by the <u>delegate of India</u>, said that the vote just taken was a majority vote, the result of which could be put in square brackets. The final decision could be left to the Plenary.

The Chairman ruled that another vote would be taken at the Committee's next meeting, in accordance with No. 723 of the General Regulations (Montreux 1965).

Page 6 - MOD 456

The <u>delegate of the U.S.S.R.</u>, supported by the <u>delegates of</u>
France and the <u>United States of America</u>, suggested the deletion of the word
"two-way" in the first line.

It was so agreed.

Page 7 - ADD 1322C

The <u>delegate</u> of the <u>United States</u> of <u>America</u> pointed out that there had been prolonged discussions in <u>Working Group 5A</u> in an attempt to make the provision acceptable to all Regions. He suggested that alternative wordings might be submitted at the next meeting.

It was so agreed.

ADD 1336A

The <u>delegate of Sweden</u> suggested that the square brackets round the dates should be deleted.

Document No. 370-E Page 24

The <u>delegate</u> of Canada suggested adding a footnote concerning the frequencies for ADD 1336A, to read: "See Resolution No. R".

It was so agreed.

Page 8 - ADD 1351A

The <u>delegate</u> of <u>Poland</u> repeated his delegation's reservation concerning the transition period and the cessation of DSB service. He was in favour of 1 January 1980 as the earliest date for that cessation, and confirmed that the Polish reservation would be submitted for inclusion in the Final Acts.

The <u>delegate of the United States of America</u> suggested that the word "classes" be deleted in paragraph b).

The <u>delegate of Canada</u> suggested the addition of a footnote 1351A-3, to refer to A3J in paragraph b), as follows: "3) See also Resolution No. R".

Those amendments were approved.

Page 9 - ADD 1352A

The <u>delegate of Norway</u>, supported by the <u>delegates of New Zealand</u>, <u>the U.S.S.R.</u> and <u>Poland</u>, said that the discussion in the Working Group had shown the need for some reference to the purposes in the footnote, and suggested that it should be redrafted as follows:

"ADD 1352A-1 1) These frequencies may also be used for selective calling purposes by radiotelegraph coast stations / See Nos. 1147 and 1224 /•"

That proposal was approved.

The meeting rose at 1305 hours.

Secretary of Committee 5:

Chairman of Committee 5:

J. BALFROID

P. MORTENSEN

GENEVA, 1967

Document No. 371-E 31 October 1967 Original : French

PLENARY MEETING

STATEMENT TO BE INCLUDED IN THE FINAL PROTOCOL

REPUBLIC OF VIET-NAM

In signing the Final Acts of the World Administrative Radio Conference, Geneva, 1967, the Viet-Nam delegation makes the following reservations on behalf of the Republic of Viet-Nam:

- I. The delegation of the Republic of Viet-Nam reserves for its Government the right to take such action as it may consider necessary to safeguard its interests should reservations by any country jeopardize the telecommunication services of the Republic of Viet-Nam.
- II The statements made by certain delegates during the present Conference about the delegation of Viet-Nam are without any legal basis and are considered invalid.

or the delegation of the Republic of Viet-Nam

BACH VAN THAM

PHAM VAN TRINH



GENEVA, 1967

Document No. 372 (Rev.)-E

1 November 1967 Original: English

PLENARY MEETING

STATEMENTS TO BE INCLUDED IN THE FINAL PROTOCOL

STATE OF ISRAEL

The declarations made by the governments of Algeria, Jordan, Kuwait and Tunisia being in flagrant contradiction to the principles and purpose of the International Telecommunication Union and therefore void of any legal validity, the government of Israel wishes to put on record that it rejects these declarations outright and will proceed on the assumption that they can have no validity as to the rights and duties of any Member State of the International Telecommunication Union.

In any case, the government of Israel will avail itself of its rights to safeguard its interest should the governments of Algeria, Jordan, Kuwait and Tunisia in any way violate any of the articles of the International Convention, including any of the Regulations annexed thereto.



Document No. 372-E 31 October 1967 Original: English

PLENARY MEETING

STATEMENTS TO BE INCLUDED IN THE FINAL PROTOCOL

ISRAEL

The declarations made by the governments of Algeria, Jordan and Kuwait being in flagrant contradictions to the principles and purpose of the International Telecommunication Union and therefore void of any legal validity, the government of Israel wishes to put on record that it rejects these declarations outright and will proceed on the assumption that they can have no validity as to the rights and duties of any Member State of the International Telecommunication Union.

In any case, the government of Israel will avail itself of its rights to safeguard its interest should the governments of Algeria, Jordan and Kuwait in any way violate any of the articles of the International Convention, including any of the Regulations annexed thereto.



GENEVA, 1967

Document No. 373-E (Rev.)

8 November 1967 Original: Spanish

PLENARY MEETING

STATEMENT TO BE INCLUDED IN THE FINAL PROTOCOL

CHILE

The delegation of Chile makes the following reservations for inclusion in the Final Protocol:

a) Introduction of single sideband technique

Considering:

- that the present Conference has laid down dates for the replacement of the double sideband system by the single sideband system in the bands allocated to the maritime mobile service between 1 605 and 4 000 kc/s and the HF bands; and
- 2. that the observance of these dates will make considerable financial demands that will not be easy to meet;

The DELEGATION OF CHILE makes a formal reservation with regard to the dates adopted at the present Conference for the introduction of the single sideband technique into the maritime mobile service. Nevertheless, every effort will be made to observe the dates laid down.

b) General reservation

The delegation of Chile signs the Final Acts, the agreements, resolutions and recommendations of this Conference subject to their later ratification by the competent Chilian authorities.

For the delegation of Chile

R. ARAGAY



GENEVA, 1967

Document No. 373-E 31 October 1967 Original: Spanish

PLENARY MEETING

STATEMENT TO BE INCLUDED IN THE FINAL PROTOCOL

CHILE

The delegation of Chile makes the following reservations for inclusion in the Final Protocol:

a) Introduction of single sideband technique

Considering:

- 1. that the present Conference has laid down dates for the replacement of the double sideband system by the single sideband system in the bands allocated to the maritime mobile service between 1 605 and 4 000 kg/s and the HF bands; and
- 2. that the observance of these dates will make considerable financial demands that will not be easy to meet;

The DELEGATION OF CHILE makes a formal reservation with regard to the dates adopted at the present Conference for the introduction of the single sideband technique into the maritime mobile service. Nevertheless, every effort will be made to observe the dates laid down.

b) Transmission of oceanographic data

Considering

- 1. that no international legal statute exists at present governing the transmission and utilization of oceanographic data;
- 2. that there is a lack of technical data and that there is no organization qualified to collect and supply oceanographic data to all countries;
- 3. that the value of establishing a world-wide system for the transmission of such data is nevertheless duly appreciated;

The DELEGATION OF CHILE makes a formal reservation with regard to all measures adopted during the present Conference in connexion with the transmission of oceanographic data, including the allocation of frequency bands and the assignment of specific frequencies.

For the delegation of Chile

R. ARAGAY



GENEVA, 1967

Document No. 374-E 31 October 1967 Original: English

PLENARY MEETING

STATEMENT TO BE INCLUDED IN THE FINAL PROTOCOL

REPUBLIC OF KOREA

The delegation of the Republic of Korea to the World Administrative Radio Conference, Geneva, 1967 declares that it is, as at the previous conferences since the Accession of Korea to the Union, the only legitimate representation throughout Korea and recognized as such by the Conference.

Any declaration or reservation made in connection with or attached to the Radio Regulations by any Member of the Union, incompatible with the position of the Republic of Korea as set forth above, is illegal and therefore null and void.

J.S. CHOY Head of the delegation of the Republic of Korea



GENEVA, 1967

Document No. 375-E 31 October 1967

Original: French, English,

Spanish

PLENARY MEETING

REPORT FROM COMMITTEE 5

Article 35

ADD 1363.1 1) After 1 January 1983 this band is reduced to 156.7625 - 156.8375 Mc/s (see Resolution No. J).

Appendix 18

In Appendix 18 add the following note:

1) This guard-band will apply after 1 January 1983 (see No. 1363.1).

Reference to this note should be made in the Table for channels 75 and 76 after the guard-bands indicated.

P. MORTENSEN

Chairman



GENEVA, 1967

Document No. 376-E 31 October 1967 Original: English

COMMITTEE 5

SUMMARY RECORD

of the

TWELFTH MEETING OF COMMITTEE 5

Friday, 27 October 1967 at 2120 hours

Chairman: Mr. P. MORTENSEN (Norway)

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

Subjects discussed

Document, No.

- 1. Vote on the Portuguese proposal concerning use of the bands between 1 605 and 3 800 kc/s
- 2. Revised version of "resolves" paragraph 3 of Resolution No. M in Document No. 320
- 3. Draft Sixth Report of Committee 5 (continued)

DT/126



1. Vote on the Portuguese proposal concerning use of the bands between 1 605 and 3 800 kc/s

The Chairman declared open the twelfth meeting of Committee 5 and reminded delegates that the vote taken at the previous meeting on the Portuguese proposal concerning use of the bands between 1 605 and 3 800 kc/s had been invalid because the number of abstentions had exceeded half the number of votes cast. In accordance with the provisions of No. 723 of the International Telecommunication Convention (Montreux, 1965) another vote would therefore be taken, in which the abstentions would not be taken into account.

The delegate of the United Kingdom said that in 1947 at Atlantic City 2 182 kc/s had been adopted as the world-wide distress frequency. that time Region 1 had given up the 1 615 frequency in order to obtain uniform world-wide acceptance of an RT distress system with adequate protection of the frequency with the guardband then adopted. Before coming to the Conference the United Kingdom had made a study of the effect of reducing the guard band and had referred to the matter in Document No. 79. In that document the word "calling" was followed by the words "and working", which had never been formally withdrawn. He, therefore, formally withdrew the words "and working" in both the channels derived from the reduction of the guard band. The United Kingdom study showed that the position of the watch on 2 182 kc/s would deteriorate but, after consulting Article 5 and the footnote thereto, his Administration had decided that it was prepared to accept a deterioration in conditions to obtain two extra channels for calling purposes. The use of the upper channel for anything but intermittent calling purposes from ship to shore would worsen the safety watch situation. The problem was not confined to Region 1: shipping of all three Regions went to all regions and depended on the safety watches of ship and shore stations.

The <u>delegate of Portugal</u> said that if the problem was not a regional one, the Conference should adopt the same situation for all regions of the world. His Administration attached great importance to matters of safety and distress.

At the request of the <u>delegate of the United Kingdom</u>, supported by the <u>delegate of the Netherlands</u>, the vote was taken by roll-call.

In favour: Group of Territories represented by the French Overseas Post and Telecommunication Agency, France, Italy, Monaco, New Zealand, Portugal, Portuguese Overseas Provinces, Czechoslovakia,

Togolese Republic, Union of Soviet Socialist Republics, Yugoslavia (Federal Socialist Republic of).

Against: Denmark, Spain, Finland, Hungarian People's Republic, Norway, Netherlands (Kingdom of the), Poland (People's Republic of), United Kingdom of Great Britain and Northern Ireland, the Channel Islands and the Isle of Man, Sweden, Turkey.

Abstaining: Argentine Republic, Australia (Commonwealth of), Brazil,
Bulgaria (People's Republic of), Canada, Ceylon, Korea (Republic
of), United States of America, Greece, Guyana, Indonesia
(Republic of), Japan, Malaysia, Mexico, Federal Republic of
Germany, Roumania (Socialist Republic of), Singapore (Republic
of), Switzerland (Confederation of), Territories of the
United States of America.

The proposal was approved by 11 votes to 10, with 19 abstentions.

The <u>delegates of the United Kingdom</u> and <u>the Netherlands</u> reserved their right to revert to the matter in Plenary.

2. Revised version of "resolves" paragraph 3 of Resolution No. M in Document No. 320

The <u>Chairman</u>, pointing out that the Plenary had referred "resolves" paragraph 3 of Resolution No. M in Document No. 320 back to Committee 5 for re-drafting, said that the following amended text had been prepared:

"Until 1 January 1978, coast stations equipped for single sideband operations shall be able to use class A3H emissions in addition to class A3A and A3J emissions. This provision should also apply for ship stations equipped for single sideband operation. In any event ship stations shall, until 1 January 1972, be able to transmit either class A3 or A3H emissions."

After a discussion in which the <u>delegates of Poland, Sweden, Argentina, Italy, New Zealand, the United Kingdom, Denmark, Turkey, and the Federal Republic of Germany took part, the <u>delegate of Canada</u> proposed that the paragraph be amended to read: "Until 1 January 1978, coast stations equipped for single sideband operations shall be able to use class A3H emissions in addition to class A3A and A3J emissions. This provision should, until 1 January 1978, also apply to ship stations equipped for single sideband operations. In any event, ship stations shall, to ensure compatibility with coast stations not equipped with single sideband receivers, until 1 January 1972 be able to transmit either class A3 or A3H emissions".</u>

It was <u>decided</u> that the text which would be submitted to the Plenary should be drafted along these lines.

The <u>delegate of Canada</u> suggested that in the first sentence the words "single sideband operations" should be followed by a footnote sign and that the footnote should read "See also Resolution No. / Document No.334/"

The <u>delegate of Poland</u>, recalling his comments at the previous meeting on the Canadian resolution, said it was regrettable that two resolutions had been prepared on the same problem. Unless all the provisions on a given subject were grouped together, the document would be incomprehensible to anyone who had not attended the Conference.

The <u>delegate of Canada</u> explained that without the footnote, which was to serve merely as a cross-reference, the document would be even more confusing. He suggested that he and the Polish delegate should discuss the question privately.

The Chairman, supported by the delegate of Switzerland, said that amended paragraph 3 would be clearer if each sentence became a sub-paragraph; the wording would remain unchanged. He suggested that the task of rearranging the paragraph be left to him.

It was so agreed.

3. Draft sixth report of Committee 5 (Document No. DT/126) (continued)

Page 9

The <u>Chairman</u> drew attention to the second paragraph on page 2 of Document No. DT/126, which contained the footnote proposed by the delegations of the United States of America, Canada and Japan for addition to Nos. 1352 and 1352A. It should be noted that the second frequency in the first line of the footnote had been amended to read: "4 434.9".

The <u>delegate of Canada</u> said that the frequencies under discussion were used in Canada by private coast stations providing services to small boats. So far, no complaints had been received of interference on the frequencies. The footnote was so worded that the frequencies would be usable in Region 2 for selective calling purposes.

The <u>delegate of the United States of America</u> said the frequencies were required for operations in the Gulf of Mexico and on the Mississippi River. They would be used in the day-time and, technically, sharing was feasible.

The <u>delegate of the Netherlands</u> said that the frequencies in question were international calling frequencies and should not be used for the purposes suggested by the United States and Canadian delegations.

The delegate of New Zealand, supported by the delegate of Singapore, said that the matter appeared to be one affecting Region 2. If the Region 2 countries agreed to the frequencies being used as stated in the footnote, the footnote could be inserted without a vote. There should, however, be a statement to the effect that the footnote was not applicable in Region 3.

The <u>delegate of Denmark</u> did not agree that the matter affected Region 2 only. Many Danish ships operating in the vicinity of North America would use the frequencies on the 4 and 6 Mc/s bands for long distance calling to Denmark. The footnote should not therefore be inserted.

The <u>delegate of Mexico</u> said that, as the delegate of a Region 2 country, he supported the United States/Canadian proposal.

The <u>delegate of Norway</u> endorsed the opinions of the Netherlands and Danish delegates.

The United States/Canadian proposal was put to a vote and <u>rejected</u> by 15 votes to 10, with 10 abstentions.

The <u>delegate of Japan</u> proposed that Japan should be allowed to use all ship and coast station calling channels for simplex operations with a maximum peak envelope power of 400 W.

The Chairman observed that there was no support for that proposal.

The meeting rose at 2400 hours.

Secretary of Committee 5:

Chairman of Committee 5:

J. BALFROID

P. MORTENSEN

GENEVA, 1967

Document No. 377-E 31 October 1967 Original: English

COMMITTEE 5

SUMMARY RECORD

of the

THIRTEENTH MEETING OF COMMITTEE 5

Saturday, 28 October 1967, at 0930 hours

Chairman: Mr. P. MORIENSEN (Norway)

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

Subjects discussed:

Documents Nos.

1. Draft Sixth Report of Committee 5

DT/126

- 2. Draft Recommendation relating to channel spacing in the exclusive maritime mobile radiotelegraph bands between 4 and 22 Mc/s
- 3. MOD 443, MOD 444, ADD 444A, ADD 444B and MOD 1351

DT/124



Document No. 377-E Page 2

1. <u>Draft sixth report of Committee 5</u> (Document No. DT/126)

Page 3

The <u>delegate of Brazil</u>, supported by the <u>delegates of Argentina</u> and <u>Canada</u> suggested a small amendment to No. 200A by rephrasing the last sentence to read "preferably the following carrier frequencies should be used ...".

The Brazilian amendment was approved.

It was also agreed that this paragraph should appear as "MOD 200".

Page 7

The <u>delegate of the United States of America</u>, referring to No. 1322C, said that his <u>delegation</u> wished the class of emission for selective calling to be broad enough to permit the experimentation recommended by Committee 6, and proposed the following wording for the last paragraph:

"However, on the carrier frequency 2 170.5 kc/s, coast stations may also use classes of emission A2H, A2A and A2J for selective calling and exceptionally, in Regions 1 and 3, and in Greenland, class A3H emission for safety messages."

The <u>delegates of Italy</u>, <u>New Zealand</u>, <u>Australia</u>, <u>Denmark</u>, the <u>Federal Republic of Germany and Japan supported the United States proposal</u>.

The delegate of Greece suggested that the word "also" be added after the word "Greenland".

The United States proposal, as amended, was approved.

No. 1336A

The <u>delegate of Denmark</u>, supported by the <u>delegate of Greece</u>, suggested the deletion of the last sentence in No. 1336A, since these provisions were already contained in No. 1322C.

The Danish proposal was approved.

No. 1351 of the Radio Regulations (1959)

The Chairman referred to the use of the frequency 2.638 kc/s and the need to modify the provision of No. 1351 in order to take into account the transfer from DSB to SSB. He read out a proposed new text for No. 1351:

"If required by their services, all stations on ships making international voyages should be able to use the intership frequencies 2 635 and 2 638 kc/s. The conditions for the use of these frequencies are specified in No. 445".

The delegates of New Zealand, United States of America, Poland and Mexico supported the Chairman's suggestion.

No. 1351, as amended, was approved.

Page 10

The delegate of the United States of America, summarizing the Committee's deliberations on No. 1352B and 1353, and the decision at the previous meeting to combine those two regulations, confirmed that there was no requirement for the frequency 6 204 kc/s in Region 2 for the purposes mentioned in No. 1352B. He suggested that the words "and in Region 3, frequency 6 204 kc/s" be inserted after "carrier frequency 4 136.3 kc/s".

The <u>Chairman</u> suggested that the text might be made clearer by inserting the words "the carrier frequency 4 136.3 kc/s and, in Regions 1 and 3, 6 204 kc/s are designated for call, reply and safety purposes".

The <u>delegate of Malaysia</u>, supported by the <u>delegate of Singapore</u>, said that he was in favour of retaining No. 1352B, including the Chairman's suggested amendment, and restoring No. 1353, which had been combined with No. 1352B at the previous meeting.

The <u>delegate of Poland</u> suggested that a new sentence be added at the end of No. 1353 reading "and may use A3H emission <u>also</u> after 1 January 1978".

The <u>Chairman</u> suggested as an alternative wording "and may continue to use A3H emission beyond 1 January 1978".

Nos. 1352B and 1353, as amended by the Chairman and by the delegate of Malaysia, were approved.

Pages 3 and 9

The delegate of Canada, referring to the Committee's earlier discussion on No. 1352B, said that his delegation had tried to find a compromise solution in the 4 and 6 Mc/s bands for the use of simplex frequencies in Region 2. Those frequencies were of special importance to Canada. The difficulties experienced in that connection in Region 1 were appreciated and, in an effort to accommodate them, he proposed the addition of the following footnote on page 9:

ADD 1352.1 1) "In Region 2, the frequencies 4 136.3, 4 434.9 and 6 518.6 kc/s are also authorized for common use by coast and ship stations for SSB radiotelephony on a simplex basis, provided the peak envelope power of such stations does not exceed 1 kW.

The use of the frequency 6 518.6 kc/s for this purpose should be limited to daytime use."

The delegates of Australia, the United States of America, India, Mexico, the United Kingdom, Denmark, Singapore and the Federal Republic of Germany supported the Canadian proposal.

The <u>delegate of the Netherlands</u>, supported by the <u>delegate of Norway</u>, said that he would have preferred the word "shall" in place of the word "should" in the last line of the Canadian proposal.

The <u>delegate of Canada</u> said that he preferred to retain the word "should" and mentioned the special difficulty faced by Canada in her Northern Territories, where the night could be uninterrupted for almost six months during the winter.

The Canadian proposal was approved.

Page 11

No. 1357

The <u>delegate of the United States of America</u>, supported by the <u>delegates of New Zealand</u> and the <u>U.S.S.R.</u>, suggested replacing the word "emissions" by "transmissions".

It was so decided.

Annex 4

The <u>delegate of the United Kingdom</u>, referring to paragraph 5, suggested that the square brackets round the dates be removed and that the last sentence in sub-paragraph b) be deleted.

The <u>delegate of Poland</u> repeated the reservation made by his delegation regarding the dates shown in sub-paragraph b).

Paragraph 5 was approved.

Page 17 Section B

The <u>delegate of Singapore</u>, pointed out the necessary changes in the numbers quoted in the footnote as a consequence of changes made on page 10.

The <u>delegate of the United States of America</u> suggested that the Series Nos. be inserted in column 1 of the tables on pages 17 and 18, as they had been on pages 15 and 16.

Page 21

The <u>delegate of the Netherlands</u> pointed out that the reference between square brackets in the first "resolves" paragraph should be the capital letter I, not figure 1.

He said that the ad hoc Group had unanimously approved the draft Resolution, which was identical to the one on the transfer of frequency assignments already adopted in Committee 4 and in Plenary.

The <u>delegate of Turkey</u> asked whether Appendix 25 would appear in the Final Acts of the Conference.

The <u>Chairman</u> explained that it had been decided to retain Appendix 25 so that there was no need to have it appearing in the Final Acts.

The <u>delegate</u> of the <u>United States of America</u> asked for clarification of the contents of Section III referred to in the first "resolves" paragraph.

The <u>Chairman</u> explained that no definite decision on that question had yet been taken, but that the section would contain a list of the new frequencies available as from 1 March 1970 for coast stations.

The <u>representative of the I.F.R.B.</u> said that the channels to be included in Section III could easily be derived by comparing the table on page 16 of Document No. DT/126, with that appearing on page 26.

The <u>delegate of the U.S.S.R.</u>, referring to the draft of Section III circulated during the current meeting (see Annex 1 to this Summary Record), said that some frequencies were missing. He also considered that special reference should be made to DSB frequencies.

The <u>delegate of Norway</u> said that it was intended to cease using DSB at coast stations on 1 January 1972. Since the new channels only would be available as from 1 March 1970 he suggested that the reference to DSB channels could be omitted.

The <u>delegate of the Netherlands</u>, supported by the <u>delegates of the U.S.S.R.</u>, <u>Poland and <u>Denmark</u> expressed some doubts regarding the calling frequencies, marked "(c)", in the draft of Section III, and suggested that they be deleted.</u>

The representative of the I.F.R.B. said that the calling frequencies had been included to show that they existed. Furthermore, in view of the fact that coast stations were permitted to use DSB emissions until 1 January 1972, the channels which might be used for this purpose had been indicated in that Section for possible assignment to coast stations up to that date. Those channels could, if necessary, be referred to in a footnote.

The <u>delegate of New Zealand</u>, supported by the <u>delegates of India</u> and the <u>Netherlands</u>, said he was in favour of that suggestion, since the I.F.R.B. might find that those channels could be assigned.

It was so decided.

Page 25

The <u>delegate</u> of the <u>United Kingdom</u>, supported by the <u>delegates</u> of <u>India</u> and the <u>U.S.S.R.</u>, suggested that a footnote be included regarding the use of A3B emission and reading "See Resolution No. N".

It was so decided.

Page 30

The <u>delegate</u> of the <u>United States</u> of <u>America</u> said that some of the Regulations dealt with in <u>Document No. DT/126</u> had been referred to Committee 6, but No. 1235A had been referred to Committee 5. Action taken on those Regulations were shown in <u>Documents Nos. 330</u> and 327 (Rev.).

The <u>delegate of Italy</u>, supported by the <u>delegates of the U.S.S.R.</u> and the <u>Federal Republic of Germany</u>, said that he preferred the text shown on Page 30 of Document No. DT/126.

The <u>delegate of Greece</u>, supported by the <u>delegates of the United Kingdom</u>, <u>Australia</u> and the <u>Federal Republic of Germany</u>, said that his preference was for the text shown in Document No. 330, with the frequencies given in Document No. 327(Rev.).

The Greek proposal was approved.

2. Draft Recommendation relating to channel spacing in the exclusive maritime mobile radiotelegraph bands between 4 and 22 Mc/s (Document No. DT/124)

The <u>delegate of Australia</u> said that his delegation's proposals on channel spacing were:

"3.0 kc/s both in the MF and HF bands"

Consequently, he supported the draft Recommendation contained in Document No. DT/124.

The <u>delegate</u> of the <u>United States</u> of <u>America</u>, supported by the <u>delegates</u> of the <u>Netherlands</u> and <u>Sweden</u>, suggested replacing the word "adoption" by "feasibility" in the "recommends" paragraph.

The <u>delegate of the Netherlands</u> supported by the <u>delegates of Italy</u> and the <u>Federal Republic of Germany</u>, suggested that some reference be made to the fact that the preparatory meeting referred to in paragraph b) was purely advisory in character.

The <u>delegate of the U.S.S.R.</u>, supported by the <u>delegates of Poland</u> and <u>India</u>, said that every recommendation should be properly motivated. The next Conference was scheduled for 1973 and the current Conference should not prejudge the future ones.

Document No. 377-E Page 8

The <u>delegate of Portugal</u> said that the Recommendation was unnecessary. It might be taken to imply a lack of confidence in the experts.

The delegate of the United States of America said that many parameters needed investigating, and supported the draft Recommendation.

The <u>Chairman</u>, summarizing the discussion, said that there appeared to be a consensus against the adoption of the draft Recommendation. He considered that the experts were competent to deal with the spacing problems that would have to be resolved at the 1973 Conference and suggested that it was unnecessary to approve the draft Recommendation.

It was so decided.

3. MOD 443, MOD 444, ADD 444A and ADD 444B

The Chairman explained that the draft text of Nos. 443, 444, 444A and 444B (see Annex 2 to this Summary Record) had been prepared in great haste for the consideration of the Committee at its current meeting. He suggested that drafting changes suggested by delegates should be incorporated in the final text.

It was so decided.

The <u>Chairman</u> asked whether there was any delegation that had submitted proposals which would come under the terms of reference of Committee 5, and which had not been dealt with.

There were none.

The meeting rose at 1305 hours.

Secretary of Committee 5:

Chairman of Committee 5:

J. BALFROID

P. MORTENSEN

Annexes: 2

Channels in Section III of Appendix 25 MOD

Carrier	Assigned	Carrier	Assigned	Carrier	Assigned	Carrier	Assigned	Carrier	Assigned	Carrier	Assigned
Frequency	Freque nc y	Frequency	Frequency	Frequency	Frequency	Frequency	Frequency	Frequency	Frequency	Frequency	Frequency
4431.8	4433.2	6515.4	6516.8	8799.2	8800.6	. 1317940	13180.4	17325.0	17326.4	22695.5	22696.9
4434.9	4436.3	6518 . 6	6520.0	8802.4	8803.8	13182.5	13183.9	17328.5	17329.9	22699.0	22700.4
(c)	(c)	(c)	(c)	(c)	(c)	(c)	(c)	(c)	(c)	(c)	(c)
		6521.8	6523•2	8805.6 *8808.8 8812.0	8807.0 8810.2 8813.4	13186.0 *13189.5 13193.0 *13196.5	13187.4 13190.9 13194.4 13197.9	17332.0 *17335.5 17339.0 *17342.5 17346.0 *17349.5 17353.0 *17356.5	17333.4 17336.9 17340.4 17343.9 17347.4 17350.9 17354.4 17357.9	22702.5 *22706.0 22709.5 *22713.0 22716.5	22703.9 22707.4 22710.9 22714.4 22717.9

c) Calling frequencies (See No. 1352A)

^{*} This carrier frequency may also be used for double sideband transmissions in accordance with Resolution No. [I]

Note for the Drafting Committee: Frequencies followed by symbol (c) shall be printed in italics.

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ANNEX 2.

ÂRT. 7

		ART.
MOD	443	(2) In these bands when used for double sideband radio- telephony, the frequencies assigned to the maritime mobile service are spaced, as far as possible by:
		 7 kc/s when two adjacent frequencies are used for radiotelephony; 3 kc/s when two adjacent frequencies are used for radiotelegraphy; 5 kc/s when one frequency is used for radiotelephony
		and the adjacent frequency is used for radio- telegraphy.
MOD	444	(3) However, in the case of intership bands, the spacing is reduced to 5 kc/s for adjacent frequencies used for double sideband radiotelephony.
ADD	444A	When these bands are used for single sideband radiotele- phony, a station operating in the lower half of a channel shall use upper sideband emission with the carrier frequency located 3 kc/s below the midband frequency of the channel.
ADD	· 444B	However, in the case of intership bands the carrier frequency of the lower half of the channel is located only 2.5 kc/s below the midband frequency of the channel.

INTERNATIONAL TELECOMMUNICATION UNION MARITIME CONFERENCE

GENEVA, 1967

Document No. 378-E 1 November 1967 Original: French

PLENARY MEETING

STATEMENT TO BE INCLUDED IN THE FINAL PROTOCOL

TUNISIA

The Tunisian Delegation associates itself with the statement of Algeria, Kuwait and Jordan contained in Document No. 355, and requests the Secretariat to append the signature of its head to this statement which will be included in the Final Protocol.

Habib BEN CHEIKH
Head of the Delegation of Tunisia



INTERNATIONAL TELECOMMUNICATION UNION MARITIME CONFERENCE

GENEVA, 1967

Document No. 379-E 2 November 1967 Original : English

PLENARY MEETING

MINUTES

of the

SIXTH PLENARY MEETING

Monday, 30 October 1967, at 0900 hours

Chairman: Mr. R.M. BILLINGTON (United Kingdom of Great Britain and Northern Ireland, the Channel Islands and the Isle of Man)

Suk	jects discussed :	Documents Nos.
1.	Texts submitted by the Editorial Committee - Series B.8 (continued)	333
2.	Texts submitted by the Editorial Committee - Series B.9	335
3.	Report by the Chairman of Committee 5	344
4.	Report by the Chairman of Committee 4	346
5•	Texts submitted by the Editorial Committee - Series R.l (examination continued)	314



Document No. 379-E Page 2

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; Chana; 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; 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; Togolese Republic; Tunisia; Turkey; Union of Soviet Socialist Republics; Venezuela (Republic of); Viet Nam (Republic of); Yugoslavia (Federal Socialist Republic of).

Private operating agency :

Cable and Wireless, Ltd.

International Organizations:

International Radio Maritime Commission (C.I.R.M.) International Chamber of Shipping

I.F.R.B.: Mr. F. Dellamula, Chairman

C.C.I.R. : Mr. Herbstreit, Director

Secretary of the Conference : Mr. C. Stead

1. Texts submitted by the Editorial Committee - Series B.8 (continued)
(Document No. 333)

Page B:8-18

The <u>delegate of Poland</u>, supported by the <u>delegate of the U.S.S.R.</u>, repeated that he was not satisfied with the text of ADD 1476D, as the Resolution referred to did not contain any characteristics. He suggested that those might be given as an annex to the Resolution.

The <u>delegate of the United States of America</u>, supported by the <u>delegate of Denmark</u>, said the text as it stood would ensure that reference was always made to up-to-date I.C.A.O. recommendations.

The <u>delegate of Italy</u> shared that point of view but agreed that the wording was not correct; he proposed that the latter half of b) should read:

"... with those recommended by the organizations mentioned in Resolution No. ... " $\,$

The delegates of the United States of America, Portugal and Poland said they could accept that wording.

Page B.8-18 was adopted, as amended:

Page B.8-19

The <u>delegate</u> of the <u>United States of America</u> proposed that the same amendment as for 1476D should apply to 1476L.

It was so agreed.

At the suggestion of the <u>delegate of Italy</u>, it was <u>decided</u> to delete the paragraph N.B.

Page B.8-19, as amended, was adopted.

Series B.8, as amended, was adopted.

2. Texts submitted by the Editorial Committee - Series B.9 (Document No. 335)

Page B.9-02

The <u>delegate of Poland</u> maintained his reservation on frequencies assigned for oceanographic data transmission.

The <u>Chairman of Committee 4</u> said that the square brackets in footnotes a) and d) should be removed, the words "20 frequencies spaced 1.5" in the 12 Mc/s band moved towards the left, and some changes made to the Spanish text.

The <u>delegate of Ghana</u> pointed out that the word "for" should be inserted before "wide-band telegraphy" in the third column, to conform with the headings of the other columns.

The <u>delegate of the Netherlands</u> proposed inserting the words "Assignable frequencies for" in the title of the oceanographic data transmission column, to bring it into line with the other headings.

After considerable discussion, he withdrew that proposal, as the main heading was explicit.

With reference to footnote d), the <u>delegate of Brazil</u> pointed out that the English text should be aligned with the French and Spanish to read:

"... (See Nos. 1077D and 1077D.1)."

At the suggestion of the <u>delegate of Norway</u>, it was <u>decided</u> to replace "shall" by "should" in the second line of that footnote.

The <u>delegate of New Zealand</u> noted that the figure 0.7 under "calling frequencies" in the 6 Mc/s band should be changed to 0.75.

Page B.9-02, as amended, was adopted.

The <u>Chairman</u> explained that Committee 4 had revised the text of pages B.9-04 to 06, at the request of the Plenary Meeting.

Page B.9-04

The <u>delegate of the Federal Republic of Germany</u> said that the entry "bA) Emergency Position-Indicating Radiobeacons - 300" was incorrectly placed under Mobile Stations on page B.9-05 and should be inserted after a) Ship Stations on page B.9-04.

The <u>delegate of New Zealand</u> said that in the last line the footnote i) should be 1).

Those amendments were supported by the <u>delegates of Sweden</u> and the <u>United States of America</u>.

Page B.9-04, as amended, was adopted.

Page B.9-05

ADD bA) was deleted, in accordance with the above transfer.

The <u>delegate of Sweden</u> suggested replacing the word "and" by "except" in 3.a).

The proposal was not supported.

Page B.9-05 was adopted, with the deletion of bA).

Page B.9-06

The <u>delegate of Italy</u> proposed replacing the references to the date of entry into force of the Final Acts of the Conference in notes j) and m) by 1 April 1969.

It was so decided.

The <u>delegate of Denmark</u> proposed deleting the semi-colon after "calling frequencies" in note j).

The <u>delegate of the United Kingdom</u> suggested that the footnote should form a continuous sentence, but the <u>delegate of the United States</u> of America considered that the original layout was closer to the meaning.

It was <u>decided</u> to ask the Editorial Committee to produce a satisfactory text.

The <u>delegate of Denmark</u> pointed out that the word "of" in the first line of note k) should be "or" in the English text.

Following a suggestion by the <u>delegate of New Zealand</u> to delete the word "deviation" in the same note, the <u>delegate of the United Kingdom</u>,

supported by the <u>delegates of Greece</u>, <u>the United States of America</u>, <u>India</u> and <u>New Zealand</u>, proposed deletion of "with a maximum deviation of".

That proposal was opposed by several delegations, and it was finally <u>agreed</u> to maintain the text as it stood.

The <u>delegate of France</u> proposed the insertion of "high traffic" before "ship station transmitters" in the penultimate line of note m).

That amendment was adopted.

After a lengthy discussion on footnote n), the <u>delegate of the United States of America</u> proposed inserting the words "coast and ship station" before transmitters in the first and second lines.

The <u>delegate of Norway</u> suggested an amendment to the latter half of the note, to read:

"... all transmitters, including survival craft stations, after 1 January 1983."

Those amendments were <u>adopted</u>, as they clarified the situation, namely, that the tolerance for survival craft stations would remain at its present figure until 1983.

Page B.9-06, as amended, was adopted.

which would be in conformity with Resolution No. M.

Page B.9-07

The $\underline{\text{delegate of the Netherlands}}$ proposed that the title of the Resolution should read :

"Relating to the use of single sideband technique ..."

It was so decided.

The <u>delegate of the Netherlands</u> also proposed re-wording "resolves" paragraph 1 for the same reason.

The delegates of Italy and Norway were opposed to that proposal.

The <u>delegate of the Netherlands</u> said he would not insist on the amendment, but would speak to the point when re-considering Resolution No. M in the R Series.

The <u>delegate of Sweden</u>, referring also to "resolves" paragraph 1, proposed inserting the words "survival craft stations" before "shall not" in the second line, and adding No. 996 to the Regulations to which reference was made.

The proposal was not supported.

The <u>delegate of the United States of America</u> said that "resolves" paragraph 1 referred only to ship stations and therefore did not include survival craft.

The <u>Chairman of Committee 5</u> said that the square brackets round "and 1323" should be removed. He thought that misunderstanding of the paragraph would be dispelled if it was borne in mind that the Regulations referred to were those that the Conference had modified, not those found in the present Radio Regulations.

The <u>delegate of Poland</u> agreed with the <u>Chairman's suggestion</u> that the inclusion of the reference MOD against the appropriate Regulations would make the meaning clearer.

The <u>Chairman of Committee 5</u> explained that a decision had been made not to mention whether a Regulation had been modified, on the understanding that all Regulations referred to in the Conference Resolutions were those which had been revised.

The <u>Chairman of the Editorial Committee</u> said that the Committee had decided not to insert MOD, but to work on the assumption that the Final Acts would be consulted in each case. The suffixes MOD and REV had been included for Appendices only, but not for Regulations. Any contrary decision would entail revision of all the documents already adopted.

The <u>Chairman</u> concluded that the text should remain as presented in the document, with that understanding.

The <u>delegate of the Netherlands</u>, supported by the <u>delegate of Norway</u> proposed that in the first "resolves" paragraph the words "the installation of new double sideband equipment ..." be replaced by the words "any new installation of double sideband equipment ...".

It was so decided.

The <u>delegate of Cuba</u> proposed amending the penultimate line of "resolves" paragraph 2 to read :

"... emissions not later than."

The <u>delegate</u> of the <u>United States</u> of <u>America</u> explained that the wording had been drafted with the intention of implying three distinct stages.

It was decided to retain the text as it stood.

Page B.9-07 was adopted, with the amendment to the title.

Page B.9-08

The <u>Chairman of Committee 5</u> said that the fourth sub-paragraph of paragraph 4 should be amended to read: "classes of emission A2H, A2A and A2J for coast stations for selective calling on the carrier frequency 2 170.5 kc/s". Footnote 2 should be deleted.

The <u>delegate of Poland</u> suggested that a further sub-paragraph should be added to paragraph 4 relating to emergency position-indicating radiobeacons.

The <u>delegate of the United States of America</u>, supported by the <u>delegates of Poland</u>, <u>Sweden</u> and <u>Italy</u>, proposed the following text for the additional sub-paragraph: "the class of emission specified in Appendix 20A for emergency position-indicating radiobeacons".

The <u>delegate of the Federal Republic of Germany</u> pointed out that Appendix 20A referred to class A2 and A2H emissions only; provision should also be made for class A3 emissions.

The <u>delegate of Poland</u>, supported by the <u>delegates of the United</u>
<u>States of America</u> and <u>Norway</u>, proposed that the words "(see also No. 1476G)"
be added after the word "radiobeacons".

It was so decided.

The text proposed by the United States of America, as amended by Poland, was <u>adopted</u>.

The <u>delegate of Denmark</u>, supported by the <u>delegate of Portugal</u>, proposed that the first sentence of paragraph 4 should not be underlined.

It was so decided.

The <u>delegate of Sweden</u>, supported by the <u>delegate of Denmark</u>, proposed that the words "and Greenland" be inserted between the figure "3" and the word "in" in the first line of the third sub-paragraph of paragraph 4 and that footnote 1 be deleted.

It was so decided.

The <u>delegate of Sweden</u> said that the first three lines of paragraph 4 should be re-drafted. It was inconsistent to say that only class A3A and A3J emissions would be authorized and then add "the following classes of emission are also authorized".

The <u>delegate of the United Kingdom</u>, supported by the <u>delegate of the Netherlands</u>, suggested that the words "and 2 182 kc/s" should be added at the end of the fourth sub-paragraph of paragraph 4.

The <u>Chairman of Committee 5</u> said that as the use of 2 182 kc/s for selective calling would cease eight years after the entry into force of the Final Acts of the Conference, i.e. before 1982, the use of that frequency would be covered by the provisions of the existing Radio Regulations.

The <u>delegate of the United Kingdom</u> said that he withdrew his proposal, on the understanding that the use of frequency 2 182 kc/s was covered by the provisions of the Radio Regulations.

Page B.9-08, as amended, was adopted.

Page B.9-09

The <u>delegate of South Africa</u> proposed that in "considering" paragraphs a) and c) the words "with a double sideband" be replaced by the words "on double sideband".

It was so decided.

Page B.9-09, as amended, was adopted.

Page B.9-10

The <u>delegate of France</u>, supported by the <u>delegate of Italy</u>, proposed that the words "for ship to ship communications" be inserted between the words "channel" and "shall" in the second line of "resolves" paragraph 1.3.

It was so decided.

Page B.9-10, as amended, was adopted.

Page B.9-11

The <u>delegate of Poland</u>, pointing out that Resolution No. R was the third Resolution on classes of emission, asked whether it would not be possible for the drafting Committee to combine the "resolves" paragraphs of Resolutions Nos. P and R.

The <u>Chairman of Committee 5</u>, supported by the <u>delegate of Italy</u>, said that the purpose of Resolution No. R was to facilitate conversion for administrations operating remotely controlled coast stations. He proposed, in order to clarify the matter, that the words "for remotely controlled coast stations" be inserted after the word "used" in the title of Resolution No. R.

It was so decided.

The <u>delegate of the Netherlands</u> proposed that in "considering" paragraph d) the first line be amended to read "that during this period the interim provision of three classes".

It was so decided.

The <u>Chairman</u> said it was not clear which administrations were being referred to in "considering" paragraph d).

The <u>delegate of Italy</u> said that in the French text "considering" paragraph d) referred to "the", not "these", administrations.

The <u>delegate of the United Kingdom</u> suggested that the difficulty would be met if the order of paragraphs b) and c) was changed.

The Chairman suggested that the drafting Committee should be requested to note the suggestion that the order of paragraphs b) and c) be changed.

It was so decided.

Page B.9-11, as amended, was adopted.

Page B.9-12

The <u>delegate of South Africa</u>, supported by the <u>delegate of Italy</u>, proposed that the word "unauthorized" be inserted between the words "the" and "use" in the title.

It was so agreed.

The delegate of Norway proposed that in the third line of "considering" paragraph a) the dash between the two figures be replaced by the word "and".

It was so decided.

Page B.9-12, as amended, was adopted.

Page B.9-13

The <u>delegate of the Netherlands</u>, supported by the <u>delegate of Sweden</u> proposed that the words "guardbands of calling and distress frequencies and in the" be inserted between the words "the" and "bands" in the second line of the "invites" paragraph.

It was so decided.

Page B.9-13, as amended, was adopted.

Page B.9-14

The <u>delegate of Brazil</u> pointed out that the word "ADD" or "MOD" should be inserted before Note 1 in the English text and before Notes 1 and 2 in the French and Spanish texts.

The <u>Chairman of Committee 5</u> said that both Notes should be preceded by the word "ADD". In the first line of Note 1, the letter "i)" should be

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Page 12

replaced by the letter "k)". Unfortunately, the Note which he and the secretariat had been asked to draft on interleaved channels had been omitted. He proposed it should read as follows: "Note 3: Channel designators 60-88 were chosen for the interleaved channels in order to separate them clearly from the existing channels".

It was so decided.

The <u>delegate of Canada</u> suggested that, as notes f) and g) were to be suppressed, it might be unnecessary to replace "i)" by "k)" in the first line of Note 1.

The <u>Chairman</u> suggested that the <u>Editorial Committee</u> be requested to ensure that the reference in Note 1 corresponded to the letters designating the notes.

The <u>delegate of Sweden</u> pointed out that some of the footnotes, including footnotes a), b), c), e), f) and g), did not appear in the table.

The <u>Chairman of Committee 5</u> suggested that the Editorial Committee be requested to ensure that all the footnotes were included in the table.

It was so decided.

Page B.9-14, as amended, was adopted.

Page B.9-15

The <u>Chairman of Committee 5</u> said that the English text should be corrected in two places: in the "Port Operations Single Frequency" column, the figure "1" in channel 71, should be replaced by the figure "7", and, in the same column, the figure "7" should be replaced by the circled figure "1" in channel 12.

Page B.9-15 was adopted.

Page B:9-16

The <u>delegate of Brazil</u> said that in the French and Spanish texts the letter "f)" in channel 8 should be replaced by the letter "i)".

Note h) should be preceded by the word "ADD", not the word "MOD".

The <u>delegate of Denmark</u> suggested that the sign "+" should be inserted before the figure in the first line of note d).

It was so agreed.

The <u>delegate of the Federal Republic of Germany</u> suggested that in the second line of note h), the figures "1" and "3" should be preceded by the figure "0".

It was so agreed.

Page B.9-16, as amended, was adopted.

Page B.9-17

The <u>Chairman of Committee 5</u>, supported by the <u>delegates of Italy</u> and <u>Switzerland</u>, said that the reference to paragraph 287 should be deleted from the "Note from Committee 7 to Plenary". Committee 5 had overlooked paragraph 1363. In the circumstances, he proposed that the words "(See Appendix 18 and Resolution No. J)" be added at the end of note "ADD k)".

The representative of the I.F.R.B. pointed out that at the end of note the French and English texts did not correspond. As the proposal had been made by the Canadian delegation, the French text should be brought into line with the English.

Page B.9-17, as amended, was adopted.

Page B.9-18

The <u>delegate of Denmark</u> drew attention to the fact that in some places in the text the words "Appendix 18" was followed by the word " \angle MOD \angle " and in others by " \angle revised \angle ". He supported the use of the word "MOD".

The <u>Chairman</u> suggested that the word "/ MOD /" be deleted from the heading on page B.9-14 and the word "/ revised /" from page B.9-18.

It was so agreed.

The <u>delegate of Poland</u>, supported by the <u>delegate of South Africa</u>, proposed that in ADD 1359A the words "is used" in the first line be replaced by the words "may be used".

It was so decided.

Page B.9-18, as amended, was adopted.

Page B.9-19

The delegate of Italy said that the date on the last line of the page should be amended to read "1 April 1969". In ADD 1373C and MOD 1377, the word " / revised / " after Appendix 18 should be deleted and in MOD 1375 and MOD 1377 the square brackets around the letter "J" should be deleted.

The <u>delegate of New Zealand</u>, referring to MOD 1379, said that the permitted power had formerly been 50 watts in Regions 2 and 3 and 20 watts in Region 1. It would be difficult for New Zealand to meet a date earlier than 1 January 1970.

The delegates of the United States of America, Canada and Switzerland suggested that the date be amended to read "1 January 1970".

It was so decided.

The <u>delegate of South Africa</u> proposed that in the second line of MOD 1379 the word "equipments" be replaced by the word "equipment".

It was so decided.

Page B.9-19, as amended, was adopted.

Document No. 335 (B.9), as a whole, as amended, was adopted.

The meeting was suspended at 1325 hours and resumed at 1545 hours.

3. Report by the Chairman of Committee 5 (Document No. 344)

The <u>Chairman</u> explained that the document related to texts referred back to Committee 5 by the Plenary Meeting.

Document No. 344 was adopted.

4. Report by the Chairman of Committee 4 (Document No. 346)

The <u>Chairman</u> said that the document related to omissions that the Chairman of Committee 4 had discovered during the first reading. The third item, relating to Resolution No. K, should be considered in connection with that Resolution in the R Series.

Document No. 346 was adopted, on that understanding.

5. Texts submitted by the Editorial Committee - Series R.1 (Document No. 314) (examination continued)

Page R.1 - 37

In reply to a question by the <u>delegate of Brazil</u>, the <u>Chairman of Committee 5</u> said that the square brackets could be removed from the last phrase of ADD 1322A and that the Resolution in question was No. Q.

The delegate of Canada, supported by the delegate of Sweden, said that a footnote should be added to that number, reading "See also Resolution No. R".

The Chairman of Committee 5, referring to the second part of ADD 1322B on page R.1 - 38, said that the numbers in brackets should read "(See Nos. 984, 996, 1322D, 1323 and 1337)".

The <u>delegate of Sweden</u> observed that those exceptions referred only to the period after 1 January 1975 and 1 January 1982, whereas the first part of the paragraph concerned the period prior to those dates. He therefore proposed that exceptions should be listed in that paragraph also.

After a discussion, the <u>Chairman of Committee 5</u>, supported by the <u>delegates of Denmark</u> and <u>Sweden</u>, proposed that the opening words of ADD 1322B should read: "Except in the case specified in Nos. 984, 1322D and 1323, the classes of emissions ...".

It was so decided.

Page R.1 - 37, as amended, was adopted.

Page R.1 - 38

The <u>delegate of South Africa</u> observed that it had been decided to write "radiobeacons" in one word, whereas two words were used in MOD 1323.

The <u>delegate of the United States of America</u>, supported by the <u>delegates of Italy</u> and <u>Norway</u>, proposed that the words "(See also No. 1476G)" should be added at the end of MOD 1323, to take into account a change agreed on in connection with page B.9 - 08.

It was so decided.

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The delegate of Israel suggested that, in view of the insertion of footnote 1323.1, the word "carrier" before "frequency 2182 kc/s" might be omitted.

There was no support for that suggestion.

Page R.1 - 38, as amended, was adopted.

Page R.1 - 57

The <u>delegate of Portugal</u> questioned the use of the term "(KOR-REK-SHUN)" in the French text of the Signals column.

After a brief discussion, it was <u>decided</u> that the term should be deleted from the Signals column and that the last words in the Definition column should be altered to read "(used in radiotelephony, spoken as KOR-REK-SHUN)" and that the correct phonetic spelling should be used in the French and Spanish texts.

The <u>delegate of Poland</u> pointed out that the last word in the footnote should read "signal", not "symbol", in the English text.

Page R.1 - 57, as amended, was adopted.

Page R.1 - 58

In reply to a question by the <u>delegate of France</u> concerning the indication IN-TER-CO in the Signal column, the <u>representative of the International Chamber of Shipping</u>, supported by the <u>delegates of Norway and South Africa</u>, suggested that the wording appearing against Signal QTQ on page R.1 - 53 should be used.

It was so decided.

Page R.1 - 58, as amended, was adopted.

Page R.1 - 60

The Chairman of Committee 5, supported by the delegate of Japan, proposed that the words in brackets under the title of Appendix 16 should read "(see Articles 33 and 36)".

It was so decided.

Page R.1 - 60, as amended, was adopted.

Page R.1 - 62

The Chairman pointed out that footnote **, which appeared on page R.1 - 61, should also be inserted on page R.1 - 62.

Page R.1 - 62, as amended, was adopted.

Page R.1 - 64

The Chairman said that the date "1 April 1969" should be inserted instead of the square brackets in the last paragraph.

Page R.1 - 64, as amended, was adopted.

Page R.1 - 76

At the request of the <u>delegates of Yugoslavia</u> and <u>Poland</u>, the <u>Chairman of the Editorial Committee</u> read out the following list of recommendations which were now obsolete and should be abrogated under Resolution No. A:

At the request of Committee 6,

Recommendation No 26 Relating to a Re-Classification of International Public Correspondence Categories of Ship Stations

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

Recommendation No. 30 Relating to the Phonetic Figure Table
At the request of Committee 5,

Recommendation No. 28 Relating to the Use of Single Sideband Systems by the Maritime Mobile Service

The <u>delegate of Poland</u>, supported by the <u>delegate of South</u>
<u>Africa</u> proposed that, since only Recommendations were involved, the title of Resolution No. A should be amended to read "... relating to the abrogation of obsolete Recommendations of the Administrative Radio Conference, Geneva 1959".

It was so decided.

The <u>delegate of Italy</u> thought that Recommendation No. 18 Relating to Operator Certificates had been rendered obsolete by certain decisions of the Conference.

The <u>delegate</u> of Brazil, supported by the <u>delegate</u> of <u>Switzerland</u>, pointed out that Recommendation No. 18 related to both ship and aircraft stations, and that the Conference was not therefore competent to abrogate it.

The representatives of the I.F.R.B. and the International Chamber of Shipping pointed out that Recommendation No. 22 to I.M.C.O. and I.C.A.O. and to Administrations Relating to an International Radiotelephone Code for the Maritime Mobile Service might be abrogated, since it had served its purpose and had been completely replaced by the International Code of Signals.

The <u>delegate of Switzerland</u>, supported by the <u>delegates of the United States of America</u>, <u>Belgium</u>, <u>Norway</u> and <u>Brazil</u>, proposed that Recommendation No. 22 should be abrogated.

It was so decided.

The <u>delegates of Denmark</u> and <u>Canada</u> proposed that Recommendations Nos. 23, 24 and 25, which all related to the International Conference on Safety of Life at Sea, held in 1960, should also be abrogated.

It was so decided.

The <u>Secretary of the Conference</u> said there was a slight difference between Recommendations Nos. 22, 23, 24 and 25, in respect of which all the necessary action had already been taken, and the other Recommendations, which had become obsolete. He suggested that that difference should be reflected in the "considering" paragraph of Resolution No. A.

It was so agreed.

The delegate of Yugoslavia suggested that Recommendation No. 29 Relating to the Pronunciation of Words in the Phonetic Alphabet might also be abrogated.

The <u>Secretary of the Conference</u> asked that that suggestion be left in abeyance, pending verification of action taken in respect of that recommendation.

It was so agreed.

Page R.1 - 76, as amended, was adopted, subject to the aforesaid verification.

Page R.1 - 78

The <u>delegate of Italy</u> said that the first three lines of "resolves" paragraph 1 should be aligned in the English and French texts.

Page R.1 - 78 was adopted, subject to that remark.

Page R.1 - 81

The representative of the I.F.R.B., supported by the delegate of India, suggested that the words "referred to in" in the last line should be replaced by "merely referring to".

It was so decided.

Page R.1 - 81, as amended, was adopted.

Page R.1 - 82

At the proposal of the <u>delegate of Colombia</u>, it was <u>decided</u> that the word "mantenimiento" should be used for "maintenance" in the Spanish text of "considering" paragraph b).

Page R.1 - 82, as amended, was adopted.

Page R.1 - 86

The <u>delegate of the United States of America</u> made the following statement, which he had already delivered at the Sixth Meeting of Committee 6;

"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 c) 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."

Page R.1 - 86 was adopted.

Page R.1 - 03

The <u>delegate of the United States of America</u> observed that SUP 200 had been left in abeyance.

The <u>Chairman</u> said that action on that number would be taken in connection with another R Series document and that the reference should be deleted from page 3.

Page R.1 - 11

The <u>delegate of Portugal observed that consideration of</u> Nos. MOD 1017 to ADD 1019A had been deferred at his request. After consulting with other delegations, however, he had come to the conclusion that the existing text could be retained.

Page R.1 - 34

The <u>delegate of the United States of America</u> pointed out that MOD 1295 had been left in abeyance.

The <u>Chairman of Committee 5</u> suggested that the first two sub-paragraphs be replaced by the following text:

".. in the Zone lying between the parallels 33°N and 57°S, on the carrier frequency 4 136.3 kc/s,

in the Zone of Regions 1 and 3 lying between the parallels 33°N and 57°S, on the carrier frequency 6 204 kc/s."

It was so decided.

Page R.1 - 34, as amended, was adopted.

Document No. 314 (R.1), as a whole, as amended, was adopted.

The meeting rose at 1830 hours.

Secretary of the Conference:

Chairman of the Conference:

C. STEAD

R.M. BILLINGTON

INTERNATIONAL TELECOMMUNICATION UNION MARITIME CONFERENCE

GENEVA, 1967

Document No. 380-E

2 November 1967

Original: French/English

PLENARY MEETING

SUMMARY RECORD

of the

SEVENTH PLENARY MEETING

Tuesday, 31 October 1967 at 0900 hours

Chairman: Mr. R.M. BILLINGTON (United Kingdom of Great Britain and Northern Ireland, the Channel Islands and the Isle of Man)

Subjects discussed	<u>Documents Nos.</u>
l. Texts submitted by the Editorial Committee - Series B.10	339 DT/129
2. Texts submitted by the Editorial Committee - Series R.2	337, 346
3. Discussion of items left in abeyance	225 , 2 67 , 291 305, 339



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; 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; Togolese (Republic); Tunisia; Turkey; Union of Soviet Socialist Republics; Venezuela (Republic of); Viet-Nam (Republic of); Yugoslavia (Federal Socialist Republic of).

Private operating agencies:

Cable and Wireless Ltd.

International Organizations:

International Radio Maritime Commission (C.I.R.M.) International Chamber of Shipping

I.F.R.B. : Mr. Dellamula, Chairman

C.C.I.R.: Mr. Herbstreit, Director

Secretary of the Conference : Mr. C. Stead

The Secretary of the Conference said he had checked the position with regard to Recommendation No. 29 of the Administrative Radio Conference, Geneva, 1959. No action had been taken by the Secretary-General as regards the records mentioned in the Recommendation, which in his opinion could not, therefore, be considered obsolete.

The Conference agreed and it was <u>decided</u> not to cancel Recommendation No. 29.

1. Texts submitted by the Editorial Committee - B.10 Series (Document No. 339)

Page B.10-01

The <u>delegate of the United States</u> drew attention to a small error in the last line of the English text of MOD 776, which should be amended to read, "... call number or signal".

The <u>delegate of New Zealand</u> said that the text of the number in question should appear under Section IV and not Section III. The <u>Chairman of Committee 6</u> agreed and it was <u>decided</u> that the <u>Editorial Committee</u> would make the necessary changes. The <u>delegate of Norway</u> said that the word "system" had been omitted after "selective calling" in the <u>English version of MOD 750</u>

Page B.10-01, thus amended, was adopted.

Page B.10 -02

The delegate of Norway said that the word "station" should be inserted after the word "ship" in the English text of the sub-heading following ADD 783A.

Page B.10-02, thus amended, was adopted.

Page B.10-03

The <u>delegate of Poland</u>, referring to ADD 783H, said he was categorically opposed to the allocation of series of numbers by the Secretary-General; such a procedure would be at variance with the provisions of the Convention.

The delegate of Italy agreed.

The Chairman of Committee 6 said that the problem had been discussed by Committee 6. Two proposals had been submitted: one suggested a distribution of numbers by country; the other corresponded to the

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present wording of ADD 783H. Committee 6 had unanimously supported the second proposal to prevent the reservation of call numbers by administrations which would not be using them for many years to come.

The <u>delegate of the United Kingdom</u> said that the problem could be solved by changing the end of the first sentence as follows: "... these numbers shall be distributed by the Secretary-General".

The <u>delegates of the U.S.S.R.</u>, <u>Norway</u> and the <u>Federal Republic</u> of <u>Germany</u> supported the suggestion; the <u>delegate of Denmark</u> said that the wording appearing in Document No. 339-E was better.

The <u>delegate of Poland</u> said that the Conference could make a recommendation fixing a date by which administrations should inform the Secretary-General of their selective call number requirements. On the basis of replies received, the Secretary-General could prepare a list of such numbers, on the understanding that the list would have to be approved by the next Administrative Radio Conference.

The <u>delegate of the Republic of South Africa</u> asked whether the word "international" should not be deleted from the second line of ADD 783H.

The <u>delegate of Poland</u> suggested that a small <u>ad hoc</u> group be set up to examine the problem and find a solution.

The <u>Chairman</u> agreed and proposed that the <u>ad hoc</u> group be composed of the delegates of the United Kingdom, Poland, the Republic of South Africa and Denmark.

There being no objection, it was so <u>decided</u>. The discussion of the whole of B.10-03 was postponed.

Page B.10-04

The <u>delegate of Italy</u> said that the footnote could give rise to misunderstanding and should be deleted.

The <u>delegates of the U.S.S.R.</u>, <u>Switzerland</u>, the <u>Federal Republic of Germany</u>, <u>Portugal</u>, <u>France</u> and <u>Mexico</u> agreed.

The <u>delegate of the United States</u> said that the footnote in question had caused difficulties in Committee 6. C.C.I.R. Study Group XIII considered that an international selective calling system was required immediately and that the single-frequency sequential system should be adopted as it was the only one in existence at the moment. In view of the

progress to be expected in radiocommunications, deletion of the footnote would be equivalent to suggesting that the Conference was in favour of a particular system.

The delegates of Australia, New Zealand, Canada and Japan agreed.

The <u>delegate of Italy</u>, supported by the <u>delegate of France</u>, said that, if the Conference wished to refer to the work of the C.C.I.R., it could do so by issuing a resolution or recommendation asking the C.C.I.R. to continue its study of an international selective calling system.

The Chairman of Committee 6 said that most of the members of Committee 6 had been in favour of the footnote under discussion.

The <u>Director of the C.C.I.R.</u> said that the task of further study of the selective calling system had been entrusted to Study Group XIII, after twenty administrations had expressed approval, as required by No. 190 of the Convention.

The <u>Chairman</u> said that, since the question had been discussed at length, he would put to the vote the Italian proposal to delete the footnote.

The proposal was adopted by 23 votes to 15, with 19 abstentions.

The second proposal of the $\underline{\text{delegate of Italy}}$ to prepare a resolution or recommendation addressed to the C.C.I.R. was put to the vote.

The proposal was adopted by 41 votes to none, with 11 abstentions.

The <u>Chairman</u> asked the delegates of the United States, Italy, the U.S.S.R. and France to prepare a draft in collaboration with a representative of the C.C.I.R.

There being no objection, it was so decided.

The delegate of the United States asked the Conference whether the text should be a resolution or a recommendation. He thought a resolution would be more appropriate.

The <u>delegates of Australia</u>, <u>Canada</u>, <u>Japan</u> and <u>Mexico</u> agreed; the <u>delegates of Portugal</u>, <u>France</u> and the <u>U.S.S.R</u>. said that a recommendation would be preferable.

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The Chairman put to the vote the proposal that the text addressed to the C.C.I.R. be in the form of a resolution.

The proposal was rejected by 33 votes to 13, with 10 abstentions.

The Drafting Group was accordingly instructed to prepare a recommendation.

The <u>delegate of Norway</u> said that the square brackets in the third line of ADD 999B could be removed.

The <u>delegate of Italy</u>, supported by the <u>delegate of the U.S.S.R.</u>, said that, for the sake of uniformity, the words "number or" should be inserted before the word "signal" in the second, third and fifth lines of ADD 999C.

Page B.10-04, thus amended, was adopted.

Page B.10-05

The <u>delegate</u> of <u>Argentina</u> said that the repetition of the frequency 22 699.0 ke/s should be deleted in the Spanish version of ADD 999F.

The <u>delegate of the Ivory Coast</u> said that the date, 1 April 1977, should be quoted in the footnote to make it more precise.

The delegates of the Netherlands and Italy agreed.

The <u>delegate of the United States</u>, supported by <u>the delegate of France</u>, proposed that the footnote be amended to read: "This frequency shall replace the frequency 2182 kc/s for selective calling not later than 1 April 1977".

The <u>delegate of Norway</u> said that, as the previous footnote had been deleted, the footnote in question should be footnote No. 1. The word "may" in the first line of ADD 999F should be changed to "should".

The delegate of New Zealand agreed.

The <u>delegate of Norway</u> said that the word "signal" in the fourth line of MOD 1224 should be in the plural.

The <u>delegate of Canada</u> drew attention to a change that was required in the layout of the French text.

It was $\underline{\text{decided}}$ that the matter be referred to the Editorial Committee.

Page B.10-06

The <u>delegate of Poland</u> pointed out that consideration of ADD 749A would have to be deferred until the problem of ADD 783H had been settled.

The <u>delegate of Italy</u> recalled that the words "or signals" should be inserted after "Numbers" twice in the last line of the title in MOD 809.

The <u>delegate of Poland</u> agreed with the previous speaker and added that care should be taken to ensure that the terminology used throughout the texts was uniform.

It was so agreed.

With the exception of ADD 749A, page B.10-06, thus amended, was adopted.

Page B.10-07

The <u>Chairman of the Editorial Committee</u> explained that, at the request of the Chairman of Committee 6, Nos. 1077A, 1077B and 1077C had been left in abeyance.

The Chairman said that the numbers in question were on pages 6 and 7 of Document No. 225. He proposed that Nos. 1077A, 1077B, 1077C and 1077D and the note ADD 1077D.1, be considered later.

There being no objection, it was so decided.

With the exception of ADD 1077D and the above-mentioned note, page B.10-07 was adopted.

Page B.10-08

In reply to a comment by the <u>delegate of Norway</u>, the <u>Chairman of Committee 6</u> said that "NOC 1302" should read "MOD 1302". On page R.1-35 of Document No.314, moreover, the words in square brackets in No. MOD 1302 could now be omitted. The same deletion could be made in the following provision, the symbol of which should be amended to read "NOC 1303".

There being no objection, it was so decided.

Thus amended, page B.10-08 was adopted.

Page B.10-10

The <u>delegate of Italy</u> pointed out that the French version of note 8 should be aligned with the English text by adding the words "ou signal" after "numéro".

The $\underline{\text{delegate of Brazil}}$ made the same comment with regard to the Spanish text.

Following an observation by the <u>delegate of Canada</u>, the <u>delegate of Belgium</u> and the <u>Chairman of Committee 6</u> said that the end of the note in the English text should be made to agree with the French.

Thus amended, page B.10-10 was adopted.

Page B.10-11

The <u>delegate of the United States</u> pointed out that, in consequence of the amendments already adopted, the words "or signal" should be inserted after "number" in the text opposite "Column 2".

The <u>delegate</u> of the <u>Netherlands</u>, supported by <u>the delegates of the Federal Republic of Germany and of <u>Portugal</u>, proposed that paragraph a) should read: "the number of lifeboats ...".</u>

The proposal was adopted.

Thus amended, page B.10-11 was adopted.

Page B.10-14

The delegate of the United States said that the symbols "OD" and "OE" should be preceded by "ADD".

Thus amended, page B.10-14 was adopted.

Page B.10-15

The <u>delegate of Portugal</u>, whose view was shared by the <u>Chairman of Committee 6</u>, recalled that the French equivalent of the English term "carriage" should be inserted in the parenthesis.

Thus amended, page B.10-15 was adopted.

Subject to the amendments mentioned above and with the exception of the numbers whose consideration had been deferred, Document No.339(B.10) as a whole was adopted.

Appendix 20

The Chairman of Committee 6 pointed out that no mention had been made of the fact that the words "or B" had been deleted from paragraph a) in Appendix 20 (see page 437 of the Radio Regulations) and replaced by "and A2H". The number in parenthesis, moreover, was no longer 677 but 1105A (see Document No. 314, page R.1-16).

The Chairman said that the amendment would be incorporated in the Final Acts of the Conference.

The Chairman reminded delegates that they had not completed their reading of Document No. 339(B.10). The footnote on page B.10-04 had been deleted and a working group appointed to prepare a recommendation on the subject. The text of that recommendation was contained in Document No.DT/129.

The <u>delegate of the U.S.S.R.</u>, supported by the <u>delegate of Poland</u>, proposed that in "noting" a) the last seven words be deleted.

It was so decided.

The <u>Chairman</u> suggested that in the English and Spanish texts of "noting" b) the words "World Administrative Radio Conference, Geneva, 1967" be replaced by the words "present Conference". In that way the text would be the same in all three languages.

It was so decided.

The <u>delegate of South Africa</u> proposed that the word "the" be deleted from the "invites" paragraph.

It was so decided.

The draft Recommendation, as amended, was adopted.

The <u>delegate of the United States of America</u> said that the group which had drafted the Recommendation had unanimously accepted it, including the note at the bottom of the text. Subsequently, the Soviet representative on the group had suggested that the group had no authority to include the note. The Conference should take a decision on the matter.

The delegate of the U.S.S.R. said that the ad hoc group's terms of reference had been to prepare the text of a recommendation. At the Plenary meeting during which the group had been appointed, the Chairman had said that the question of the possible addition of a note to No. 999B would not be considered until after the Conference had examined the recommendation prepared by the group. The U.S.S.R. representative in the group had not agreed that a note should be added but, as time was short, had merely drawn attention to the fact that the group had not been authorized to prepare a note.

After a discussion in which the delegates of Poland, France,
Belgium and Portugal took part, the delegate of the United States of America
agreed that the note should not be included.

Document No. 339(B.10), as amended, was <u>adopted</u>, subject to reconsideration of papers B.10-03, B.10-06 and B.10-07.

2. Texts submitted by the Editorial Committee - Series R.2 (Document No. 337)

Page R.2-04

The <u>delegate of Denmark</u> pointed out a typographical error in "SUP 425.1" which should read "SUP 452.1".

The <u>delegate of Poland</u> pointed out that his delegation had already expressed a reservation regarding the provisions on that page.

Page R.2-04 was adopted, as amended.

Page R.2-C8

The <u>delegates of Norway</u> and <u>Denmark</u> said that the word "or" between the two sub-paragraphs of MOD 736 should be deleted. That correction related only to the English text.

Page R.2-08 was adopted, as amended.

Page R.2-10

The Chairman of the Editorial Committee said that the final white documents would not mention paragraphs which remained unchanged (NOC). He considered that there was no need for titles.

The <u>delegate of New Zealand</u> said that on examining Document B.10 in Plenary, titles had been included whenever Regulations had been subject to modification. He was in favour of retaining such Section references.

The <u>delegate of Portugal</u> asked for clarification regarding the material that would be published in the Final Acts. He considered it unnecessary to include titles and Section numbers in those Acts.

The <u>delegate of Belgium</u>, supported by the <u>delegates of Portugal</u>, <u>France</u> and <u>Norway</u>, suggested that the Editorial Committee should follow the procedure used during the Aeronautical and Space Conferences.

The <u>delegate of Poland</u> stressed the need for uniformity in the lay-out of the text. Section references should be retained where necessary.

The Secretary of the Conference pointed out that when new Regulations were to be added, Sections must be referred to so that each Regulation should appear in its correct position.

The <u>delegate of Portugal</u>, supported by <u>the delegate of the United Kingdom</u>, said that all changes, additions and deletions must be properly referenced. He suggested putting the reference to the Section between brackets after each new addition, e.g. ADD (Section ...).

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Page 12

The <u>delegate of Poland</u> pointed out that until the <u>Manual</u> was printed, administrations would have to make use of the Final Acts. He was in favour of retaining references to Articles and Sections.

The delegate of Portugal withdrew his proposal.

The Chairman said that there appeared to be a consensus in favour of following the procedure adopted at the Space Conference.

It was so decided.

Page R.2-10 was adopted.

Page R.2-13

The delegate of the United Kingdom, supported by the delegates of Spain, Denmark, the Netherlands, Norway and Japan, said that there was some redundancy in MOD 914 when read in conjunction with MOD 918. He suggested the deletion of all the text of paragraph a) after the word "certificate".

It was so decided.

Page R.2-13 was adopted, as amended.

Page R.2-15

The <u>delegate of Spain</u>, supported by the <u>delegates of Norwey</u> and <u>Mexico</u>, said that the last sentence in MOD 934 was superfluous and suggested that it be deleted.

The <u>delegate of Poland</u> said that, although the hours of watch were in fact indicated in the licence, he would not insist on an amendment of the Regulation.

The Spanish proposal was adopted.

Page R.2-15 was adopted, as amended.

Page R.2-16

The <u>delegate of Canada</u>, referring to the use of the word "should" in line 2 of ADD 964A, said that, although that text had been approved by Committee 4, "should" had been replaced by "shall" in Appendix 20B on page 36 of Document No. 337. He suggested that the two texts be aligned.

The <u>delegate of Mexico</u> said that no change would be necessary in the French and Spanish texts.

The Canadian proposal was adopted.

Page R.2-16 was adopted, as amended.

Page R.2-17

The <u>delegate of Norway</u>, supported by the <u>delegate of Tunisia</u>, said that the revised text for No. 984 had already been approved as it appeared in Annex 2 to Document No. 344. The text on page 17 of R.2 should therefore be amended to conform with the wording in Annex 2 (Document No. 344).

The <u>Chairman of the Editorial Committee</u>, supported by the <u>delegate of Mexico</u>, said that No. 984 could be retained in its existing form and the following sentence from Annex 2 to Document No. 344 could be added:

"However, after 1 January 1982 it is no longer authorized to send class A3 emission, except for such apparatus as referred to in No. 987."

Time would be saved by having a second reading of Document No. 344 instead of page 17 of R.2 (Document No. 337).

It was so decided.

The <u>delegate of the United States of America</u>, supported by the <u>delegate of Australia</u>, suggested adding the words "for narrow-band direct-printing telegraph and data transmission systems" after "Appendix 15" in the first line of ADD 1191E.

It was so decided.

Page R.2-17 was adopted, as amended.

Page R.2-18

The Chairman of Committee 5 said that "(1336) / Under consideration /" should be deleted.

Page R.2-18 was adopted, as amended.

Page R.2-19

The Chairman of Committee 5 said that "Additional paragraphs under consideration 7" should be deleted.

Page R.2-19 was adopted, as amended.

Page R.2-20

The Chairman of Committee 5 explained that "(1347) $\sqrt{}$ Under consideration $\sqrt{}$ " was dealt with on page B.10-09 of Document No. 339, in connection with SUP 1347, (MOD) 1348 and ADD 1348A.

The Chairman suggested that "(1347) /Under consideration /" and "NOC 1348" be deleted.

It was so decided.

The <u>delegate of the United Kingdom asked</u> whether it would be in order to propose an amendment to ADD 1367A on page B.7-10 of Document No. 320.

The Chairman ruled that that would be in order.

The <u>delegate of the United Kingdom</u> suggested a new text for ADD 1367A, to read as follows:

"However, ship stations when in the service area of, and in communication with, a port station may maintain watch on the appropriate port operations frequency, provided that watch on 156.8 Mc/s is being maintained by the port station."

The purpose of the amendment was to clarify the position when ship stations were obliged to keep watch on a port operations channel.

The <u>delegate of New Zealand</u>, supported by the <u>delegates of Denmark</u>, and the <u>Federal Republic of Germany</u>, said that ne had originally supported the deletion of that provision, but that the new text proposed by the United Kingdom was acceptable to his delegation.

The representative of the International Chamber of Shipping, speaking in support of the United Kingdom amendment, said that when No. 1367 was adopted at the 1959 Conference, VHF port operation was in its infancy and was only really concerned with public correspondence service. The United Kingdom proposal made it clear that when ships were in the port service area they might use a port operations frequency for obtaining assistance in docking and berthing. In the event of a change to a ship-to-ship frequency, the port authority would be informed.

In reply to a request for clarification by the <u>delegate of France</u>, the <u>delegate of the United Kingdom</u> explained that when a ship was in the service area of a port and in communication with that port, the authorities of the latter could keep watch on the ship's movements and relay messages on 156.8 Mc/s.

The <u>delegate of France</u> said he was not entirely in favour of the suggestions made for the relaying of the messages.

The representative of the International Maritime Radio Committee (C.I.R.M.) suggested an amendment to the text submitted by the United Kingdom by adding after the word "may" the words "continue to".

The delegate of the United Kingdom accepted that amendment.

The <u>delegate of Poland</u> proposed that delegates should be given time to study the United Kingdom proposal, which should be reproduced in an informal document.

It was so decided.

Page R.2-20 was adopted.

The meeting was suspended at 1305 hours and resumed at 1500 hours.

Page R.2-21

With reference to ADD 1388A, the <u>delegate of Poland</u> proposed that the sentence should begin with the words "information concerning the ..."

That amendment was accepted.

Page R.2-21 was adopted.

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Pages R.2-22/23

The <u>delegate of the United States of America</u> said that in the English text the first two indented paragraphs on page 23 should appear at the foot of the page.

The <u>Chairman</u> noted that the indented paragraph "additionally, if the ..." from page 23 should be part of MOD 1431 at the bottom of page 22.

The Editorial Committee should be asked to ensure that both the English and Spanish versions of MOD 1431 and MOD 1451 corresponded with the French, which had been printed correctly.

In the Spanish text the number 1342 should read 1432.

Pages R.2-22/23 were adopted, as amended.

Page R.2-24

The <u>delegate of Brazil</u> pointed out that in the English text the indication NOC 1461-1462 was out of place and should be printed as in the French.

Page R.2-24 was adopted.

Pages R.2-25/26

The <u>delegate of Brazil</u> said that in the English text ADD 1476B.1 should be at the bottom of page 25, not on page 26. In the Spanish, the figure quoted was incorrect.

The <u>delegate of Denmark</u>, supported by the <u>delegate of Norway</u>, proposed replacing the semi-colon by a comma in ADD 1476B a) 1), fourth line, and deleting the word "is" in the fifth line.

That amendment was approved.

The <u>Chairman</u> noted that the <u>Editorial Committee</u> would delete the heading "Article 36" in all cases where it was superfluous.

Pages R.2-25/26, as amended, were adopted.

Page R.2-28 -

The <u>delegate of Mexico</u> said that in the French and English texts the indication NOC should be placed opposite Sections IV and V.

Page R.2-28 was adopted.

Page_R.2-39

The <u>Chairman of Committee 5</u> pointed out the omission of H in "High" in the title.

In "resolves" 1, the figures to be inserted were "5 kW per speech channel" and "1.5 kW", with note 1 reading:

"For class A3H emission a peak envelope power of 7 kW may be used. For class A3 emission a mean power of 10 kW may be used."

and the square brackets deleted.

The <u>delegate of Mexico</u> said that the date in "considering" a) was missing in the Spanish text.

The <u>delegate of Italy</u> thought it should be specified that 5 kW and 1.5 kW concerned discrete frequencies.

He also pointed out that in an earlier Resolution the reference had been to Appendix 25 MOD not to Appendix 25 (revised) and asked for a decision on that point.

The Chairman of Working Group 5D said that the Group had considered that Appendix 25 had not in fact been revised and so the use of MOD had been recommended.

The <u>Chairman</u> requested the Editorial Committee to replace "Appendix 25 (revised)" by "Appendix 25 MOD" wherever it occurred.

The square brackets should also be deleted from "considering" a) in the French and Spanish texts.

Page R.2-39, as amended, was adopted.

Page R.2-40

At the suggestion of the <u>Secretary of the Conference</u>, the <u>Editorial Committee</u> was asked to ensure that the numbering of the Resolution was logical.

Page R.2-40 was adopted, with that understanding.

Page R.2-41

The <u>delegate of the Netherlands</u> pointed out that a space had been left in the middle of paragraph 7 in the English text.

The <u>Chairman of the Editorial Committee</u> asked whether "present" should be inserted before "Appendix 25" in the second line of that paragraph.

After an explanation by the representative of the I.F.R.B., it was agreed to leave the second line as it was and simply to change "revised" to "MOD" in the fourth line, as already agreed.

Page R.2-41 was adopted, with that amendment.

Page R.2-43

The <u>delegate of the United States of America</u> said that in the second line of paragraph 5 the figure 18 should be inserted, and the square brackets removed.

In paragraph 6 the end of the third line should read:

"... with Appendix 19, Section B; "

The <u>Chairman of Committee 5</u> said that a new version of 1363 had been produced by a small group, and the related parts of Resolution No. J should be considered later.

Page R.2-43, as amended, was adopted, subject to adoption of the deferred text.

Page R.2-44

The <u>delegate</u> of the <u>United States</u> of <u>America</u>, supported by the <u>delegate</u> of <u>Denmark</u>, said that the <u>English</u> text of 8.5 differed from that approved in B.6-14, and the original wording should be used, namely:

"date by which all equipment shall conform to 25 kc/s standards and all interleaved channels may be generally introduced ... 1 January 1983".

. The Editorial Committee was asked to see that all texts corresponded to that approved during the first reading.

Page R.2-44 was adopted, with that amendment.

Page R.2-45 and Document No. 346

The Chairman of Committee 4 said that the figure 23 000 kc/s should be changed to 27 500 kc/s in the title, and the last line should read:

" ... in Annexes 1. 2 and 3."

The delegate of Mexico said that in the Spanish text of Document No. 346, page 5, the last line of c) should read "4000 a 23 000".

Page R.2-45 was adopted, with those amendments.

Page R.2-46

The Chairman of Committee 4 said that the line "(4000 to 23 000 kc/s bands)" should be inserted below the column heading "Step of Implementation", and the letter "L" inserted after "Resolution No." against Step 2.

The <u>delegate of the Netherlands</u> proposed that the English text should read "radiotelegraph", "radiotelephone", to correspond with the French.

It was so agreed.

At the suggestion of the <u>delegate of Mexico</u>, it was <u>agreed</u> that the English text should have the <u>Roman numerals I and II</u> in Step 3, as in the French and Spanish.

The square brackets around MOD were deleted.

Page R.2-46, as amended, was adopted,

Page R.2-47

Similar amendments to those made on the previous page, i.e. (4000 to 23 000 kc/s bands) below the heading of the first column, and insertion of "radio" before "telegraphy" and "telephony", were agreed.

At the suggestion of the <u>representative of the I.F.R.B.</u>, "Revised" after "Appendix 17" in Step 4 was deleted.

Document No. 380-E

Page 20

The <u>delegate of Portugal</u> suggested that the English wording of Step 4 be aligned with the French.

Page R.2-47, as amended, was adopted.

Page R.2-48

The <u>Chairman of Working Group 5D</u> said that "radiotelegraph" and "coast" should be reversed in the first line of "considering" a), for the sake of consistency.

It was decided that that would be done wherever appropriate.

The <u>delegate of Italy</u> said that the reference to the entry into force of the Final Acts in "resolves" 1 should be replaced by 1 April 1969, as had already been adopted in earlier Resolutions.

It was <u>decided</u> that the Editorial Committee should insert that date wherever such a reference was made.

Page R.2-48, as amended, was adopted.

Page R.2-51

The <u>Chairman of Working Group 5D</u> proposed a new text for "resolves" 1 more in line with Resolution No. P:

"1. As from 1 January 1972, any new installations of double sideband equipment in ship stations shall not be permitted. However, administrations shall endeavour to discontinue the installation of double sideband equipment at the earliest possible date after 1 April 1969."

That revised text was adopted.

Page R.2-51, as amended, was adopted.

Page R.2-52

The <u>Chairman of Committee 5</u> said that a new text for paragraph 3 (Annex 1 to Document No. 344) had been adopted by his Committee, and asked that the current consideration be taken as a second reading.

" / Further resolves / " and the note at the bottom of the page should be removed.

The <u>delegate of Poland</u> informed the meeting that his delegation, after consultation with its Government and the authorities concerned, was able to withdraw its reservation on the deadline for cessation of double sideband techniques.

The <u>delegate of Indonesia</u> made the following statement in explanation of Indonesia's reservation to be included in the Final Protocol.

"With reference to Resolution No. M, paragraphs 2 and 3 of the World Administrative Radio Conference, Geneva, 1967, the Indonesian Delegation reserves its position, particularly with regard to the dates mentioned in the said Resolution. Although the Indonesian Delegation could generally accept the time limits set out in the Revised Regulations of this Conference, at this stage it is not in a position to give a firm commitment, since the implementation of the Revised Radio Regulations requires substantial investments, particularly in the form of foreign exchange.

In the opinion of the Indonesian Delegation, such investments should be considered in the light of economic progress which will be made in the years ahead. In this respect, the Indonesian Delegation would like to state that their country is at present engaged in formulating a five-year economic plan, commencing 1969, requiring a great amount of foreign exchange expenditure, in which communications, including telecommunications, is accorded high priority.

Based on these considerations, the Indonesian Delegation regrets that it has to make its reservation as to the target dates mentioned in the relevant Resolution. However, the Indonesian Delegation would assure the Conference that its Government will exert all its efforts to comply as far as possible with the decision of this Conference."

Page R.2-52; with revised paragraph 3, was adopted.

Page R.2-53

The <u>Chairman of Working Group 5D</u> said that in "considering" a) and "resolves" 2 the Recommendation number was CC.

Page R.2-53 was adopted.

Page R.2-54

The <u>delegate of Mexico</u> said that in the Spanish text of "resolves" the figures 121.5 Mc/s and 243 Mc/s should be followed by <u>o en ambas</u> to correspond with the French and English.

Page R.2-54, with that amendment, was adopted.

Page R.2-55

The <u>Chairman of Working Group 5D</u> said that HF should be written in full in the title and in the last line.

The Chairman of Committee 5 said that the dates to be inserted in e) were 1 January 1972 and 1 January 1978, and in f) 1 March 1970.

Page R.2-55, as amended, was adopted.

Page R.2-56

The <u>delegate of the Netherlands</u> said that the letter "I" should be inserted after the word "No." in the first line of the page. In the third line of the page the word "(revised)" should be replaced by "MOD". The text of "considering" paragraph h) was different from that approved during the first reading of Document B.6; it should read "that it is expedient to lay down in advance of a planning conference the technical bases necessary for the establishment of a frequency allotment plan."

The <u>delegate of Tunisia</u>, supported by the <u>delegates of Portugal</u> and <u>Poland</u>, said that the wording for "considering" paragraph h) proposed by the delegate of the Netherlands was not consistent with the provisions of No. 73 of the Montreux Convention. If that wording were adopted, "recommends" 4 would have to be amended.

The <u>delegate of the United States of America</u> said that the question had been raised during the reading of Document B.6. At that time, attention had been drawn to the difference between the Convention and the report of Committee 5, but the Conference had decided to accept the Committee's report. His delegation therefore supported the opinion expressed by the delegate of the Netherlands.

The <u>delegate of Switzerland</u> proposed that the text be amended to read: "that it is expedient to have a preparatory meeting in advance of a planning conference".

The <u>delegates of Italy</u>, <u>the United States of America</u>, <u>the Netherlands</u> and <u>Poland</u> endorsed that proposal.

The <u>delegate of Denmark</u> said that he could not accept the proposal. It was important that the paragraph should contain a reference to the technical bases necessary for the establishment of an allotment plan.

After discussing the matter, a group composed of the <u>delegates of France</u>, <u>Denmark</u>, <u>the Netherlands</u> and <u>the United States of America</u> proposed that the text read as follows: "h) that it is desirable to have in advance proposals for the technical bases for the establishment of a frequency allotment plan".

The <u>delegates of Spain, the U.S.S.R.</u>, <u>Poland</u> and <u>Mexico</u> proposed that the words "of that Conference" be inserted between the words "advance" and "proposals" of the group's text.

It was so decided.

"Considering" paragraph h), as amended, was adopted.

The <u>delegate of the Netherlands</u> proposed that in "recommends" 4 the words "the International Telecommunication Convention (Montreux 1965)" be replaced by the words "that Convention".

It was so <u>decided</u>.

Page R.2-56, as amended, was adopted.

Pages R.2-56 to R.2-59 were adopted.

Page R.2-60

The <u>Chairman</u> said that in the second line of the title the order of the words "radiotelephone" and "coast" should be reversed.

The delegate of the United States of America proposed that in the second line of "noting" paragraph a) the word "spot" be replaced by the word "fixed".

It was so decided.

Page R.2-60, as amended, was adopted.

Page R.2-61 was adopted.

The <u>Chairman</u> drew attention to the following text which had been prepared for No. 1367A: "ADD 1367A(5) However, ship stations, when in the service area of, and in communication with, a port station may continue to maintain watch on the appropriate port operations frequency, provided that watch on 156.8 Mc/s is being maintained by the port station". The text would be inserted on page 20 of Document No. 337 (R.2)

The <u>delegate of France</u>, supported by the <u>delegates of the United Kingdom</u>, the <u>Federal Republic of Germany</u>, <u>Denmark</u> and <u>Spain</u>, proposed that the words "on an exceptional basis and subject to the agreement of the administration concerned" be inserted between the words "may" and "continue".

It was so decided.

The <u>delegate of Mexico</u> said that in the Spanish text the word "o" in the phrase "... operaciones portuarias o en communicación ..." should be replaced by the word "y".

The <u>delegate of Sweden</u> proposed that the words "in the service area of" be deleted and that the word "only" be inserted between the words "frequency" and "provided".

It was so decided.

The <u>delegate of Poland</u> said that the commas after the words "ship stations" and "in communication with" should be deleted.

The Chairman said that the text as amended would read:

"ADD 1367A(5) However, ship stations when in communication with a port station may, on an exceptional basis and subject to the agreement of the administration concerned continue to maintain watch on the appropriate port operations frequency only, provided that watch on 156.8 Mc/s is being maintained by the port station".

That text was adopted.

Document No. 337 (R.2) as a whole, as amended, was adopted.

3. <u>Consideration of outstanding items</u> (Documents Nos. 225 (Pages 6 and 7), 267 (B.4), 291 (B.5), 305 (B.6), 339 (B.10)).

Document No. 267 (B.4)

Page B.4-05

The Chairman reminded delegates that consideration of Nos. ADD 1224A ADD 1224B and ADD 1224C had been deferred until all texts concerning communications on board ship had been examined.

The <u>delegate of South Africa</u>, supported by the <u>delegate of Poland</u>, proposed that the words "when in territorial waters" be inserted between the words "ship" and "shall" in the first line of ADD 1224A.

It was so decided.

No. ADD 1224A, as amended, was adopted.

Nos. ADD 1224B and 1224C were adopted.

Page B.4-05, as amended, was <u>adopted</u>.

Document No. 291 (B.5)

The <u>Chairman</u> invited the Conference to read for a second time the texts of Series B.5, which would not appear in the R series. In the fifth line of MOD 985 and the first line of footnote ADD 985.1 (page B.5-O1), the square brackets should be replaced by the date 1 January 1982.

Document No. 291 (B.5), as amended, was adopted.

Document No. 305 (B.6)

Page B.6-01

The <u>Chairman of Committee 5</u> said that the final text of No. 1336A would appear in Series B.ll. He proposed, therefore, that No. 1336A be deleted from page B.6-Ol.

It was so decided.

Document No. 380-E Page 26

Document No. 339 (B.10)

Page B.10-03

The <u>delegate of the United Kingdom</u> said that the ad hoc group appointed to re-draft ADD 783H submitted the following text for consideration:

ADD 783H

- \$ 250. (1) In cases where selective call numbers for ships and identification numbers for coast stations are required for use in the maritime mobile service and the selective calling system is in accordance with Appendix 200, as an interim procedure, the selective call numbers and identification numbers shall be supplied by the Secretary-General on request. Upon notification by an administration of the introduction of selective calling for international use in the maritime mobile service
- selective call numbers for ships will be allocated as required in blocks of 100 (one hundred);
- coast station identification numbers will be allocated in blocks of 10 (ten) to meet actual requirements;
- selective call numbers for selective calling of predetermined groups of ship stations in accordance with No. 783G will be allocated as required as single numbers.

The final procedure shall be determined at a future World Administrative Radio Conference.

The <u>delegate of Poland</u> proposed that in the first two subparagraphs the word "allocated" be replaced by the word "supplied".

It was so decided.

The <u>delegate of Mexico</u> proposed that in the penultimate line of the text the word "competent" be inserted after the word "future".

It was so decided.

The ad hoc group's text for ADD 783H, as amended, was adopted.

The <u>delegate of Portugal</u> proposed the deletion from ADD 783I and ADD 783J of the words "of the international series" and the deletion from the title of the words "Allocation of international series and".

It was so decided.

Page B.10-03, as amended, was adopted.

Page B.10-06

The <u>delegate of Poland</u>, supported by the <u>delegate of the Federal</u> Republic of Germany, proposed that in ADD 749A the word "allocating" be replaced by the word "supplying" and the word "international" deleted.

It was so decided.

No. 749A, as amended, was adopted.

Page B.10-07 and Document No. 225, pages 6 and 7

The <u>Secretary of Committee 6</u>, speaking in the absence of, and referring to a statement made earlier in the meeting by the Chairman of Committee 6, said that in ADD 1077B the words "For normal calling" should be inserted between the words "ter" and "when". The question where ADE's 1077A, 1077B, 1077C and 1077D should appear in the Radio Regulations had been considered by Committee 6 which, after examining Articles 29 and 30, had decided that they should appear in Article 30.

The <u>delegate of France</u> said that his delegation intended 'to issue a written proposal concerning the place of those numbers in the Regulations.

The <u>delegate of Poland</u>, referring to ADD 1077D, considered that an explanation should be given of the difference between special watch and normal watch and special frequency and normal frequency.

The <u>Chairman</u> said that the discussion would be continued at the next meeting.

The meeting rose at 1935 hours.

Secretary of the Conference :

Chairman of the Conference:

C. STEAD

R.M. BILLINGTON

INTERNATIONAL TELECOMMUNICATION UNION MARITIME CONFERENCE

GENEVA, 1967

Document No. 381-E 2 November 1967 Original: French

STATEMENT BY THE DELEGATION OF THE REPUBLIC OF VIET-NAM

TO THE WORLD ADMINISTRATIVE MARITIME RADIO CONFERENCE

With reference to Document No. 356, the Delegation of the Republic of Viet-Nam deplores the fact that the representative of the Castro regime has again, for propaganda purposes, used expressions which are incompatible with parliamentary language as used in international conferences.

This Conference should forbid the delegation in question to misuse this United Nations Specialized Agency inadmissibly by insulting other delegations here.



INTERNATIONAL TELECOMMUNICATION UNION MARITIME CONFERENCE

GENEVA, 1967

Document No. 382-E 3 November 1967 Original: English

SUMMARY RECORD

of the

FOURTEENTH AND LAST MEETING OF COMMITTEE 5

Friday, 3 November 1967 at 0930 hours

Chairman: Mr. P. MORTENSEN (Norway)

<u>Vice-Chairman</u>: Mr. A. de SOUZA COELHO (Brazil)

Subjects discussed		Documents Nos.
ı.	Summary Record of Eighth Meeting	360
2.	Summary Record of Ninth Meeting	3 61
3.	Summary Record of Tenth Meeting	362
4.	Summary Record of Eleventh Meeting	370
5.	Summary Record of Twelfth Meeting	376
6.	Summary Record of Thirteenth Meeting	377
7.	Completion of the Committee's work	-



Document No. 382-E Page 2

1. Summary Record of Eighth Meeting (Document No. 360)

Document No. 360 was approved.

2. Summary Record of Ninth Meeting (Document No. 361)

Page 2

The <u>representative of the I.F.R.B.</u>, referring to the United Kingdom delegate's comments, said he was absent at the ninth meeting and he regretted that his statement at the fourth meeting had been a source of concern to the United Kingdom delegate. He suggested that at this stage of the work of the Conference, he and the delegate of the United Kingdom should clarify the misunderstanding privately.

The delegate of the United Kingdom concurred.

Document No. 361 was approved.

3. Summary Record of Tenth Meeting (Document No. 362)

Page 7

The <u>representative of the I.F.R.B.</u> said that the word "still" should be deleted from the third line of his statement.

Document No. 362, as amended, was approved.

4. Summary Record of Eleventh Meeting (Document No. 370)

Page 8

The <u>delegate of the Federal Republic of Germany</u> drew attention to a typing error in the second line of the English text of the Polish delegate's remarks; the letter "k" before the letter "W"should be deleted.

Page 9

The <u>delegate of Canada</u> said that the figure in the last line of his comments should be amended to read "O.1 W".

Page 10

The delegate of South Africa said that the power value "1 W" in the second line of his comments should be amended to read "0.1 W".

Page 21

The <u>delegate of Canada</u>, referring to the first paragraph under Annex 1, Article 5, said that his delegation had proposed eight frequencies. The missing frequencies, which should be added to the record, were 2065.0, 2079.0 and 2082.5.

The <u>delegate of Portugal</u> said that in the English text the power value in the last line of his comments should be amended to read "100 W".

Page 24

The <u>delegate of Canada</u> said that the word "also" should be inserted between the words "See" and "Resolution" in the second line of the page

Document No. 370, as amended, was approved.

5. Summary Record of Twelfth Meeting (Document No. 376)

Page 2

The delegate of the United Kingdom said that the frequency mentioned in the third line of his statement should be amended to read "1-650":

Document No. 376, as amended, was approved.

6. Summary Record of Thirteenth Meeting (Document No. 377)

Page 6

The representative of the I.F.R.B. said that the words "double sideband" should be inserted between the words "to" and "coast" in the fifth line of his second statement.

Document No. 382-E Page 4

The <u>delegate of Turkey</u> said that "Turkey" should be added after "Denmark" in the second line of the fourth paragraph.

Document No. 377, as amended, was approved.

7. Completion of the Committee's work

The <u>delegate of South Africa</u> said he was sure all delegates would join with him in thanking the Chairman and the Chairmen of the Working Groups who had done so much to ensure the success of the Committee's work.

The Chairman thanked the Chairmen of the Working Groups, the Vice-Chairman, the conveners of the ad hoc groups, M. Petit the representative of the I.F.R.B., the Committee's secretary, M. Balfroid from the I.F.R.B. Secretariat, and finally the General Secretariat for their valuable co-operation. He also thanked all delegates, without whose assistance he would have been unable to accomplish his task.

The <u>delegate of the Netherlands</u>, speaking as Chairman of Working Group 5D, congratulated the Chairman on the patience and tolerance with which he had conducted the Committee's work. He had derived much pleasure from being able to contribute, under the Chairman's guidance, to the successful completion of the Committee's work and he was sure the Chairmen of Working Groups 5A, 5B and 5C had done likewise.

The meeting rose at 1020 hours.

Secretary of Committee 5:

Chairman of Committee 5:

J. BALFROID

P. MORTENSEN

INTERNATIONAL TELECOMMUNICATION UNION MARITIME CONFERENCE

GENEVA, 1967

Document No. 383-E 9 November 1967

Original : English/French

PLENARY MEETING

MINUTES

of the

EIGHT PLENARY MEETING

Wednesday, 1 November 1967, at 0915 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.	Consideration of outstanding items	225, 267 (B.4), 291 (B.5), 320 (B.7) 339 (B1.10), 344, DT/127
2.	Texts submitted by the Editorial Committee - Series B.11	340
3.	Texts submitted by the Editorial Committee - Series B.12	363
4.	Texts submitted by the Editorial Committee - Series R.3	341, 375
5•	Texts submitted by the Editorial Committee - Series B.10 (second reading)	339
6.	Report by the Budget Control Committee	33 8
7.	Texts submitted by the Editorial Committee - Series B.ll (second reading)	340
8.	Texts submitted by the Editorial Committee - Series B.12 (second reading)	363
9.	Consideration of further outstanding items	
10.	Statements to be included in the Final Protocol	347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 365, 366, 367, 371, 372, 373, 374



Document No. 383-E Page 2

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 the); 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; Mexico; Monaco; Norway; New Zealand; Pakistan; Netherlands (Kingdom of the); Poland (People's Republic of); Portugal and Portuguese Oversea 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; Togolese Republic; Tunisia; Turkey; Union of Soviet Socialist Republics; Venezuela (Republic of); Viet-Nam (Republic of); Yugoslavia (Federal Socialist Republic of).

Private operating agencies:

Cable and Wireless Ltd.

International Organizations:

International Radio Maritime Commission (CIRM)

I.F.R.B. : Mr. Berrada, Acting Chairman

C.C.I.R. : Mr. Herbstreit, Director

Secretary of the Conference : Mr. Stead

1. <u>Consideration of outstanding items</u> (continued) (Documents Nos. 225, 267 (B.4), 291 (B.5), 320 (B.7), 339 (B.10), 344, DT/127)

Document No. 225 (pages 6 and 7) and Document No. 339 (pages B.10-07)

The <u>delegate of the U.S.S.R.</u> proposed that the word "special" be deleted from ADD 1077D and ADD 1077D.1, on page B.10-07.

The <u>delegate of Poland</u> supported by the <u>delegate of Bulgaria</u> said that, despite the exhaustive discussions of the question in Committees 4 and 6, his delegation could not understand the purpose of ADD 1077D. He therefore proposed that the text and the corresponding footnote be deleted.

The <u>delegate of the United States of America</u>, supported by the <u>delegates of Australia</u>, <u>New Zealand</u> and <u>Ghana</u>, said that the text before the Plenary meeting had been agreed upon with much difficulty, and urged that it should be retained in its existing form.

The Polish proposal was $\underline{\text{rejected}}$ by 40 votes to 2 with 16 abstentions.

The <u>delegate of Poland</u> supported the U.S.S.R. proposal to delete the word "special" from ADD 1077D and footnote 1077D.1.

The <u>delegate of South Africa</u> suggested that the opening phrase of ADD 1077D be altered to read "When calling a coast station which has indicated a continuous watch on the special calling frequencies ..."

The <u>delegate of the Netherlands</u>, supported by the <u>delegates of Greece</u>, <u>Australia</u> and <u>the United Kingdom</u>, said he could support the proposal to transpose the word "special", but could not agree to the inclusion of the word "continuous".

The <u>delegate of South Africa</u> withdrew his proposal to add the word "continuous".

The delegate of the U.S.S.R. withdrew his proposal.

The South African proposal was adopted.

The relevant parts of pages 6 and 7 of Document No. 225 were adopted.

The <u>delegate of France</u>, supported by the <u>delegates of Portugal</u>, <u>Mexico</u> and <u>Belgium</u>, proposed that the words "required by their service" at the end of ADD 1077D.1 be replaced by the phrase "which they have indicated in accordance with No. 1168".

It was so decided.

Page B.10-07, as amended, was adopted.

The French proposal for the order in which the provisions should appear (Document No. DT/127) was adopted.

Document No. 267. page B.4-05 (second reading)

The <u>delegate of Italy</u> suggested that the word "MASTER" should replace "CONTROL" in ADD 1224C.

There was no support for that suggestion.

The representative of the International Radio Maritime Commission made the following statement:

"The procedure laid out in Nos. 1224B and 1224C is unlikely to be used or be usable. It could in fact be dangerous, as it could delay necessary and urgent communications. Although it is late in the Conference, it would be worth while considering deletion, since any Regulation that cannot in practice be used as written could bring the Regulations generally into disrepute."

Page B.4-05 was adopted, on second reading.

Document No. 291. page B.5-01 (second reading)

The <u>Chairman</u> said that the date to be inserted in MOD 985 and ADD 985.1 was 1 January 1982.

Page B.5-01, as amended, was adopted on second reading.

Document No. 344 (second reading)

The <u>delegate of Canada</u>, supported by the <u>Chairman of Committee 5</u> said that the reference in the footnote on page 3 should be to Resolution No. R.

Document No. 344, as amended, was adopted on second reading.

2. Texts submitted by the Editorial Committee - Series B.11 (Document No. 340)

Page B.11-01

The <u>delegate of Switzerland</u>, supported by the <u>delegates of Sweden</u>, <u>the U.S.S.R.</u>, <u>Italy</u>, <u>Poland</u> and <u>Czechoslovakia</u>, proposed the deletion of the first phrase of paragraph 1, ending with the words "for selective calling", as there might be some doubt concerning the immediate requirements to be fulfilled.

The <u>delegate of the United States of America</u>, supported by the <u>delegates of Canada</u>, <u>India</u>, <u>Australia</u> and <u>Japan</u>, opposed the deletion, since its effect would be a complusory requirement for administrations to use a given system. Moreover, paragraph 1 as unanimously adopted in Committee 6 was a quotation from Recommendation No. 257-1 of C.C.I.R. Study Group XIII.

The Chairman put the Swiss proposal to the vote.

There were 21 votes in favour, 21 against and 15 abstentions. The proposal was <u>not adorted</u>.

Page B.11-01 was adopted.

Page B.11-02

The <u>delegate of the Netherlands</u> said that the word "and" in paragraph 1.2.3 should be replaced by a comma, to conform with the corresponding C.C.I.R. text.

The <u>delegate of South Africa</u> said that the word "second" should appear in full before "(Figure 1)" in paragraph 1.2.11.

The <u>delegate of Denmark</u> said that the word "revised" in square brackets at the end of the page should be deleted.

Page B.11-02, as amended, was adopted.

Page B.11-03

The <u>delegate of the Netherlands</u> said that the point dealt with in paragraph 4 was already covered by paragraphs 6 and 10, and proposed the deletion of paragraph 4.

Document No. 383-E Page 6

There was no support for that proposal.

Page B.11-03 was adopted.

Page B.11-08

The <u>delegate of the Netherlands</u> pointed out that his delegation had reserved the right to revert to ADD 442A in the Plenary meeting. During the discussions in Committee 5, the principle of using frequencies 2170.5 and 2 191 kc/s in the former guardband of distress frequency 2 182 kc/s for calling purposes only had been upheld. Apart from the juridical aspects, use of the band as a working frequency could cause harmful interference to international distress and calling frequency 2182 kc/s, especially in the congested radio environment of the Region concerned. He stressed that the question was not a purely regional one, since ships of all nationalities might sooner or later fall victim to that hazard. He therefore proposed that ADD 442A be deleted.

The <u>delegate of the United Kingdom</u> made the following statement:

"The United Kingdom delegation is of the opinion that the provisions of ADD 442A are in contradiction of Article 5, inasmuch as they admit a usage of part of the common mobile service band 2 170 to 2 194 kc/s cther than for distress, safety and calling in large areas of Region 1 which are areas of high shipping density. The reduction of the distress frequency guardband from 24 to 17 kc/s was supported by the United Kingdom on the understanding that the two new derived channels would be used for calling purposes only. The use of either for working purposes could, under certain conditions, lead to a worsening of the safety service which is the concern of all Regions of the I.T.U. It is also to be noted that in Regions 2 and 3 the use of the new channels appears to be unregulated other than by Article 5 and, most probably, at least one will be used for working purposes. The acceptance of this situation is all the more strange when one considers the terms of Resolutions H and S of this Conference, which are concerned with improving the safety service by one means or another. The world-wide safety frequency of 2 182 kc/s was only made available at the Atlantic City Conference in 1947, at considerable sacrifice by many Region 1 countries who were then using 1 650kc/s for distress purposes, and the United Kingdom would urge all administrations carefully to consider the use of either of the derived channels mentioned for anything but calling purposes. Irrespective of the result of discussion or vote on ADD 442A, the United Kingdom asks for this statement to be included in the Minutes of this Plenary meeting."

The <u>delegate of Portugal</u> said he could not agree with the delegate of the Netherlands that ADD 442A was not a purely regional provision, since it had been added to MOD 442, which specifically related to Region 1 only. Nor could he agree with the delegate of the United Kingdom on the question of interference on distress frequency 2182 kc/s, and would assure that delegate that the problem of distress was a matter of great concern to other administrations. To the argument that the provision was contrary to Article 5, he pointed out that the note concerning frequency 2182 kc/s in that article referred to Article 35, which was applicable to the maritime mobile service. Moreover, no provision limited the band in question exclusively to calling. In conclusion, his Administration considered that it was absolutely essential for the band to be used in the conditions set out in ADD 442A, which had been approved on the basis of his delegation's proposal.

The <u>delegate of South Africa</u> pointed out, in reply to the United Kingdom <u>delegate</u>'s statement, that the peak power for operation in the lower part of the channel for selective calling by coast stations was 8 kW, whereas the peak power for operation under ADD 442A was 100 kW. Accordingly, the mean power for selective calling on the lower channels would be 2 kW, whereas that in the upper channels would be only 10 W; he failed to see the need for any great concern about the new provision, since it entailed the use of the upper channel.

The <u>delegate of the United Kingdom</u> said that his Administration had accepted selective calling in the adjacent channels to frequency $2\,182\,\mathrm{kc/s}$ only because those calls were of extremely short duration, whereas working calls could be very long.

The Chairman put the Netherlands proposal to the vote.

The result of the vote was 11 votes for, 17 against, with 31 abstentions.

The <u>Chairman</u> said that, since the number of abstentions exceeded half the number of votes cast, consideration of the proposal would be postponed under No. 723 of the Montreux Convention.

The <u>delegate of Mexico</u> said that frequency 2 194 kc/s against intership working in MOD 442 had been wrongly printed in the Spanish text.

Page B.11-08 was <u>adopted</u>, subject to reconsideration of ADD 442A.

Page B.11-09

The <u>delegate of the United States of America</u>, supported by the <u>delegates of Italy</u>, <u>New Zealand</u>, <u>the Federal Republic of Germany</u>, <u>Switzerland</u> and <u>Japan</u>, proposed that the words "In Region 1" should be inserted after the word "bands" in the first lines of MOD 443 and MOD 444.

Page B.11-09, as amended, was adopted.

Page B.11-10

The <u>Chairman of Committee 5</u> pointed out that it had been agreed to delete the word "two-way" from MOD 456.

The <u>delegate of New Zealand</u> supported by the <u>delegate of Italy</u>, suggested that MOD 457 be redrafted to read as follows:

"Appendix 25 MOD contains the frequency allotment plan for radiotelephone coast stations in the bands listed in No. 448 (See also Appendix 25 and Resolution No. T)".

The <u>delegates of the Netherlands</u> and <u>Mexico</u> said they preferred the existing text, as it was inappropriate to refer to Appendix 25 MOD, which would not come into force until 1 March 1970.

The <u>delegate of the United States of America</u> suggested the following wording for MOD 457:

"Appendix 25 contains the frequency allotment plan for high frequency radiotelephone coast stations (see, however, Resolution No. T)".

The <u>delegates of New Zealand</u> and <u>Italy</u> said they could accept that wording.

The United States proposal was adopted.

The <u>delegate of the United Kingdom</u> observed that ADD 1322D contained no mention of the class of emission for selective calling on frequency 2182 kc/s before the use of frequency 2170.5 kc/s came into force. His delegation had withdrawn its proposals to that effect on the understanding that the matter was attended to elsewhere in the Radio Regulations, but he could not find any such reference.

The <u>Chairman of Committee 5</u> said that the question had been considered in Committees 4, 5 and 6, and that Committee 6 had decided to delete references to specific classes of emission. The classes mentioned in ADD 1322D might perhaps be used for selective calling on 2 182 kc/s during the eight years transition period.

The <u>delegate of Sweden</u> observed that the discussions in Committee 5 had resulted in agreement that the peak envelope power of 400 watts should apply also to A2H, A3A and A3J emissions. That was not made clear in ADD 1322D.

The <u>delegate of the United States of America</u> suggested that the words "are limited to" should be inserted before "a peak envelope power" in the first sentence.

The <u>Chairman of Committee 5</u> suggested that the words "and with the same power limit" should be inserted after "2170.5 kc/s" in the second sentence, on page B.11-11.

The <u>delegates of New Zealand</u> and <u>South Africa</u> supported those amendments.

The <u>delegate of France</u> said that it was illogical to provide for a power limit on frequency 2 170.5 kc/s selective calling and not to make a similar provision for selective calling on 2 182 kc/s.

The <u>Chairman of Committee 5</u> drew attention to ADD 999F, in which all the frequencies that could be used for selective calling were listed.

The <u>delegate of Denmark</u> pointed out that selective calling on the new channels could continue even when 2 182 kc/s was being used for distress calls, as that frequency would not be used for calling during those periods.

The <u>delegate of Sweden</u> suggested that a new Regulation 1322E be drafted, stating that selective calls could be made on frequency 2 182 kc/s with a peak envelope power of 400 watts and containing a reference to ADD 999F.

The <u>delegates of France</u> and <u>Italy</u> said they would have no objection to such a provision, on the understanding that the power limit for selective calling on 2 170.5 and 2 182 kc/s was the same.

The <u>delegate of Poland</u> said he was against placing a power limit on any calling frequency.

The <u>delegate of Canada</u> suggested that the opening phrase of the second sentence of ADD 1322D should read: "In addition, on the carrier frequencies 2 170.5 and 2 182 kc/s ..."

The <u>Chairman</u> suggested that an ad hoc group consisting of the delegates of France, Poland, the United Kingdom, Sweden and Canada should draft a new provision in the light of the discussion and submit it later during the meeting.

It was so agreed.

Page B.11-10 was adopted, on that understanding.

Page B.11-11

The <u>delegate of Brazil</u> pointed out that the second assigned frequency listed in MOD 1351 should be 2 639.4.

The <u>delegate of New Zealand</u>, supported by the <u>delegate of the United States of America</u>, proposed the deletion of the words "and/or" in the fourth line of MOD 1351.

The <u>delegate of France</u> said that in the French text that change would entail deletion of the words "soit" and "et".

The <u>delegate of Italy</u> said that the text in square brackets after ADD 1336A should be deleted.

Page B.11-11, with the exception of ADD 1322D, was adopted with those changes.

Page B.11-12

The <u>delegate of the United States of America</u> said that the last line on the page should be amended to read "coast radiotelegraph stations (see Nos. 1147 and 1224)".

The <u>delegate of Brazil</u> said that the square brackets round the Resolution numbers should be deleted from the footnotes.

Page B.11-12, as amended, was adopted.

Page B.11-14

The <u>delegate of Norway</u> said that the title "B. Watch" should be inserted at the top of the page and the title "C. Traffic" after MOD 1354.

Page B.11-14, as amended, was adopted.

Page B.11-17

The <u>delegate of the United States of America</u> said that the number of the Resolution in paragraph 8 should be N, not M.

Page B.11-17, as amended, was adopted.

Page B.11-23

The <u>delegate of the United States of America</u> said that the words "Annex 2 to" should be deleted from the third line of "considering" paragraph e).

The <u>delegate of the Netherlands</u> said that the opening words of "considering" paragraph a) should read "that the Frequency Allotment Plan appearing in \dots "

Page B.11-23, as amended, was adopted.

Page B.11-25

The <u>delegate of the Netherlands</u>, supported by the <u>delegate of the United States of America</u>, said that the semi-colon in the sixth line of paragraph 6 should be replaced by a full stop and that the second and third lines of paragraph 8 should be altered to read: "... administrations which have not yet notified the transfer of frequency assignments to their coast radiotelegraph stations in accordance with ..."

Page B.11-25, as amended, was adopted.

Page B.11-30

The <u>delegate of the U.S.S.R.</u>, supported by the <u>delegate of Czechoslovakia</u> suggested that the second line of frequencies, printed in italics in the table, should be deleted, as it might lead to confusion.

The <u>delegate of Portugal</u>, supported by the <u>delegate of New Zealand</u>, opposed the deletion, as the reference to calling frequencies clarified their position vis-à-vis the other new channels made available.

It was agreed to retain the second line of frequencies.

Page B.11-30 was adopted.

Document No. 340 (B.11), as amended, was <u>adopted</u>, subject to decisions on ADD 442A and ADD 1322D.

3. Texts submitted by the Editorial Committee - Series B.12 (Document No. 363)

Document No. 363 (B.12) was adopted.

4. Texts submitted by the Editorial Committee - Series R.3 (Documents Nos. 341, 375)

Page R.3-03

The <u>delegate of Switzerland</u>, referring to the solution for MOD 1363 proposed in Document No. 375, observed that the indication against that Regulation should now be "(MOD)".

The <u>delegate of the Netherlands</u> pointed out that the footnote in Document No. 375 should be numbered j).

The <u>Chairman</u> said that consequential amendments should be made on pages R.3-15 and R.3-17.

Page R.3-03, as amended, was adopted.

Page R.3-06

The <u>delegate of France</u> suggested that the words "d'urgence" ("urgency") at the end of ADD 1482A should be deleted.

The <u>delegate of Italy</u> said that the word "est" at the end of the second line of the French text of ADD 1476K should be replaced by "doit être".

The <u>delegate of Denmark</u> said that the word "regions" in the first line of ADD 1482A should be replaced by "areas", to conform with the wording of MOD 1492 on page R.3-07.

Page R.3-06, as amended, was adopted.

Page R.3-10

The <u>delegate of the U.S.S.R.</u> said that the note in the table should read "1 January, 1970, in the case of all tolerances marked with an asterisk" in the English text.

Page R.3-10, as amended, was adopted.

Page R.3-13

The <u>delegate of Poland</u> repeated his delegation's reservation in connection with Appendix 15.

The <u>delegate of South Africa</u> said that the references in footnote d) should be altered in <u>rursuance</u> of the decision taken on the French proposal (Document No. DT/127).

The <u>delegate of Mexico</u> pointed out that the title "Appendix 15" had been omitted from the English text.

Page R.3-13, as amended, was adopted.

Page R.3-14

The <u>delegate of Portugal</u> said that the indication "MOD" after "Appendice 18" should be deleted from the French text.

The <u>delegate of the United States of America</u> said that the letter "i)" at the end of the first line of Note 1 should be changed to "j)".

Page R.3-14, as amended, was adopted.

Page R.3-18

The <u>delegate of France</u> said that the words "compté à partir de" should be replaced by "suivant" in the last line of paragraph b) of MOD 2126.

Page R.3-18, as amended, was adopted.

Page R.3-21

The <u>Chairman of Committee 5</u> said that the square brackets round "ADD 1323" in "resolves" paragraph 1 should be removed.

The <u>delegate of Denmark</u> said that the words "the entry into force of the Final Acts of this Conference" at the end of that paragraph should be replaced by "1 April 1969".

Page R.3-21, as amended, was adopted.

Page R.3-25

The <u>delegate of Canada</u> said that the reference to Resolution No. Q should be deleted from the footnote.

Page R.3-25, as amended, was <u>adopted</u>.

Page R.3-26

The <u>delegate of Ghana</u> said that in the English text the opening words of the title of the Resolution should read "Relating to the unauthorized use of ..."

Page R.3-26, as amended, was adopted.

Document No. 341 (R.3), as amended, was adopted.

5. Texts submitted by the Editorial Committee - Series B.10 (second reading) (Document No. 339)

Page B.10-01

The <u>delegate of Singapore</u> suggested that the word "international" in the fourth line of MOD 750 should be deleted in the light of earlier decisions by the Conference.

The <u>delegate of Italy</u> suggested that the word "attribuées" in the fifth line of the French text of MOD 750 should be deleted, as well as the first part of the heading of Section II.

The <u>Secretary of the Conference</u> thought that the title of Section II should be retained in its existing form, since the provision covered both selective calling numbers and the call signs in the

International Series. The Italian delegate's difficulty might be overcome by inserting the words "or supplied" after "allocated" in the fourth line.

The delegates of Poland and Mexico endorsed that suggestion.

In response to a comment by the <u>delegate of New Zealand</u>, the <u>delegate of Singapore</u> withdrew his suggestion.

Page B.10-01, as amended, was adopted.

Page B.10-04

The <u>Chairman</u> said that a reference to the Recommendation adopted as Document No. DT/129 should be inserted after ADD 999B.

Page B.10-04, as amended, was adopted.

Page B.10-07

The <u>Chairman</u> said that the numbering adopted in Document No. DT/127 would be applied to ADD 1077D and ADD 1077D.1.

Page B.10-07, was adopted, on that understanding.

Document No. 339 (B.10), as amended, was adopted on second reading.

The meeting was suspended at 1300 hours and resumed at 1500 hours.

6. Report by the Budget Control Committee (Document No. 338)

The <u>Chairman of Committee 3</u>, introducing the document, pointed out that the Budget Control Committee had prepared a statement as at 20 October 1967 and that, in accordance with Resolution No. 83 (modified) of the Administrative Council, the Plenary meeting had to decide on the proportion of the printing costs for the Final Acts to be charged to the Conference. The Committee proposed that the contribution should be one—third. He noted that, after taking into account the committed expenditure and the estimated expenditure up to the end of the Conference, the Committee had been able to fix the overall cost at 997,500 Swiss francs, thus leaving a margin of 52,500 Swiss francs with respect to the budget approved by the Administrative Council.

Page 2 of the Report contained the Committee's comments on the difficulties met with by the Conference due to the sometimes inadequate number of interpreters and the smallness of some of the rooms.

The Report by the Budget Control Committee was adopted.

7. Texts submitted by the Editorial Committee - Series B.ll (second reading) (Document No. 340)

Pages B.11-10/11

The <u>Chairman</u> asked the meeting to examine, on first reading, the text of a proposal on selective calling on 2182 kc/s which had been prepared by the ad hoc group.

The delegate of Poland read out the following text:

Add a new paragraph:

ADD 1329A c) by coast stations for selective calling with classes of emission A2H, A2A and A2J until 1 April 1977 (see No. 999F), / with a peak envelope power not exceeding 400 W /.

In ADD 1322D (See Document No. B.11, pages B.11-10 and B.11-11 add in the second line on page B.11-11, after "for selective calling" the reference "1", and at the bottom of the page insert the note:

ADD 1322D.1 1) See also No. 1329A.

As a consequence the reference in 1336A and 1336A.1 should be "2".

The <u>delegate of Denmark</u>, supported by the <u>delegate of the Federal Republic of Germany</u>, proposed adding an asterisk at the end of ADD 1329A, with the following note:

* "Class A2 emissions are permitted until 1 January 1975".

That amendment was approved.

The <u>delegate of Poland</u> said that the ad hoc group had not been able to agree on the power limit, which explained why the end of the phrase was in square brackets. He was not in favour of a power limitation in the case of selective calling, as the system was faster than voice calling.

The delegate of the Federal Republic of Germany shared that view.

In the ensuing discussion, the <u>delegate of France</u> said that the power reduction foreseen for selective calling from 1 April 1977 was too great and that it would be preferable, both on 2 170.5 kc/s and 2 182 kc/s to have a peak power of at least 1 kilowatt.

The <u>delegate of Belgium</u> said that from the technical viewpoint the limit proposed by the ad hoc group would be acceptable, but that the French proposal was more realistic in view of the radio equipment used in the maritime service.

The <u>delegates of Denmark</u>, the <u>Federal Republic of Germany</u> and <u>Sweden</u> were opposed to limiting the peak power value.

The <u>delegate of the United Kingdom</u> thought that a value of 400 watts was about equal to the normal power used by ships in the radiotelephone service. The limit which the ad hoc group had proposed seemed reasonable in view of the interference produced in the guardband.

In the opinion of the <u>delegate of Yugoslavia</u>, it was difficult to fix an exact maximum peak power for the time being, as the necessary technical data were not available. It would perhaps be more prudent to leave the question to be dealt with by the conference scheduled for 1973, in the light of the work which the C.C.I.R. and administrations would have done in that regard. He therefore proposed that the phrase between square brackets be deleted and a note be added indicating that the matter would be decided by the following conference.

The <u>delegates of Poland</u>, <u>Belgium</u> and the <u>U.S.S.R.</u> agreed with that proposal.

The Chairman put the Yugoslav proposal to the vote.

The proposal was approved by 30 votes to 2, with 27 abstentions.

The <u>delegate of France</u> considered that the power of 400 watts mentioned in ADD 1322D should be mentioned in a footnote, reading as follows:

"The value of this power limit will be re-examined by the Conference mentioned in Recommendation CC, taking account of the experience gained in the operation of selective calling systems".

The <u>delegates of Belgium</u>, <u>Poland</u>, <u>Italy</u>, <u>the United Kingdom</u> and <u>Yugoslavia</u> supported that proposal.

The <u>delegate of the United States of America</u>, supported by the <u>delegate of Sweden</u>, asked for the exact English text of the note proposed by the French delegate, since the use of frequencies 2 170.5 kc/s and 2 191 kc/s, as described in ADD 1322D, did not concern selective calling only.

The <u>delegates of South Africa</u> and the <u>United States of America</u> thought a small ad hoc group should be asked to draft a suitable text for the note.

The $\underline{\text{delegate of the United Kingdom}}$ suggested the following text as a compromise solution:

"The application of this power limit to selective calling systems may be reviewed in the light of experience by the next competent World Administrative Radio Conference".

The <u>delegates of France</u> and <u>Poland</u> agreed with the above text, and it was <u>adopted</u>.

The <u>Chairman</u>, referring to ADD 1322D, asked whether the Plenary meeting was prepared to accept the two amendments proposed earlier for the English text, namely, to insert at the end of the fourth line the words "and are limited to", and on page B.11-11 after "2 170.5 kc/s" in the first line, the words "and with the same power limit". In the French text, the words "avec la même limite de puissance" should be included after "... stations côtieres".

It was so <u>decided</u>.

After a brief exchange of views, the Plenary meeting <u>adopted</u> note ADD 1322D.land it was <u>decided</u> that the notes would be re-numbered as follows:

l, referring to the note proposed by the United Kingdom delegate, would be added at the top of page B.11-11 after the words "limite de puissance"; 2, referring to note ADD 1322D.1; and 3, to replace 1 in the fifth line of 1336A.

With the amendments agreed, the text submitted by the ad hoc group on selective calling on 2182 kc/s was adopted, together with ADD 1322D.

Page B.11-08

The <u>Chairman</u> explained that, in accordance with No. 723 of the Montreux Convention, the vote taken that morning on ADD 442A was not valid, and that another vote must be taken on that provision. Abstentions would not be taken into account.

The <u>delegate of Poland</u> said that he was now in favour of deleting ADD 442A, for the reasons given by the United Kingdom delegation. The problem was that ships of all nations used the Mediterranean and that the use of the distress frequency of 2 182 kc/s should be protected.

The <u>delegate of Portugal</u> said that the same arguments were being used during the current meeting as had been heard at the morning meeting. He reiterated in all sincerity his view that the matter at issue was a local regional problem, which did not exist in the other Regions.

The <u>Chairman</u> called for a vote on the Netherlands proposal to delete ADD 442A.

The proposal was adopted by 19 votes to 14.

The <u>delegate of Portugal</u> made the following statement:

"Since No. 442 adopted by the present Conference contains no mandatory provisions, but is more in the nature of a recommendation to Administrations, the Portuguese Administration, being unable to limit itself to the use recommended for the band 2 190.5 - 2 194 kc/s on account of the requirements which it has to satisfy, will also use that band for requirements of the maritime mobile service other than those specified in No. 442."

Page B.11-08, as amended, was adopted.

Pages B.11-10/11

The <u>Chairman</u> invited the meeting to consider the ad hoc group's report on selective calling on 2182 kc/s on second reading.

The <u>delegate of Sweden</u>, drawing attention to the provisions concerning frequency 2182 kc/s in the footnote to page B.10-05, said he was in favour of a similar footnote to 1322D.

The <u>delegate of Denmark</u>, supported by the <u>delegate of Norway</u>, said that in ADD 1329A, as shown in the report of the ad hoc Group, the date for the use of certain classes of emission for selective calling should be the same as that for A3 transmitters, namely 1 January 1975.

The <u>delegate of Sweden</u>, supported by the <u>delegate of South Africa</u>, proposed the following text for the footnote:

"The application of the power limit to selective calling systems as well as the transfer from 2182 kc/s to 2170.5 kc/s may be reviewed in the light of experience by the next competent World Administrative Radio Conference".

The <u>delegate of Italy</u> suggested that the whole footnote be deleted, since it represented an agenda item for the next conference.

The <u>delegate of the United States of America</u>, referring to the text of the Swedish proposal, suggested that the word "reviewed" be replaced by "reconsidered".

The <u>delegate of Italy</u> said that he was not in favour of the United States proposal.

The <u>Chairman</u> put the United States proposal to the vote. The proposal was <u>adopted</u> by 21 votes to 10, with 28 abstentions.

The Swedish proposal was adopted, as amended.

Pages B.11-10/11 were adopted, as amended.

Document No. 340 (B.11) was adopted on second reading.

8. Texts submitted by the Editorial Committee - Series B.12 (second reading) (Document No. 363)

Document No. 363 (B.12) was adopted on second reading.

9. Consideration of further outstanding items

The Chairman said that he had been approached during the adjournment with a request to return to the question of the footnote to ADD 999F (Document No. 339, page B.10-05), although it had been finally approved. He agreed to give delegates five minutes to express their views with the object of reaching unanimous agreement.

The <u>delegate of South Africa</u> thanked the Chairman for the opportunity he had given delegates to make further reference to that important footnote, earlier discussion of which had shown the uncertainty that prevailed regarding the selective calling system. In view of the study being undertaken by the C.C.I.R., it would be inopportune to include the footnote in the Regulations; he therefore considered that the matter should be left to a future conference and proposed the suppression of the footnote.

The <u>delegates of Sweden</u>, <u>Portugal</u>, <u>Denmark</u>, <u>New Zealand</u>, <u>the Federal Republic of Germany</u> and <u>India</u> supported the South African proposal.

The <u>delegate of France</u>, supported by the <u>delegates of Canada</u> and <u>Italy</u>, said that he was in favour of retaining the footnote, since he considered that that would be in the interests of safety.

The <u>delegate of Sweden</u> pointed out that it was in the interests of safety that he advocated the deletion of the footnote. He asked for a vote to be taken.

The <u>Chairman</u> ruled that, since no clear decision had emerged during the period allowed for discussion of the matter, the action already taken thereon must stand.

<u>United Kingdom proposal for ADD 1367A</u> (second reading) (see page 24 of Document No. 380: Minutes of the Seventh Plenary Meeting.)

The United Kingdom proposal was adopted on second reading.

10. <u>Statements to be included in the Final Protocol</u> (Documents Nos. 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 365, 366, 367, 371, 372, 373, 374)

The <u>Secretary of the Conference</u>, drawing attention to a number of documents containing statements for inclusion in the Final Protocol, said that Tunisia was associated with the statement in Document No. 355 and would be included among the other countries mentioned in that document.

The <u>delegate of Israel</u> said that his country's statement (Document No. 372) should be revised accordingly.

The <u>delegate of Indonesia</u> said that a revised version of his country's statements in Document No. 366 would be circulated.

The <u>delegates of Ghana</u> and the <u>Ivory Coast</u> announced that a revised version of Document No. 350 would be circulated.

The <u>delegate of Chile</u>, referring to Document No. 373, paragraph b), said that, in the light of the information given in Document No. 368, his delegation had asked for instructions concerning the withdrawal of the reservation made by his delegation with regard to the transmission of oceanographic data. His Government's decision was still awaited, and he asked whether the Chairman could be authorized by the current Plenary meeting to take the necessary action concerning that withdrawal.

In the absence of any objection, the Chairman confirmed that he would, if necessary, take the action requested by the delegate of Chile.

The meeting rose at 1810 hours.

Secretary of the Conference:

C. STEAD

Chairman of the Conference:

R.M. BILLINGTON

INTERNATIONAL TELECOMMUNICATION UNION MARITIME CONFERENCE

GENEVA, 1967

Document No. 384-E
22 November 1967
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PLENARY MEETING

MINUTES

of the

NINTH AND LAST PLENARY MEETING

Friday, 3 November 1967 at 1600 hours

Chairman: Mr. R.M. BILLINGTON (United Kingdom of Great Britain and Northern Ireland, the Channel Islands and the Isle of Man)

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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); Korea (Republic of); Ivory Coast (Republic of); 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; India (Republic of); Indonesia (Republic of); Ireland; Iceland; Israel (State of): Italy; Jamaica; Japan; Jordan (Hashemite Kingdom of); Kuwait (State 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; Togolese Republic; Tunisia; Turkey; Union of Soviet Socialist Republics; Venezuela (Republic of); Viet Nam (Republic of); Yugoslavia (Federal Socialist Republic of).

Private operating agency:

Cable and Wireless Ltd.

International Organization :

International Radio Maritime Commission (C.I.R.M.)

I.F.R.B. : Mr. Dellamula, Chairman

C.C.I.R. : Mr. Herbstreit, Director

Secretary of the Conference: Mr. C. Stead

1. Minutes of the Third Plenary Meeting (Document No. 342)

Document No. 342 was adopted.

2. Minutes of the Fourth Plenary Meeting (Document No. 343)

Document No. 343 was adopted.

3. Minutes of the Fifth Plenary Meeting (Document No. 369)

Document No. 369 was adopted.

4. Minutes of the Sixth Plenary Meeting (Document No. 379)

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The <u>delegate of Sweden</u> said that the following phrase should be added to his intervention:

"and ought to be presented in a preamble and not as footnotes."

Document No. 379, with that amendment, was adopted.

5. Signing of the Final Acts

The <u>Secretary of the Conference</u> said that he had received the following declaration from the representative of Chile:

"The delegation of Chile withdraws reservation b) concerning the transmission of oceanographic data in Document No. 373 and requests that it be replaced by the following reservation:

b) General reservation

The delegation of Chile signs the Final Acts, Agreements, Resolutions and Recommendations of this Conference subject to their later ratification by the competent Chilean authorities."

It was <u>agreed</u> that Document No. 373 would be amended accordingly for inclusion in the Final Protocol.

The <u>Secretary of the Conference</u> announced that a telegram had been received giving full powers to the delegation of the Democratic Republic of the Congo; under Chapter 5 of the General Regulations annexed to the Montreux Convention, however, credentials sent by telegram were not acceptable and that delegation was therefore not empowered to sign the Final Acts.

He also pointed out that only statements by signatory delegations could be retained in the Final Protocol.

The Secretary of the Conference then called the roll and signatures were successively appended in respect of the following Members of the Union:

Algeria (Algerian Democratic and Popular Republic); Argentine Republic; Australia (Commonwealth of); Austria; Belgium; Brazil; Bulgaria (People's Republic of); Cameroon (Federal Republic of); Canada; Ceylon; Chile; 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; Ghana; Greece; Guyana; Hungarian People's Republic; India (Republic of); Indonesia (Republic of); Ireland; Iceland; Israel (State of); Italy; Jamaica; 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; 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; Senegal (Republic of the); Singapore (Republic of); South Africa (Republic of); Sweden; Switzerland (Confederation of); Chad (Republic of the); Czechoslovak Socialist Republic; Territories of the United States of America*); Togolese Republic; Tunisia; Turkey; Union of Soviet Socialist Republics; Venezuela (Republic of); Viet-Nam (Republic of); Yugoslavia (Federal Socialist Republic of).

The <u>Chairman</u> announced that sixty-eight countries had signed the Revision of the Radio Regulations and the Final Protocol and sixty-five the Revision of the Additional Radio Regulations.

^{*)} The delegations of the United States of America, the Territories of the United States of America, and Cuba did not sign the Revision of the Additional Radio Regulations.

6. Closure of the Conference

The <u>Chairman</u> said that it was unnecessary for him to enumerate the many important decisions made for the improvement and development of maritime communications over the next ten or fifteen years. The Conference had provided both for the expansion of existing facilities and for the introduction of new services. The presence of delegates from some seventy countries was proof of the importance of the Conference. While not all the decisions had been unanimous, there had certainly been unanimity of objectives and the agenda had been completed through the wholehearted cooperation of all participants. Although the convening of a further conference had been recommended, he considered that the aims of the current Conference had been satisfactorily achieved.

On behalf of all those participating, he expressed his gratitude to the Vice-Chairmen for their able assistance, and the Chairmen of Committees, Working Groups and ad hoc groups for their success in unravelling the mass of proposals submitted. He praised the members of the Editorial Committee for their unsparing efforts to produce the Final Acts, and all those who had worked behind the scenes on the preparation, printing and distribution of documents. Thanks were also due to the Secretary of the Conference, the representatives of the I.T.U.'s permanent organs and all those - interpreters, secretariat and technicians - who had made the actual meetings possible.

In conclusion, he thanked all delegates for their cooperation and wished them a safe journey home.

The <u>delegate of the Netherlands</u>, on behalf of all the delegates, congratulated the Chairman on the efficient manner in which he had guided the work of the Conference and on his patience, impartiality and firm leadership. The past weeks had been hazardous, but the Chairman, in accordance with the maritime tradition of his country and a true international spirit, had steered the Conference safely to port.

The <u>delegate of India</u> also thanked the Chairman, the Chairmen and Vice-Chairmen of the Committees and the more experienced delegations which had offered valuable assistance and advice to others. He praised the cooperative spirit which had been demonstrated throughout and expressed his gratitude to all those who had in any way helped the Conference towards success.

The <u>delegate of Mexico</u> associated himself, and all the Spanish-speaking delegations, with those expressions of congratulation.

The <u>delegate of Poland</u> said he was gratified at the fact that, in spite of the difficulties encountered, agreement had been reached on many problems, largely owing to the Chairman's competent guidance of the discussions. He offered his best wishes to all those who had participated in the Conference, both as delegates and as secretariat, and had thereby contributed to the improvement of communications and safety of life at sea.

The <u>Chairman of the Editorial Committee</u> extended his congratulations to the delegates who had taken part in his Committee's work and thanked them for their indulgence. On behalf of them all he voiced his appreciation of the kind words addressed to them by the Chairman, as that praise, coming from a person of such standing, was an honour for them personally and for their administrations.

The success of the Conference was due to the exceptional qualities of the Chairman and to all those who had participated directly in the meetings or had worked behind the scenes; and, not least, to the interpreters who had translated the technical terms with accuracy and fluency. He added a final word of thanks for the telephone operators who had ensured contact with delegates administrations and families.

The <u>Chairman of the I.F.R.B.</u> reminded delegates that, although the Conference had succeeded in making new regulations, their problems were by no means over. The telecommunication authorities were now faced with the arduous task of implementing the decisions taken, a task which would be fulfilled, he was convinced, thanks to the goodwill and spirit of international cooperation which had always been evident among countries Members of the Union.

The I.F.R.B. had made all the necessary technical preparations, and he thought he could say without false modesty that the direct participation of Members of the Board and its specialized secretariat had been of value during the past weeks. Many of the decisions adopted would entail new duties for the Board, but it would spare no effort to perform them and thereby serve all administrations.

The <u>Chairman</u> replying to the various speakers, said he was deeply touched by the kind words he had heard, and assured delegates that the experience of guiding such a conference had been both pleasant and satisfying.

He then read out the following telegram received from the Secretary-General in Mexico:

"Would appreciate your conveying following message to all delegates. On the closure of the Maritime Conference I have great pleasure in offering you my sincere congratulations on the many historic decisions you have taken including measures for increasing the safety of life at sea, the introduction of new techniques permitting a more efficient use of the frequency bands allocated to the maritime mobile service, and bringing operational methods up to date. It has also been a pleasure to have made the acquaintance of many of you through participation in the work of this Conference. I wish you and your families good health and a safe return home."

He asked the Secretary to acquaint the Secretary-General with the outcome of the Conference.

The Chairman declared closed the World Administrative Radio Conference to deal with matters relating to the Maritime Mobile Service.

The meeting rose at 1725 hours.

Secretary of the Conference :

Chairman of the Conference:

C. STEAD

R.M. BILLINGTON

INTERNATIONAL TELECOMMUNICATION UNION MARITIME CONFERENCE

GENEVA, 1967

Document No. 385-E 22 November 1967

Original: French/English

Spanish

PLENARY MEETING

LIST OF THE DOCUMENTS PUBLISHED BY THE CONFERENCE

(Documents Nos. 1 to 385)

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	Proposalsconcerning 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
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Document No.	Title	Origin	Destination
2 6	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 modifi- cation of the maximum power authorized for coast telegraph stations when using other than Al 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
45	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 Moeting
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.) orr. 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
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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 Ttem 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

Focument 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 Mecting
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 Meetin.
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

Proposal concerning Agenda Item 7.3 Proposal concerning additional Radio Regulations Proposal concerning amendments of Artical Concerning amendments of Artical Concerning agenda 20, 30, 30, 33, 34, 35, 36	France France	Plenary Meeting Plenary Meeting
Regulations Proposal concerning amendments of Arti-		Plenary Meeting
		1
and 40 of the Radio Regulations	France	Plenary Meeting
Proposal concerning Agenda Item 4	Royaume-Uni	Plenary Meeting
Proposal concerning Agenda Item 7.3	Royaume-Uni	Plenary Meeting
Proposal relating to the Maritime use of the band 450-470 Mc/s for Radiotelephone Communication (additional Agenda Item)	Royaume-Uni	Plenary Meeting
Proposal concerning the use of calling frequencies in the HF maritime mobile radiotelephony service	Denmark and Norway	Plenary Meeting
Proposal for the Committee Structure of the Conference	United Kingdom	Plenary Meeting
Rearrangement of the Radio Regulations appertaining to the Maritime Mobile Service (Resolution No.12) (Additional Agenda Item)	United Kingdom	Plenary Meeting
On-board procedure (Additional Agenda Item)	United Kingdom	Plenary Meeting
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
	Proposal concerning Agenda Item 4 Proposal concerning Agenda Item 7.3 Proposal relating to the Maritime use of the band 450-470 Mc/s for Radiotelephone Communication (additional Agenda Item) Proposal concerning the use of calling frequencies in the HF maritime mobile radiotelephony service Proposal for the Committee Structure of the Conference Rearrangement of the Radio Regulations appertaining to the Maritime Mobile Service (Resolution No.12) (Additional Agenda Item) On-board procedure (Additional Agenda Item) Suggestions concerning the compilation and publication of the List of Ship stations (List V) with the aid of the I.T.U.	and 40 of the Radio Regulations Proposal concerning Agenda Item 4 Proposal concerning Agenda Item 7.3 Proposal concerning Agenda Item 7.3 Proposal relating to the Maritime use of the band 450-470 Mc/s for Radiotelephone Communication (additional Agenda Item) Proposal concerning the use of calling frequencies in the HF maritime mobile radiotelephony service Proposal for the Committee Structure of the Conference Rearrangement of the Radio Regulations appertaining to the Maritime Mobile Service (Resolution No.12) (Additional Agenda Item) On-board procedure (Additional Agenda Item) Suggestions concerning the compilation and publication of the List of Ship stations (List V) with the aid of the I.T.U.

Document No.	Title	Origin	Destination
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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	U.S.A.	Plenary Meeting
• •	the utilization of space communi- cation techniques in the Haritime Mobile Service		
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
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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 I tems 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 Al 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 allot- ment 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)	Ne therlands	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 60	Committee 6
189	Second Report of Working Group 6A to Committee 6	Working Group 6A	Committee 6
190	Summary Record of the Sixth Heeting 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
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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
2 0 2	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 60	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 Récord 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 (Rev.)	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 50	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	в.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	Gu y ana	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
2 56	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 5
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

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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 50	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
581	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.		Committee 4
2 82	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
29 2	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 Social- ist Republics	-
296	Seventh Report of Committee 6	Committee 6	Plenary Meeting
29 7	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
301 and Corr. 1, 2 and 3	Summary Record of the Second Meeting of Committee 2	Committee 2	Committee 2
302	Resolution relating to the classes of emission to be used in the Maritime Mobile Radiotelephony Service	Canada	Committee 5
303	Third Report of Committee 5	Committee 5	Plenary Meeting and Committee 6
304	Summary Record of the Seventh Meeting of Committee 5	Committee 5	Committee 5
305	B.6	Committee 7	Plenary Meeting
306	Eleventh and last Report of Working Group 6B to Committee 6	Working Group 6B	Committee 6
307	Fifth Report of Committee 4	Committee 4	Plenary Meeting
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Document No.	Title	Origin	Destination
308	Summary Record of the Twenty-third meeting of Committee 4	Committee 4	Committee 4
309	Summary Record of the Twenty- fourth Meeting of Committee 4	Committee 4	Committee 4
310	Summary Record of the Twenty- fifth Meeting of Committee 4	Committee 4	Committee 4
311	Summary Record of the Twenty-sixth and last Meeting of Committee 4	Committee 4	Committee 4
312	Declaration by the People's Republic of Poland	Poland	-
313	Third Report of Working Group 5C to Committee 5	Working Group 50	Committee 5
314	R.1	Committee 7	Plenary Meeting
315	Report of Committee 2	Committee 2	Plenary Meeting
316	Declaration by the Delegation of Roumania	Roumania	-
317	Statement by the Delegation of the United States of America	U.S.A.	
318	Eighth Report of Working Group 6A to Committee 6A	Working Group 6A	Committee 6
319	Fourth Report of Committee 5	Committee 5	Plenary Meeting and Committee 6
320	B.7	Committee 7	Plenary Meeting
321	Declaration by the Delegation of the Republic of Viet-Nam	Viet-Nam	- · · · · · · · · · · · · · · · · · · ·
322	Ninth Report of Committee 4	Committee 4	Plenary Meeting
323	Expenditure on the Maritime Conference as at 20 October 1967	Secretary-General	Committee 3

	Title	Origin	Destination
324	Cost of Printing the Final Acts	Secretary-General	Committee 3
325	Seventh Report of Committee 4	Committee 4	Plenary Meeting
326	Eighth Report of Committee 4	Committee 4	Plenary Meeting
327 (Rev.)	Ninth Report of Working Group 6A to Committee 6	Working Group 6A	Committee 6
328	Eighth Report of Committee 6	Committee 6	Plenary Meeting
329	Summary Record of the Eighth Meeting of Committee 6	Committee 6	Committee 6
330 and Add.	Tenth and last Report of Working Group 6A to Committee 6	Working Group 6A	Committee 6
331 and Corr.	Ninth and last Report of Committee 6	Committee 6	Plenary Meeting
332	Summary Record of the Ninth and last Meeting of Committee 6	Committee 6	Committee 6
333	B.8	Committee 7	Plenary Meeting
334	Fifth Report of Committee 5	Committee 5	Plenary Meeting
335	B.9	Committee 7	Plenary Meeting
3 3 6	Statement by Delegation of Republic of Korea	Rep. of Korea	-
3 3 7	R.2	Committee 7	Plenary Meeting
33 8	Report by the Budget Control Committee	Committee 3	Plenary Meeting
339	B.10	Committee 7	Plenary Meeting
340	B.11	Committee 7	Plenary Meeting

Document No.	Title	Origin	Destination
341	R.3	Committee 7	Plenary Meeting
342	Minutes of the Third Plenary Meeting	Plenary Meeting	Plenary Meeting
343	Minutes of the Fourth Plenary Meeting	Plenary Meeting	Plenary Meeting
344	From Committee 5	Committee 5	Plenary Meeting
34 5	Sixth and last Report of Committee 5	Committee 5	Plenary Meeting and Committee 4
346	Report by the Chairman of Committee 4	Committee 4	Plenary Meeting and Committee 7
347	Final Protocol	Ivory Coast and Senegal	Plenary Meeting
348	Final Protocol	Rep. of Singapore	Plenary Meeting
349	Final Protocol	Malaysia	Plenary Meeting
350 (Rev.)	Final Protocol	Algeria, Cameroon, Congo (Dem. Rep. of) Ivory Coast, Ethiopia, Rep. of Ghana, Liberia, Senegal and Tunisia	Plenary Meeting
351 (Rev.)	Final Protocol	Rep. of Ghana	Plenary Meeting
352	Final Protocol	Dem. Rep. of the Congo	Plenary Meeting
353 (Re v.)	Final Protocol	U.S.S.R.	Plenary Meeting
354	Final Protocol	Pakistan	Plenary Meeting
355 (Rev.)	Final Protocol	Algeria, Kuwait, Jordan and Tunisia	Plenary Meeting
356 ·	Final Protocol	Cuba	Plenary Meeting

Document No.	Title	Origin	Destination
357	Final Protocol	Liberia	Plenary Meeting
3 58	Final Protocol	Bulgaria, Hungarian People's Rep., Poland,	Plenary Meeting
		Czechoslovakia	
3 59	Summary Record of the Second and last Meeting of Committee 3	Committee 3	Committee 3
360	Summary Record of the Eighth Meeting of Committee 5	Committee 5	Committee 5
361	Summary Record of the Ninth Meeting of Committee 5	Committee 5	Committee 5
362	Summary Record of the Tenth Meeting of Committee 5	Committee 5	Committee 5
363	B.12	Committee 7	Plenary Meeting
364	Note by the Chairman of the Conference (IMCO)	Chairman	<u>-</u>
3 65	Final Protocol	Rep. of South Africa	Plenary Meeting
366 (Rev.)	Final Protocol	Rep. of Indonesia	Plenary Meeting
367	Final Protocol	Rep. of China	Plenary Meetine
368	Note by the Chairman (IOC)	Chairman	Plenary Meeting
369	Minutes of the Fifth Plenary Meeting	Plenary Meeting	Plenary Meeting
370	Summary Record of the Eleventh Meeting of Committee 5	Committee 5	Committee 5
371	Final Protocol	Rep. of Viet-Nam	Plenary Meeting
372 (Rev.)	Final Protocol	Israel	Plenary Meeting

Document No.	Title	Origin	Destination
373 (Rev.)	Final Protocol	Chile	Plenary Meeting
374	Final Protocol	Rep. of Korea	Plenary Meeting.
375	Report from Committee 5	Committee 5	Plenary Meeting
376	Summary Record of the Twelfth Meeting of Committee 5	Committee 5	Committee 5
377	Summary Record of the Thirteenth Meeting of Committee 5	Committee 5	Committee 5
378	Final Protocol	Tunisia	Plenary Meeting
379	Minutes of the Sixth Plenary Meeting	Plenary Meeting	Plenary Meeting
380	Minutes of the Seventh Plenary Meeting	Plenary Meeting	Plenary Meeting
381	Statement by the Delegation of Viet-Nam	Viet-Nam	-
382	Summary Record of the 14th and last Meeting of Committee 5	Committee 5	Committee 5
383	Minutes of the Eighth Plenary Meeting	Plenary Meeting	Plenary Meeting
	Minutes of the Ninth and Last Plenary Meeting	Plenary Meeting	Plenary Meeting
385	List of the Documents of the Conference	S.G.	Plenary Meeting