Documents of the World Maritime Administrative Radio Conference (WMARC-74)

(Geneva, 1974)

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INTERNATIONAL TELECOMMUNICATION UNION

MARITIME CONFERENCE

GENEVA, 1974

Document No. 301-E
10 May 1974
Original : English

COMMITTEE 4

SECOND REPORT OF JOINT-WORKING GROUP 4A/5E

The Joint-Working Group 4A/5E unanimously recommends the following :

a) Sub-division of the band 25 070 - 25 110 kHz as follows :

25 070 - 25 084 kHz for narrow-band direct-printing

25 084 - 25 090 kHz for A1 Morse calling

25 090 - 25 110 kHz for A1 Morse working;

b) RR 446 NOC

W.M. DUNELL
Chairman

INTERNATIONAL TELECOMMUNICATION UNION

MARITIME CONFERENCE

GENEVA, 1974

Document No. 302-E
10 May 1974
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COMMITTEE 5

NOTE FROM CHAIRMAN OF COMMITTEE 4 TO
CHAIRMAN OF COMMITTEE 5

Use of VHR channels for direct-printing and other purposes (MOD Appendix 18)

In the Sixth Meeting of Committee 4, on Friday, 10 May 1974, the text enclosed in Annex to this document was unanimously recommended for inclusion in the foot-notes to Appendix 18. This text is forwarded to Committee 5 for final disposal.

Capt. V.R.Y. WINKELMAN
Chairman
Committee 4

Annex : 1

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A N N E X

"( ) The channels of Appendix 18 may also be used for high speed data and facsimile transmissions subject to special agreements between interested and affected Administrations.

( ) The channels of Appendix 18, preferably two adjacent channels from the series / .../, may be used for narrow-band direct-printing telegraphy and data transmissions subject to special agreements between interested and affected Administrations."

INTERNATIONAL TELECOMMUNICATION UNION

MARITIME CONFERENCE

GENEVA, 1974

Document No. 303-E(Rev.1)
13 May 1974
Original : English

PLENARY MEETING

FIRST REPORT OF COMMITTEE 4 TO THE PLENARY MEETING

Please replace page 10 by the attached new one.

ANNEX 8

ADD

RECOMMENDATION C

Relating to the development of fixed frequency radar beacons (racons)

The World Administrative Radio Conference, Geneva, 1974, having laid down

provisions relating to the development of fixed frequency radar beacons (racons) in the maritime radionavigation service in the two frequency bands between 2 900 and 2 920 MHz and 9 300 and 9 320 MHz;

considering

a) that ship's navigation can often be improved and groundings prevented with the proper use of the ship's radar;

b) that the use of radar beacons to mark aids and hazards to marine navigation has provided a significant improvement in the radar navigation of vessels;

c) that several administrations presently operating swept frequency radar beacons to mark lighthouses, lightships, buoys and other aids or hazards to marine navigation will continue to do so for an indefinite period of time;

d) that several administrations also plan to introduce fixed frequency radar beacons at an early date since studies and experiments indicate that for some purposes they are technically and operationally superior to the swept frequency type;

e) that such radar beacons may require protection from mutual and external interference;

f) that the selection of the technical characteristics and other parameters of radar beacons should be internationally agreed by the maritime interests and coordinated with other users whose operations might be affected.

INTERNATIONAL TELECOMMUNICATION UNION

MARITIME CONFERENCE

GENEVA, 1974

Document No. 303-E
11 May 1974
Original: English

PLENARY MEETING

FIRST REPORT OF COMMITTEE 4 TO THE PLENARY MEETING

Having considered Documents Nos. 279, 280 and 282 at its 6th Meeting, on Friday, 10th May 1974, Committee 4 unanimously recommended adoption of:

Article 1	ADD 60A	(Annex 1)
Article 5	MOD 167	(Annex 2)
Article 5	MOD TABLE (2 900 - 3 100 MHz)	(Annex 3)
	MOD TABLE (9 300 - 9 500 MHz)	(Annex 3)
	ADD 367A	(Annex 3)
	ADD 367B	(Annex 3)
Article 5	MOD 369	(Annex 4)
Article 9	MOD 573	(Annex 5)
MOD	APPENDIX 20B	(Annex 6)
MOD	APPENDIX 20C	(Annex 7)
ADD	RECOMMENDATION C	(Annex 8)
ADD	RECOMMENDATION B	(Annex 9)

Capt. V.R.Y. WINKELMAN
Chairman

Annexes: 9

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A N N E X E 1 - A N N E X 1 - A N E X O 1

ADD 60A Balise de radiodétection (balise-radar à déclenchement)

Récepteur-émetteur utilisé par le service de radionavigation maritime : lorsqu'il est excité par un radar de veille de surface, il renvoie automatiquement un signal distinctif, qui peut apparaître sur l'écran du radar qui le met en action, et fournir des indications de portée, d'azimut et d'identification.

ADD 60A Radar Beacon (racon)

In the Maritime Radionavigation Service, a receiver-transmitter device, which when triggered by a surface search radar, automatically returns a distinctive signal which can appear on the display of the triggering radar, providing range, bearing and identification information.

ADD 60A Baliza para radar

Transmisor-receptor utilizado en el servicio de radionavegación marítima que al activarse por la señal procedente de un radar de vigilancia de superficie, emite de forma automática una señal distintiva la cual al aparecer en la pantalla de aquél, facilita información acerca de su distancia, la marcación y su identificación.

A N N E X 2

MOD 167 Mar Only classes A1 or F1, A4 or F4 are authorized in the band 90-160 kHz for stations of the fixed service and in the band 110-160 kHz for stations of the maritime mobile service. Exceptionally, class A7J emissions are also authorized in the band 110-160 kHz for stations of the maritime mobile service.

A N N E X 3

MOD

MHz

Allocation to Services		
Region 1	Region 2	Region 3
2 900 - 3 100		
	RADIONAVIGATION	
	Radiolocation	
		367 367A 367B

MOD

Allocation to Services		
Region 1	Region 2	Region 3
9 300 - 9 500		
	RADIONAVIGATION	
	Radiolocation	
		399 367A 367B

ADD 367A In the maritime radionavigation service between 2 900 - 2 920 MHz and 9 300 - 9 320 MHz, the use of shipborne radar other than existing ones is not permitted.

ADD 367B In the maritime radionavigation service between 2 920 - 3 100 MHz and 9 320 - 9 500 MHz, the use of fixed-frequency radar beacons on land or at sea is not permitted.

A N N E X E 4

(MOD) 369 Dans la bande 3 100 - 3 300 MHz, les balises de radiodétection et les appareils de radiodétection actuellement existants à bord des navires marchands sont autorisés à fonctionner à l'intérieur de la bande 3 100 - 3 266 MHz.

A N N E X 4

(MOD) 369 In the band 3 100 - 3 300 MHz, existing radar beacons (racons) and shipborne radars in merchant ships may operate within the band 3 100 - 3 266 MHz.

A N E X O 4

(MOD) 369 En la banda 3 100 - 3 300 MHz, las frecuencias comprendidas entre 3 100 y 3 266 MHz se podrán utilizar por las balizas para radar y los radares existentes en la actualidad a bordo de los barcos mercantes.

A N N E X 5

Proposal for revision of No. 573 of Article 9 of the Radio Regulations

MOD 573 26 (1) Frequency bands :

10	-	2 850	kHz
3 155	-	3 400	kHz
3 500	-	3 900	kHz in Region 1
3 500	-	4 000	kHz in Region 2
3 500	-	3 950	kHz in Region 3
4 219.4	-	4 349.4	kHz
6 325.4	-	6 493.9	kHz
8 435.4	-	8 704.4	kHz
12 652.3	-	13 070.8	kHz
16 859.4	-	17 196.9	kHz
22 310.5	-	22 561	kHz

ANNEX 6

APPENDIX 20B

Mar.

Narrow-band Direct-printing Telegraph Equipment

(See Articles 28, 28C, 29 and 32)

The equipment for narrow-band direct-printing telegraph systems in the maritime mobile service shall fulfil the following conditions :

MOD a) The equipment shall accept signals conforming to International Telegraph Alphabet Code No. 2 at a modulation rate of 50 bauds and shall provide similar signals at its output suitable for extension to the public telegraph network.

NOC b) The modulation rate over the radio path shall not exceed 100 bauds.

MOD c) Class F1 emissions shall be used, with a frequency shift of 170 Hz. (Note 1)

ADD d) The radio frequency tolerance of the transmitted signal shall be + 40 Hz for ship stations, and shall be ± 15 Hz for coast stations. (Note 2) (Note 3) (Note 4).

ADD e) The higher of the frequency shift signal shall correspond to "space" (start); and the lower of the frequency shift signal shall correspond to "mark" (stop) in accordance with the relevant C.C.I.R. Recommendation.

ADD f) Where error control methods are employed the apparatus should be provided with a simple method to by-pass the error control technique to permit transmission and reception of uncorrected signals over the radio path conforming with a) above.

ADD g) When an error-detecting and correcting system is used for direct-printing telegraphy in the international maritime mobile service, a 7-unit ARQ system or a 7-unit forward acting error-correcting and indicating time diversity system, using the same code, shall be employed. Remaining technical characteristics of the error detecting and correcting equipment should be in accordance with the relevant C.C.I.R. Recommendations.

ADD h) A station equipped with a selective calling system in accordance with Appendix 20C and with a direct-printing system in accordance with this Appendix and using a two block call signal shall be given the same identification number in accordance with No. 749A and No. 783H for both systems.

A station, equipped with a direct-printing system in accordance with this Appendix and using a two block call signal, not already assigned a number in accordance with No. 749A and No. 783H should be assigned such a number for the direct-printing system.

The conversion from the numerical identification to the 28-bit (4-character) pattern shall be performed according to the relevant C.C.I.R. Recommendations.

ADD Note 1 : When using the method of generating frequency-shift keying by applying audio signals to the input of a single-sideband transmitter particular care should be taken to adequately suppress the residual carrier of the single sideband modulation process. In addition a suitable choice of the audio centre frequency will minimize the possibility of the residual carrier causing interference to nearby channels. For this reason some administrations have chosen 1 700 Hz as the centre frequency.

ADD Note 2 : For operational purpose the associated receiving equipment should conform to the frequency stability of transmitters.

ADD Note 3 : Applicable to equipment installed after 1 January 1976 and to all equipment after 1 January 1985.

ADD Note 4 : Stricter tolerances may be desirable depending on the method of operation of the service and the equipment employed.

ANNEX 7

APPENDIX 20C

Mar

Selective calling system for use in the International Maritime Mobile Service

(see Articles 19, 28A, 29 and 33 and Appendix 9)

MOD

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. The total duration of this "all ships call"signal should be at least 5 s.

ANNEX 8

ADD

RECOMMENDATION C

Relating to the development of fixed frequency radar beacons

The World Administrative Radio Conference, Geneva, 1974, having laid down

provisions relating to the development of fixed frequency radar beacons (racons) in the maritime radionavigation service in the two frequency bands between 2 900 and 2 920 MHz and 9 300 and 9 320 MHz;

considering

a) that ship's navigation can often be improved and groundings prevented with the proper use of the ship's radar;

b) that the use of racons to mark aids and hazards to marine navigation has provided a significant improvement in the radar navigation of vessels;

c) that several administrations presently operating swept frequency racons to mark lighthouses, lightships, buoys and other aids or hazards to marine navigation will continue to do so for an indefinite period of time;

d) that several administrations also plan to introduce fixed frequency racons at an early date since studies and experiments indicate that for some purposes they are technically and operationally superior to the swept frequency type;

e) that such racons may require protection from mutual and external interference;

f) that the selection of the technical characteristics and other parameters of racons should be internationally agreed by the maritime interests and coordinated with other users whose operations might be affected;

recommends

1, that administrations, the Inter-governmental Maritime Consultative Organization and the International Association of Lighthouse Authorities continue to evaluate the operational benefits which could result from the widespread use of fixed frequency radar beacons;

2, that the C.C.I.R., in consultation with appropriate international organizations, including the I.C.A.O., be invited to recommend the technical parameters to be met by such devices including electromagnetic compatibility with other allocated uses.

A N N E X 9

ADD

RECOMMENDATION B

Relating to the Frequency Requirements for Shipborne Transponders*

The World Administrative Radio Conference, Geneva, 1974,

considering

a) that merchant ships of the world are increasing in size and speed;

b) that during the year a significant number of collisions do occur involving merchant vessels with resultant loss of life and property and that collisions have a high potential for endangering the natural environment;

c) that there is a need to correlate radar targets with vessels making VHF radiotelephone transmissions;

d) that studies and experiments have shown the potential for shipborne transponders to enhance and supplement radar target images as compared to normal radar images;

e) that current studies and experimentation relating to shipborne transponders indicate development of equipment can be anticipated in the near future, which will offer adequate radar image enhancement and target identification, and possibly, data transfer capabilities;

f) that such shipborne transponders may require protection from interference;

g) that the selection of the frequency bands and other parameters for this purpose should be coordinated with other users whose operations might be affected;

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* A receiver-transmitter which emits a signal automatically when it receives the proper interrogation.

recommends

1. that administrations and the Inter-Governmental Maritime Consultative Organization continue to evaluate the operational benefits which could result from the widespread use of transponders on ships and that consideration be given to the merit of adopting an internationally approved system for future implementation;

2. that the International Radio Consultative Committee in consultation with appropriate international organizations be invited to recommend the most suitable order of frequencies and bandwidth required for this purpose, and the technical parameters to be met by such devices including electromagnetic compatibility with other allocated uses;

3. that, pending further technical and operational developments and evaluation, administrations be prepared to make the necessary provisions for such devices at the next World Administrative Radio Conference competent to deal with the matter.

INTERNATIONAL TELECOMMUNICATION UNION

MARITIME CONFERENCE

GENEVA, 1974

Document No. 304-F
14 May 1974
Original : English

COMMITTEE 6

THIRD REPORT OF WORKING GROUP 6B

TO COMMITTEE 6

(OPERATION)

1. Proposal ISR-75/30

There was no support for this proposal, therefore :

NOC 999

2. Article 33, Section II

MOD 1225	ADD 1231A
MOD 1226	ADD 1231B
MOD 1227	ADD 1231C
SUP 1228	ADD 1231D

All proposals concerning the above provisions have been considered. Working Group 6B recommends unanimously the adoption of the modified and additional texts given in the Annex to this Report.

For the provisions RR 1229, 1230 and 1231 all proposals were considered but the majority of the group was in favour of the existing text, therefore it proposes :

NOC 1229
NOC 1230
NOC 1231

3. Reduction of traffic on 2 182 kHz

Proposals : USA/54/158, 163
HOL/24/26
GRC/16/131

The above proposals were considered; however the majority of the Group preferred the existing text.

Therefore, it proposes ;

NOC 1323

Capt. W.T. ADAMS
Chairman

Annex : 1

A N N E X

MOD 1225 § 8. (1) A radiotelephone ship station calling a coast station should use for the call, in order of preference :

MOD 1226 a) a working frequency on which the coast station is keeping watch;

MOD 1227 b) the carrier frequency 2 182 kHz.

SUP 1228

ADD 1231A (3A) A radiotelephone ship station calling a station providing pilot service should use for the call, in order of preference :

ADD 1231B a) an appropriate VHF-channel in the bands between 156-174 MHz;

ADD 1231C b) a working frequency in the bands between 1 605 and 4 000 kHz;

ADD 1231D c) the carrier frequency 2 182 kHz, and then only to determine the working frequency to be used.

INTERNATIONAL TELECOMMUNICATION UNION

MARITIME CONFERENCE

GENEVA, 1974

Document No. 305-E
10 May 1974
Original : English

COMMITTEE 6

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

Working Group 6B considered the proposals related to the designation of channel 16 (156.8 MHz) as the international VHF distress frequency.

The Working Group agreed to the statement of principle, as reproduced in the Annex, and is proposing it for consideration to Working Group 6B.

Working Group 6B agreed to this statement of principle and charged Sub-Working Group 6B2 to propose the modifications to the related provisions of the Radio Regulations.

The attention of Committee 5 is drawn to this decision concerning the frequency 156.8 MHz.

Capt. W.T. ADAMS
Chairman

Annex : 1

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A N N E X

STATEMENT OF PRINCIPLE

The frequency 156.8 MHz is the international distress, safety and calling frequency for radiotelephony for stations of the maritime mobile service using frequencies in the authorized bands between 156 and 174 MHz. Administrations should consider the early implementation of a watch on the frequency 156.8 MHz along the coast of their country. Ship stations when operating in the areas served by such facilities should, where practicable, maintain watch on 156.8 MHz for receiving by any appropriate means distress, safety and calling communications, where this can be achieved without prejudice to ships' needs.

It is used for the distress signal and call and distress traffic, for the urgency signal, urgency traffic and the safety signal and for call and reply. Safety messages shall be transmitted where practicable on a working frequency after a preliminary announcement on 156.8 MHz. The class of emission to be used for radiotelephony on the frequency 156.8 MHz shall be F3 (see Appendix 19).

Ship stations fitted only with VHF radiotelephone equipment operating in the authorized bands between 156 and 174 MHz should when at sea remain on watch on 156.8 MHz.

INTERNATIONAL TELECOMMUNICATION UNION

MARITIME CONFERENCE

GENEVA, 1974

Document No. 306-E
13 May 1974
Original : English

COMMITTEE 6

Denmark, Norway and Sweden

PROPOSAL FOR THE WORK OF THE CONFERENCE

Rearrangement and transfer of provisions concerning public correspondence services in the Radio Regulations, Chapter IX, and the Additional Radio Regulations

Reference is made to Resolution No. 37 (Montreux, 1965) and to Articles 13 and 9 of the new Telegraph and Telephone Regulations respectively.

Having given careful consideration to

- document 44 (Japan),
- document 90 (New Zealand)
- document 99 (Denmark) and

various comments during the work of the Working Group 6C, the delegations of the above countries are forwarding this proposal as a compromise, with the main aim to avoid contradictions in the future between the provisions of the Radio Regulations and the Additional Radio Regulations on the one hand and the Telegraph and Telephone Regulations with the associated C.C.I.T.T. Recommendations on the other hand. At this stage it should therefore be an important action for the Conference to take care that duplications are avoided, as these later on will lead to contradictions.

This action will also result in the retaining in the Radio Regulations of only the basic rules for public correspondence, the rest being included in C.C.I.T.T. Recommendations, which in the future can more expeditiously be amended to meet rapidly changing requirements.

The proposal, shown in Annex 1, presents two alternatives :

1. An extensive transfer of provisions, or
2. A more restrictive transfer.

Alternative 1 is preferred by the proposing countries. However, either one will result in the elimination of the Additional Radio Regulations.

It should be noted that the proposal is submitted on the assumption that this Conference is competent to deal with all provisions concerning the public correspondence service even though they may incidentally refer to aircraft or aeronautical stations.

Annex 2 is a draft resolution completing this proposal.

Annexes : 2

A N N E X 1

Existing provisions :	Retained in or transferred to : (RET) Radio Regulations	(TRF) C.C.I.T.T. Rec.
Radio Regulations		
IX Radiotelegrams and radiotelephone calls		
Art. 37 Order of Priority	RET 1496	
Art. 38 Indication of the Station of Origin of Radiotelegrams	RET 1497-1499	
Art. 39 Routing of Radiotelegrams	RET 1500-1504 or	TRF 1500-1504
Art. 40 Accounting for Radiotelegrams and Radiotelephone calls		
Section I. General	RET 1505-1509	
Section II. Establishment of Accounts Radiotelegrams		TRF 1510-1526
Section III. Establishment of Accounts Radiotelephone calls		TRF 1527-1533
Section IV. Exchange and verification	RET 1534, 1536-1537 (incl. App. 21)	TRF the rest (incl. App. 22)
Section V. Period of Retention	RET 1558-1559 or	TRF 1558-1559
Additional Radio Regulations		
Art. 1 Application of the Telegraph and Telephone Regulations to Radiocommunications	TRF to Chapter IX as an Article before Art. 37.	
Art. 2 Address of radiotelegrams		TRF 2005-2014
Art. 3 Time of Handing-in of Radiotelegrams		TRF 2015-2017
Art. 4 Charges for Radiotelegrams		

Existing provisions :	Retained in or transferred to : (RET) Radio Regulations	(TRF) C.C.I.T.T. Rec.
Section I. General, Full-rate Radiotelegrams	or TRF 2018-2022	TRF 2018-2045 TRF the rest
Section II. Reduced-rate Radiotelegrams	or TRF 2046-2052	TRF 2046-2062 TRF the rest
Art. 5 Charges for Radiotelephone calls	or TRF 2063-2068	TRF 2063-2087 TRF the rest
Art. 6 Radiomaritime Letters and Radio Air Letters	or TRF 2088-2092	TRF 2088-2106 TRF the rest
Art. 7 Special Radiotelegrams, Paid Service Indications	or TRF MOD 2107*)	TRF 2107-2123 TRF the rest
*) MOD 2107 : Special classes of telegrams and special services may be admitted for radiotelegrams provided the Administrations concerned accept them. The relevant provisions are detailed in the C.C.I.T.T. Recommendations.		
Art. 8 Period of Retention of Radiotelegrams at Land Stations		
Section I. Radiotelegrams destined for ships at sea		TRF 2124-2132
Section II. Radiotelegrams destined for aircraft in flight	or TRF 2133-2136	TRF 2133-2136
Art. 9 Doubtful Reception. Transmission by "Ampliation". Long-distance Radiocommunications	or TRF 2137-2142	TRF 2137-2151 TRF the rest

Existing provisions :	Retained in or transferred to : (RET) Radio Regulations	(TRF) C.C.I.T.T. Rec.
Art. 10 Retransmission by mobile stations		
Section I. Retransmission at the request of the sender		TRF 2155-2158
Section II. Routine Retransmission	or TRF 2155-2158	TRF 2155-2158
Art. 11 Advice of Non-delivery		TRF 2159-2160
Art. 12 Radiotelegrams originating in or destined for aircraft	TRF 2161*)	
*) MOD reference in second line to "of this Chapter".		
Art. 13 Radiocommunications for Multiple destinations		TRF 2162
Art. 14 Effective date of the additional Radio Regulations SUP 2163-2164.		

Remarks : The table reflects the provisions as they existed before the work of the Conference. It must be up-dated according to the decisions taken by the Conference.

ANNEX 2

DRAFT RESOLUTION No.... Mar

Relating to the interpretation of the provisions affecting the public correspondence services

The World Administrative Radio Conference, Geneva, 1974 (W.A.R.C., 1974),

considering

that the World Administrative Telegraph and Telephone Conference, Geneva, 1973 (WATTC, 1973) has adopted simplified Telegraph and Telephone Regulations containing basic provisions only,

that the detailed provisions relating to the practical procedure for operation and rate-fixing have been transferred from the Telegraph and Telephone Regulations to the C.C.I.T.T. Recommendations,

that, in pursuance of Resolution No. 37 of the Plenipotentiary Conference (Montreux, 1965), arrangements (see Articles 13 and 9 of the Telegraph and Telephone Regulations, respectively) have been made to incorporate such provisions which the WARC, 1974,

a) may deem necessary to incorporate in the Telegraph and Telephone Regulations,

b) may see fit to transfer, and

c) may have adopted as amended or as new provisions,

that the WATTC, 1973, has foreseen that difficulties may arise from the above-mentioned facts (see Opinions Nos. 2 and 3 of the Telegraph and Telephone Regulations, respectively),

that in implementing the principles of the Regulations (Articles 1 of the Telegraph and Telephone Regulations, respectively) administrations and recognized private operating agencies should comply with the C.C.I.T.T. Recommendations, including any instructions forming part of those Recommendations,

that the Telegraph and Telephone Regulations shall apply regardless of the means of transmission used, so far as the Radio Regulations and the Additional Radio Regulations do not provide otherwise,

recognizing

that the Radio Regulations and the Additional Radio Regulations in particular contain many provisions which are deduced from the old Telegraph and Telephone Regulations and in many cases simply are duplications of the provisions in the said Regulations,

that these provisions as revised by this Conference will remain in the Radio Regulations and the Additional Radio Regulations on a regulatory basis for the next 6-7 years,

that the corresponding provisions which are now to be found in the C.C.I.T.T. Recommendations will be amended due to the fact that these provisions, having a recommendatory status, more easily can be adopted according to changing operating conditions, and in particular that the C.C.I.T.T. has been instructed by the WATTC, 1973, to continue to study the questions in the study programme concerning the simplification of the public telegram service and the revision or elaboration of Recommendations relating to the telex service,

that difficulties may arise from this situation if no action is taken by this Conference,

resolves

that the attached annex which is a table of Rearrangement of the provisions of Article 40 of the Radio Regulations and of the Additional Radio Regulations is adopted with effect from 1 January, 1977 and, as a consequence,

invites the C.C.I.T.T.

1. to undertake as an urgent matter a revision and integration into the existing C.C.I.T.T. Recommendations of the provisions shown in the Annex as transferred to such Recommendations,

2. to ask administrations to send delegates particularly concerned with the maritime public correspondence services to take part in this revision,

3. to ensure that adequate provisions as adopted by the 6th Plenary Assembly in 1976 are included in relevant recommendations to substitute the provisions hitherto included in the Radio Regulations and the Additional Radio Regulations with a view to implementing the revised provisions as per 1 January, 1977,

instructs the Secretary-General

to make the necessary arrangements to have this Resolution reproduced as appendices to which reference is made in Article 13 of the Telegraph Regulations and in Article 9 of the Telephone Regulations (Geneva, 1973).

INTERNATIONAL TELECOMMUNICATION UNION

MARITIME CONFERENCE

GENEVA, 1974

Document No. 307-E
13 May 1974
Original : English

COMMITTEE 6

FIFTH REPORT OF WORKING GROUP 6B TO COMMITTEE 6

(OPERATION)

Proposal HOL/24/35

This proposal was considered. Working Group 6B recommends for adoption the Recommendation reproduced in the Annex to this Report.

Capt. W.T. ADAMS
Chairman

Annex : 1

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A N N E X

RECOMMENDATION No. ... Mar

Relating to distress, urgency and safety traffic

The World Administrative Radio Conference, Geneva, 1974,

having noted

that the Inter-Governmental Maritime Consultative Organization (I.M.C.O.) has completed a policy document on the subject of the future maritime distress system;

that this document contains

i) proposed improvements for the near future

ii) requirements and proposed transitional measures for a distant future;

that I.M.C.O. intends to keep this document under review for adjustment, as necessary;

that a number of improvements for a near future distress system form part of the proposals for the work of this Conference;

further noting

that studies on a range of subjects dealing with distress and safety measures as part of a maritime satellite communications system form the subject of C.C.I.R. questions and study programmes;

considering

a) that the I.M.C.O. requirement for the possible future fitting of automatic distress alerting, followed by the automatic transmission of additional information concerning the distress case, is of particular importance;

b) that automatic distress alerting, followed by the automatic transmission of additional information concerning the distress case, should take place on a single frequency or possibly more frequencies reserved for distress purposes;

c) that adequate frequencies must be made available for associated requirements for safety communications and calling;

d) that the transmission and the recorded reception of distress, urgency and safety messages should take place, irrespective of human attendance, on a continuous basis;

recommends

1. that I.M.C.O. continues its studies to arrive at an early implementation of a future distress system;

2. that C.C.I.R. continues its studies to determine the use of maritime satellite communications in a coordinated distress system as well as for safety purposes;

3. that administrations consider the need for a single frequency or possibly more frequencies reserved for distress purposes in the light of continuing technological developments;

4. that administrations consider, in the light of advancing techniques, the introduction of more automated telecommunication systems for the dissemination of distress, urgency and safety messages on a continuous basis, to replace more telegraphy and possibly radiotelephony;

5. that administrations have as an objective to take a decision in this matter at the next World Administrative Radio Conference competent to deal with the matter.

INTERNATIONAL TELECOMMUNICATION UNION

MARITIME CONFERENCE

GENEVA, 1974

Document No. 308-E
13 May 1974
Original : French

COMMITTEE 5

FIRST REPORT BY WORKING GROUP 5A

TO COMMITTEE 5

Use of aeronautical frequency 3 023.5 kHz by maritime mobile service stations

With the agreement of the Chairman of Working Group 5B, Working Group 5A proposes that a note 205A relating to both frequencies 3 023.5 and 5 680 kHz be included in the table in Article 5. The proposed addition is given in Annex 1.

This amendment will be submitted to Working Group 5B.

With regard to frequency 3 023.5, the Working Group proposes to amend number 1326C which was amended by Sub-Group 6B-3 (Document No. DT/45).

The new draft proposed in Annex 2 would prevent any future amendment of Appendix 27 from affecting the wording of number 1326C and it specifies the points to be considered in effecting communication between stations in the maritime mobile and aeronautical mobile services.

Annexes : 2

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A N N E X 1

MOD Article 5

kHz

Region 1	Region 2	Region 3
2 850-3 025		
	AERONAUTICAL MOBILE (R)	
	201A 205A	

Region 1	Region 2	Region 3
5 480-5 680		
	AERONAUTICAL MOBILE (R)	
	201A 205A	
5 680-6 730		
	AERONAUTICAL MOBILE (R)	
	201A 205A	

ADD 205A Frequencies 3 023.5 and 5 680 kHz may also be used by stations of the maritime mobile service taking part in coordinated search and rescue operations in the conditions specified in numbers 1326C and 1353B respectively.

ANNEX 2

MOD 1326C The frequency 3 023.5 may be used for intercommunication between mobile stations when engaged in coordinated search and rescue operations involving aircraft, including communications between the stations and participating land stations, with the carrier frequencies, classes of emission and conditions of operation defined in Appendix 27.

J. PIPONNIER

Chairman
of Working Group 5A

INTERNATIONAL TELECOMMUNICATION UNION

MARITIME CONFERENCE

GENEVA, 1974

Document No. 309-E
13 May 1974
Original : English

COMMITTEE 5 AND
WORKING GROUP 5C

Note by the Delegation of the Republic of Indonesia

The Delegation of the Republic of Indonesia recognizes the necessity to keep the Sub-Working Groups of Working Group 5C, dealing with the radiotelephony frequency Allotment Plan, as small as possible, with the hope of this Delegation that the work of these Sub-Working Groups will be much more expedited.

It is also this Delegation's wish however, whilst it does not participate in the work of those Sub-Working Groups, that the requirements of the Republic of Indonesia as shown in Document 170 and of other developing countries should be taken into account.

The Republic of Indonesia is planning to have more coast stations, which will be set up successively within the framework of its five years National Development Plan.

INTERNATIONAL TELECOMMUNICATION UNION

MARITIME CONFERENCE

GENEVA, 1974

Document No. 310-E
13 May 1974
Original : French

COMMITTEE 5

SECOND REPORT BY WORKING GROUP 5A

TO COMMITTEE 5

Working Group 5A proposes that the Japanese proposal to delete note 196 from the Table in Article 5 be adopted :

MOD Article 5

kHz

Region 3
1 605-1 800 FIXED MOBILE 197

SUP 196

J. PIPONNIER
Chairman

INTERNATIONAL TELECOMMUNICATION UNION

MARITIME CONFERENCE

GENEVA, 1974

Document No.311-E
14 May 1974
Original: English

PLENARY MEETING

THIRD REPORT OF COMMITTEE 6
(OPERATION)

Article 33, Section I

MOD	1214
ADD	1214A
ADD	1214B
ADD	1214C
MOD	1216

Article 28, Section V

NOC	992

Article 35, Section II

NOC	1335
ADD	1335A
SUP	Title H
SUP	1349
SUP	1349.1
SUP	1350

Article 36, Section VIII

ADD	1466B
ADD	1466C

1. All proposals on the above provisions were considered.

2. The Committee unanimously adopted the annexed texts.

3. The attention of Committee 5 is invited to the texts adopted for inclusion in Article 33, under items 1214, 1214A, 1214B, 1214C.

W.W. SCOTT
Chairman

Annex: 1

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A N N E X

ARTICLE 33

Section I

General Provisions

MOD 1214 § 4. (1) Devices providing for the emission of a signal to indicate that a call is in progress on a channel may be used in this service on a non interference basis to the service provided by coast stations.

ADD 1214A (1A) Automatic calling and identification devices are not permitted.

ADD 1214B (1B) A station should not transmit simultaneously on two or more frequencies, when communicating with another station.

ADD 1214C (1C) A station shall not transmit any carrier between calls.

MOD 1216 Mar § 5. (1) Stations of the maritime mobile service equipped for radiotelephony may transmit and receive radiotelegrams by means of radiotelephony. Coast stations providing such service and open for public correspondence, shall be indicated in the List of Coast Stations.

ARTICLE 28

Section V

Aircraft Stations

NOC 992 Mar

ARTICLE 35

Section II

Bands between 1 605 and 4 000 kHz

NOC 1335

ADD 1335A § 7A. In order to increase the safety of life at sea and over the sea, all stations of the maritime mobile service normally keeping watch on frequencies in the authorised bands between 1 605 and 2 850 kHz shall, during their hours of service, and as far as possible, take steps to keep watch on the international distress carrier frequency 2 182 kHz for three minutes twice each hour beginning at X h.00 and X h.30 Greenwich Mean Time (GMT).

SUP Title H

SUP 1349

SUP 1349.1

SUP 1350

ARTICLE 36

Section VIII

Radiotelegraph and Radiotelephone Alarm Signals

ADD 1466B (3A) To reduce unnecessary alarm signal emissions, tests of the radiotelephone alarm signal on the carrier frequency 2 182 kHz are prohibited. (See 1295A)

ADD 1466C (3B) An exception is permitted for radiotelephone emergency equipment having only the international distress frequency 2 182 kHz, in which case a suitable artificial aerial shall be employed.

INTERNATIONAL TELECOMMUNICATION UNION

MARITIME CONFERENCE

GENEVA, 1974

Document N° 312-E
14 May 1974
Original : English

COMMITTEE 6

FOURTH REPORT BY WORKING GROUP 6A TO COMMITTEE 6

The Working Group 6A during his meeting of 9 May 1974 and after consideration of all relative proposals unanimously agreed on the attached texts:

APPENDIX 13A

Part A. List of Abbreviations in Alphabetical Order

ADD QOL
ADD QOM
ADD QOR
ADD QST

Part B. List of Signals according to the Nature of Questions, Answer or Advice

ADD Title } forming a new block to be inserted between
ADD QOL } the block "Establishing Communication"
ADD QOM } and the block "Time"

ADD QOR } to be inserted in the block
ADD QST } "Establishing Communication"

H.S. YOUNG
Chairman

Note: The Q signals QOL and QOM were agreed during the meeting held on 8 May 1974

Annex: 1

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A N N E X

APPENDIX 13A

Abbreviations Available for the Maritime Mobile Service

A. List of Abbreviations in Alphabetical Order

	Abbreviation	Question	Answer or Advice
ADD	QOL	Is your vessel fitted for reception of selective calls, in the affirmative, what is your selective call number or signal?	My vessel is fitted for the reception of selective calls, my selective call number or signal is ...
ADD	QOM	On what frequencies can your vessel be reached by a selective call?	My vessel can be reached by a selective call on following frequency/ies ... (periods of time to be added if necessary).
ADD	QOR	I wish to establish communication by Direct Printing; are you able to meet?	You may establish communication by Direct Printing now on ..... kHz. (If a Direct Printing circuit is not available the abbreviation should be followed by "AS ..... minutes".)
ADD	QST	Do you hear my call; what is the approximate delay in minutes before we may exchange traffic?	I hear your call; the approximate delay is ..... minutes.

B. List of Signals according to the Nature of Questions, Answer or Advice

	Abbreviation	Question	Answer or Advice
		Establishing Communication (To be inserted in alphabetical order)	
ADD	QOR	I wish to establish communication by Direct Printing; are you able to meet?	You may establish communication by Direct Printing now on ..... kHz. (If a Direct Printing circuit is not available the abbreviation should be followed by "AS ..... minutes".)
ADD	QST	Do you hear my call; what is the approximate delay in minutes before we may exchange traffic?	I hear your call; the approximate delay is ..... minutes.
ADD	Title	Selective Calls	
ADD	QOL	Is your vessel fitted for reception of selective calls, in the affirmative, what is your selective call number or signal?	My vessel is fitted for the reception of selective calls, my selective call number or signal is ...
ADD	QOM	On what frequencies can your vessel be reached by a selective call?	My vessel can be reached by a selective call on following frequency/ies ... (periods of time to be added if necessary).

INTERNATIONAL TELECOMMUNICATION UNION

MARITIME CONFERENCE

GENEVA, 1974

Document No. 313-E
14 May 1974
Original : English

COMMITTEE 6

FIFTH REPORT BY WORKING GROUP 6A
TO COMMITTEE 6

The Working Group 6A during the meeting of 9 May 1974 and after consideration of all relative proposals agreed on the attached texts:

Article 1

MOD RR 3

By a majority of those expressing their opinion. Although some countries supported the introduction of proposals relating to the Maritime Mobile Satellite Service the majority abstained
(See Annex)

MOD RR 14

With no objections
(See Annex)

MOD RR 18

With no objections
(See Annex)

Article 18

MOD RR 732

The Administrations of Denmark and Norway reserve the right to return to this matter in Committee 6
(See Annex)

Article 21

MOD Title

With no objections
(See Annex)

MOD RR 838

With no objections
(See Annex)

MOD RR 839

With no objections
(See Annex)

MOD RR 842

With no objections
(See Annex)

MOD RR 843

With no objections
(See Annex)

MOD RR 844

With no objections
(See Annex)

H.S. YOUNG
Chairman

Annex : 1

A N N E X

MOD 3 General Network of Telecommunication Channels : The whole of the existing telecommunication channels open to public correspondence, with the exception of the telecommunication channels of the mobile service, of the maritime mobile-satellite service and of the fixed-satellite service when connecting one or more earth stations with a satellite used for the maritime mobile-satellite service.

MOD 14 Radiotelegram : Telegram originating in or intended for a mobile station or mobile earth station in the maritime mobile-satellite service transmitted, on all or part of its route, over the radiocommunication channels of a mobile service or the maritime mobile-satellite service.

MOD 18 Radiotelephone Call : A telephone call, originating in or intended for a mobile station or mobile earth station in the maritime mobile-satellite service, transmitted on all or part of its route over the radiocommunication channels of a mobile service or the maritime mobile-satellite service.

MOD 732 § 5 (1) In the case of a new registration of a ship or aircraft in circumstances where delay is likely to occur in the issue of a licence by the country in which it will be registered, the administration of the country from which the mobile station or mobile earth station in the maritime mobile-satellite service wishes to make its voyage or flight may, at the request of the operating company, issue a certificate to the effect that the station complies with these Regulations. This certificate, drawn up in a form determined by the issuing administration, shall give the particulars mentioned in No. 730 and shall be valid only for the voyage or flight to the country in which the registration of the ship or aircraft will be effected, or for a period of three months, whichever is the lesser.

ARTICLE 21

MOD Title Inspection of mobile stations and mobile earth stations in the maritime mobile-satellite service

MOD 838 § 1 (1) The governments or appropriate administrations of countries which a mobile station or mobile earth station in the maritime mobile-satellite service visits, may require the production of the licence for examination. The operator of the ~~mobile~~ station, or the person responsible for the station, shall facilitate this examination. The licence shall be kept in such a way that it can be produced upon request. As far as possible, the licence, or a copy certified by the authority which has issued it, should be permanently exhibited in the station.

MOD 839 (2) The inspectors shall have in their possession an identity card or badge, issued by the competent authority, which they shall show on request of the master or person responsible for the ship, aircraft or other vehicle carrying the mobile station or mobile earth station in the maritime mobile-satellite service.

MOD 842 § 2 (1) When a government or an administration has found it necessary to adopt the course indicated in No. 840, or when the operators' certificates cannot be produced, the government or administration to which the mobile station or mobile earth station in the maritime mobile-satellite service is subject shall be so informed without delay. In addition, the procedure specified in Article 16 is followed when necessary.

MOD 843 (2) Before leaving, the inspector shall report the result of his inspection to the master, or the person responsible for the ship, aircraft or other vehicle carrying the mobile station or mobile earth station in the maritime mobile-satellite service. If any breach of the conditions imposed by these Regulations is observed, the inspector shall make this report in writing.

MOD 844 § 3 The Members and Associate Members of the Union undertake not to impose upon foreign mobile stations or mobile earth stations in the maritime mobile-satellite service which are temporarily within their territorial waters or make a temporary stay in their territory, technical and operating conditions more severe than those contemplated in these Regulations. This undertaking in no way affects arrangements which are made under international agreements relating to maritime or air navigation, and which are therefore not covered by these Regulations.

INTERNATIONAL TELECOMMUNICATION UNION

MARITIME CONFERENCE

GENEVA, 1974

Corrigendum to
Document No. 314-E
15 May 1974
Original : English

COMMITTEE 6

WORKING GROUP 6A

Replace text of Document No. 314 (page 12) Annex 6 by the following :

ANNEX 6

ADD

RECOMMENDATION No. Mar "C"

relating to the agreement of temporary provisions covering the operational and technical usage of the Maritime Mobile-Satellite Services

The World Maritime Administrative Radio Conference, Geneva, 1974,

/ having provided for a minimal number of provisions in the Radio Regulations to introduce the maritime mobile-satellite service in an orderly manner /

considering

a) that, as yet, Administrations have gained little or no experience of operating a maritime mobile-satellite service.

b) that, consequently, firm Radio Regulations covering the / detailed / technical and operational aspects of such a system cannot yet be formulated; and

c) that, nevertheless, temporary administration, technical and operational provisions may become necessary before the next appropriate Administrative Radio Conference; .

recommends

that Administrations participating in a maritime mobile-satellite service should agree temporary administration, technical and operational provisions, notify them to the Secretary-General, and invite other Administrations to adopt them, without prejudice, whilst gaining experience to allow the formulation of firm Radio Regulations at the next appropriate Administrative Radio Conference,

H.S. YOUNG
Chairman

INTERNATIONAL TELECOMMUNICATION UNION

MARITIME CONFERENCE

GENEVA, 1974

Document No. 314-E
14 May 1974
Original : English

COMMITTEE 6

SIXTH REPORT BY WORKING GROUP 6A TO COMMITTEE 6

The Working Group 6A during the meeting of 13 May 1974 and after consideration of all relative proposals unanimously agreed on the attached texts:

CHAPTER VI

MOD Title

(See Annex 1)

ARTICLE 22

NOC Title

NOC 845 to 847

ADD 847A

(See Annex 2)

ARTICLE 23

NOC Title

NOC Title Section I

NOC 848 to 850, including 850.1

MOD 851

NOC 852 to 856

ADD 856A

NOC 857

ADD 857A

NOC 858

MOD Title Section II

NOC 859 to 860, including 859.1

SUP 860A
Mar

MOD 861
Mar

MOD 862

NOC 863
Mar

SUP 863A
Mar

MOD 864, 865

NOC 866

ADD Section IIA

ADD Title Section IIA

ADD 866A, 866B, 866C, 866D, 866E, 866EA, 866F, 866FA, 866G

NOC Title Section III

NOC 867 to 870

ADD 870A

MOD Title A

ADD 870AA, 870AB, 870AC, 870AD, 870AE, 870AF, 870AG, 870AH, 870AI, 870AJ

MOD Titles B, C, D, E

NOC 871 to 893

ADD 893A

MOD 894

NOC 895 to 905

ADD 905A

NOC 906

NOC Title Section IV

MOD 907

ADD 907A

MOD 908, 909

NOC 910 to 911 SUP (Mar)

(See Annex 3)

ARTICLE 24

MOD Title

MOD 912, 913, 914, 915, 916, 917

NOC 918 to 920, including 920.1

(See Annex 4)

RESOLUTION No. Mar 16

SUP Resolution No. Mar 16, including annexes 1 to 3
(See Annex 5)

RECOMMENDATION No. Mar "C"

ADD Recommendation No. Mar "C"
(See Annex 6)

H.S. YOUNG
Chairman

Annexes: 6

A N N E X 1

CHAPTER VI

MOD Title Personnel of Stations in the Mobile Service and the Maritime Mobile-Satellite Service

---

A N N E X 2

ARTICLE 22

NOC Authority of the Master

NOC 845, 846, 847

ADD 847A § 4 The authority and obligations imposed by Nos. 845, 846 and 847 shall also apply to personnel of mobile earth stations in the maritime mobile-satellite service.

A N N E X 3

ARTICLE 23

NOC Operators' Certificates for Ship and Aircraft Stations

Section I

General Provisions

NOC 848 to 850, including 850.1

MOD 851 [replace Mc/s by MHz]

NOC 852 to 856

ADD 856A (1A) However, in the maritime mobile service the certificates issued after /two years after the date of implementation of the Final Acts/*) shall bear the photograph of the holder and the holder's date of birth

NOC 857

ADD 857A (3) However, in the maritime mobile service all certificates not in one of the working languages of the Union and issued after /two years after the date of implementation of the Final Acts/*) shall carry in one of the working languages at least the following information:

(a) Name and date of birth of the holder

(b) The title of the certificate and its date of issue

(c) If applicable, number and period of validity of the certificate

(d) Issuing administration

NOC 858

MOD Title

Section II
Classes and categories of Certificates
except for Ship Stations

NOC 859 to 860, including 859.1

SUP 860A
Mar

---

*) Date to be inserted by the Editorial Committee

MOD 861 Mar § 6 (1) The holder of a first or second class radiotelegraph operator's certificate may carry out the radiotelegraph or radiotelephone service of any aircraft station.

MOD 862 (2) The holder of a radiotelephone operator's general certificate may carry out the radiotelephone service of any aircraft station.

NOC 863 Mar

SUP 863A Mar

MOD 864 (4) The holder of a radiotelephone operator's restricted certificate may carry out the radiotelephone service of any aircraft station operating on frequencies allocated exclusively to the aeronautical mobile service, 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 by Appendix 3.

MOD 865 (5) The radiotelephone service of aircraft stations for which only a restricted radiotelephone operator's certificate is required may be carried out by an operator holding a radiotelegraph operator's special certificate.

NOC 866

ADD

Section IIA

Categories of Certificates for Ship Stations

ADD 866A § 7A (1) There are four categories of certificates for radiotelegraph operators[1].

These are :

- the radiocommunication operator's general certificate
- the first class radiotelegraph operator's certificate
- the second class radiotelegraph operator's certificate
- the radiotelegraph operator's special certificate.

ADD 866B (2) There are two categories of radiotelephone operator's certificates, general and restricted[1].

ADD 866C § 7B (1) The holder of a radiocommunication operator's general certificate, or of a first class or second class radiotelegraph operator's certificate, may carry out the radiotelegraph or radiotelephone service of any ship station.

ADD 866D (2) The holder of a radiotelephone operator's general certificate may carry out the radiotelephone service of any ship station.

ADD 866E (3) The holder of a radiotelephone operator's restricted certificate may carry out the radiotelephone service of any ship station, 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.

ADD 866EA (3B) The restricted radiotelephone operator's certificate may be limited exclusively to one or more of the maritime mobile frequency bands, in which cases the certificate shall be suitably endorsed.

ADD 866A.1 [1] / ADD 866B.1 [1] As regards the employment of operators holding the different certificates, see Article 24.

ADD 866.F (4) The radiotelegraph service of ships for which a radiotelegraph installation is not made compulsory by international agreements, as well as the radiotelephone service of ship stations for which only a restricted radiotelephone operator's certificate is required may be carried out by an operator holding a radiotelegraph operator's special certificate.

ADD 866.FA (5) However, where the conditions specified in No. 893A are satisfied, the radiotelegraph service of ships for which a radiotelegraph installation is not made compulsory by international agreements, as well as the radiotelephone service of any ship station, may be carried out by an operator holding a radiotelegraph operator's special certificate.

ADD 866G § 7C Exceptionally, the second class radiotelegraph operator's certificate as well as the radiotelegraph operator's special certificate may be limited exclusively to the radiotelegraph service. In such cases the certificate shall be suitably endorsed.

NOC

Section III

Conditions for the Issue of Operators' Certificates

NOC 867, 868, 869, 870

ADD 870A (2A) However, in respect to the maritime mobile service, administrations should also take whatever steps they consider necessary to ensure the continued proficiency of operators while in service.

MOD title A. Radiocommunication Operator's General Certificate for the Maritime Mobile Service

ADD 870AA § 9A The radiocommunication operator's general certificate for the maritime mobile service is issued to candidates who have given proof of the technical and professional knowledge and qualifications enumerated below :

ADD 870AB a) Knowledge of the principles of electricity and the theory of radio and of electronics sufficient to meet the requirements specified in 870AC, 870AD and 870AE below.

ADD 870AC b) Theoretical knowledge of modern radiocommunication equipment, including marine radiotelegraph and radiotelephone transmitters and receivers, marine aerial systems, automatic alarm devices, radio equipment for life-boats and other survival craft, direction-finding equipment, together with all auxiliary items including power supply (such as motors, alternators, generators, inverters, rectifiers and accumulators), as well as a general knowledge of the principles of other apparatus generally used for radionavigation, with particular reference to maintaining the equipment in service.

ADD 870AD c) Practical knowledge of the operation, adjustment and maintenance of the apparatus mentioned in 870AC above, including the taking of direction-finding bearings and knowledge of the principles of the calibration of radio direction-finding apparatus.

ADD 870AE d) Practical knowledge necessary for the location and remedying (using appropriate testing equipment and tools) of faults which may occur during a voyage in the apparatus mentioned in 870AC above.

ADD 870AF 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 a 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.

ADD 870AG f) Ability to send and to receive correctly by radiotelephone.

ADD 870AH 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.

ADD 870AI h) A sufficient knowledge of world geography, especially the principal shipping and the most important telecommunication routes.

ADD 870AJ 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.

MOD titles B. First Class Radiotelegraph Operator's Certificate

C. Second Class Radiotelegraph Operator's Certificate

D. Radiotelegraph Operator's Special Certificate

E. Radiotelephone Operator's Certificate

NOC 871 to 893

ADD 893A (2A) In the maritime mobile service each Administration concerned shall fix the other conditions for obtaining this certificate. However, except as provided for in No. 866, the conditions specified in Nos. 894, 895, 896, 897 and 898 shall be satisfied in the case of this certificate for ship station operators when issued after /the date of implementation of the Final Acts/*).

MOD 894 § 13 The general radiotelephone operator's certificate is issued to candidates who have given proof of the knowledge and professional qualifications enumerated below (see also Nos. MOD 861, MOD 862, ADD 866C, ADD 866D, ADD 866F and ADD 866FA) :

NOC 895 to 905

ADD 905A § 15A However, in the maritime mobile service a restricted radiotelephone operator's certificate shall show whether it is limited as provided for in ADD 866EA.

NOC 906

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*) Date to be inserted by the Editorial Committee.

NOC

Section IV

Qualifying Service

MOD 907 § 17 (1) An operator holding a radiocommunication operator's general certificate or 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).

ADD 907A (1A) However, before becoming chief or sole operator of a ship of the fourth category (see No. 932) which is required by international agreements to carry a radiotelegraph operator, an operator holding a radiocommunication operator's general certificate or a first or second class radiotelegraph operator's certificate shall have had adequate experience as operator on board ship at sea.

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 radiocommunication operator's general certificate or 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 radiocommunication operator's general certificate or 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.

NOC 910-911 SUP (Mar)

ANNEX 4

ARTICLE 24

MOD title **Class and minimum number of operators for stations on board ships and aircraft**

MOD 912 § 1. In the public correspondence service, each government shall take the necessary steps to ensure that stations on board ships and aircraft of its own nationality have personnel adequate to perform efficient service.

MOD 913 § 2. The personnel of ship and aircraft stations in the public correspondence service shall, having regard to the provisions of Article 23, include at least:

MOD 914 a) ship stations of the first category, except in the case provided for in No. 918 : a chief operator holding a radiocommunication operator's general certificate or a first class radiotelegraph 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 radiocommunication operator's general certificate or a first or second class radiotelegraph operator's certificate;

MOD 916 c) ship stations of the fourth category, except in the cases provided for in Nos. 917 and 918; one operator holding a radiocommunication operator's general certificate or a first or second class radiotelegraph operator's certificate;

MOD 917 d) ship stations in which a radiotelegraph installation is provided but not prescribed by international agreements; one operator holding a radiocommunication operator's general certificate or a first or second class radiotelegraph operator's certificate, or a radiotelegraph operator's special certificate.

NOC 918 to 920 (including 920.1)

ANNEX 5

RESOLUTION No. Mar 16

SUP Resolution No. Mar 16, including Annexes 1 - 3.

ANNEX 6

ADD RECOMMENDATION No. Mar "C"

relating to the agreement of temporary or provisional regulations covering the operational and technical usage of the Maritime Mobile-Satellite Services

The World Maritime Administrative Radio Conference, Geneva, 1974,

considering

a) that, as yet, Administrations have gained little or no experience of operating a maritime mobile-satellite service.

b) that, consequently, firm Radio Regulations covering the technical and operational aspects of such a system cannot yet be formulated; and

c) that, nevertheless, provisional or temporary regulations may become necessary before the next appropriate Administrative Radio Conference;

recommends

that Administrations participating in a maritime mobile-satellite service should agree temporary or provisional regulations, notify them to the Secretary-General, and invite other Administrations to adopt them, without prejudice, whilst gaining experience to allow the formulation of firm Radio Regulations at the next appropriate Administrative Radio Conference.

INTERNATIONAL TELECOMMUNICATION UNION

MARITIME CONFERENCE

GENEVA, 1974

Document No. 315-E
14 May 1974
Original : English

COMMITTEE 5

SECOND REPORT OF WORKING GROUP 5D

TO COMMITTEE 5

The Working Group 5D has adopted unaminously the following draft texts relating to on-board communication :

Article 5 : ADD 318B and 318C

Appendix 18 : MOD Note i)

New Appendix 19A

Draft Recommendation No. Mar ...

J. OGLE
Chairman

Annex : 1

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A N N E X

ARTICLE 5

ADD 318B In the maritime mobile service, the frequencies 457.525 MHz, 457.550 MHz, 457.575 MHz, 467.525 MHz, 467.550 MHz and 467.575 MHz may be used by on-board communication stations. Such use may be subject to the national regulations of the administration concerned when used in its territorial waters. Equipment for this purpose shall satisfy the characteristics set forth in Appendix 19A.

ADD 318C In the territorial waters of Canada, Philippines and the United States, the preferred frequencies for use by on-board communication stations shall be 457.525 MHz, 457.550 MHz, 457.575 MHz and 457.600 MHz paired, respectively, with 467.750 MHz, 467.775 MHz, 467.800 MHz and 467.825 MHz. Equipment for this purpose shall satisfy the technical characteristics set forth in Appendix 19A.

APPENDIX 18

MOD Note i) Channels 15 and 17 may also be used for on-board communications provided the effective radiated power does not exceed 1 watt and subject to the national regulations of the administration concerned when these channels are used in its territorial waters. (However, see Recommendation No. Mar ...).

ADD APPENDIX 19A

Characteristics of equipment used for on-board communications in the 450-470 MHz bands

(see No. 318B and 318C)

1. The equipment should be fitted with sufficient channels for satisfactory operation in the area of intended use.

2. The effective radiated power shall be limited to the minimum required for satisfactory operation, but in no case exceed 2 watts. Wherever practicable the equipment should be fitted with a suitable device to readily reduce the output power by at least 10 dB.

3. In the case of equipment installed at a fixed point on the ship, the height of its antenna shall not be more than 3.5 metres above the bridge.

4. Only frequency modulation with a pre-emphasis of 6 dB/octave (phase modulation) shall be used.

5. The frequency deviation shall not exceed $\pm$ 5 kHz.

6. The frequency tolerance shall be 5 parts in 10^6 or better.

7. The audio-frequency band shall be limited to 3 000 Hz.

8. Control, telemetry and other non-voice signals shall be coded in such a manner as to minimize the possibility of false response to interfering signals.

9. If the use of a repeater station is required on-board a ship, the following frequency pairs shall be used :

457.525 MHz	/	467.525 MHz
457.550 MHz	/	467.550 MHz
457.575 MHz	/	467.575 MHz

(see also No. 318C)

DRAFT RECOMMENDATION No. Mar ...

Relating to the use of channels 15 and 17 in Appendix 18
by on-board communications stations

The World Administrative Radio Conference, Geneva, 1974,

considering

a) that channels 15 and 17 were provided by the W.A.R.C., Geneva, 1967, for use for internal operational communications on board ships within territorial waters and with an effective radiated power not in excess of 0.1 W, and that this power limitation has been increased to 1 Watt by the present Conference;

b) that considerable use has been made of those channels by a number of administrations;

c) that those channels have not been used by some administrations for on-board communication stations because of the shortage of VHF channels for other maritime mobile needs;

d) that, for the same reason, these administrations wish to have the use of those channels discontinued for on-board communication stations;

recognizing

e) that several common channels for on-board communication stations are necessary internationally to meet world-wide requirements in the future;

f) that there is a need for frequencies enabling the use of repeaters on large vessels, such as container ships, tankers, etc.

g) that there may be additional experience required concerning the application and effectiveness of UHF channels made available by this Conference;

recommends

1. that the next World Administrative Radio Conference competent to consider such matters determine if the use of channels 15 and 17 is still necessary for on-board communication stations and, if not, the date by which such use should be terminated;

2. that the same Conference review the UHF channels being used for on-board communication stations to determine if the number of channels and their location in the radio spectrum are satisfactory to meet the requirements of such stations;

3. that the same Conference consider the need for additional allocations for use by on-board communication stations on a world-wide basis and in the territorial waters of all administrations;

4. that due consideration be given by administrations to the technical standards and functioning of such stations to ensure an effective and mutually compatible international system of operation;

invites

the C.C.I.R. to study the question whether UHF frequencies can meet all the requirements of on-board communication stations and report its findings to the next competent Administrative Radio Conference.

INTERNATIONAL TELECOMMUNICATION UNION

MARITIME CONFERENCE

GENEVA, 1974

Document No. 316-E
14 May 1974
Original : English

COMMITTEE 5

THIRD REPORT OF WORKING GROUP 5B

TO COMMITTEE 5

Cessation of A3B emissions

Working Group 5B has unanimously agreed to prohibit the use of A3B emissions by radiotelephone stations in the maritime mobile service in the bands between 4 000 and 23 000 kHz after the date by which full conversion to SSB techniques has been accomplished. According to the decision taken with respect to the full implementation of SSB working this will be 1 January 1978 (see Document DT/44). This date will be included in a modified Resolution No. Mar 6.

The consequential amendments to the relevant positions of the Radio Regulations recommended by the Working Group are shown in the Annex.

E. GEORGE
Chairman
Working Group 5B

Annex : 1

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ANNEX

MOD 1351A.1 For the use of class A3B emissions, see /MOD Resolution No. Mar 6/.

SUP RESOLUTION No. Mar 13

MOD RESOLUTION No. Mar /6/

Relating to the Use of Single Sideband Technique in the Radiotelephone Maritime Mobile Service Bands between 4 000 and 23 000 kHz

The World Maritime Administrative Radio Conference, Geneva, 1974

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 MHz, 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 kHz;

d) that the preliminary actions to achieve the conversion from double sideband emissions to single sideband emissions have been completed as given in Resolution No. Mar 6 of the World Administrative Radio Conference, 1967;

resolves

that, unless otherwise specified in the Final Acts of this Conference, radiotelephone stations in the maritime mobile service operating in the bands between 4 000 and 23 000 kHz shall comply with the conditions set out in the following provisions :

1. new installation of double sideband equipment in ship stations shall not be permitted;

2. coast stations shall use only single sideband emissions;

3. until 1 January, 1978, coast and ship stations equipped for single sideband operation shall be able to use A3H emissions in addition to Class A3A and A3J emissions[1];

4. exceptionally, until 1 January 1978, coast and ship stations may use class of emission A3B;

5. as from 1 January 1978, class A3A and A3J emissions only shall be authorized.

---

1) See also Resolution No. Mar 3

INTERNATIONAL TELECOMMUNICATION UNION

MARITIME CONFERENCE

GENEVA, 1974

Document No. 317-E
15 May 1974
Original : English

COMMITTEE 5

FOURTH REPORT OF WORKING GROUP 5B TO COMMITTEE 5

Technical characteristics of single sideband transmitters used in the maritime mobile service for radiotelephony in the bands between 4 000 and 23 000 kHz

The Working Group has decided unanimously to recommend the revision of Appendix 17A with respect to transmitters in the HF bands, as given in the Annex.

The amended Appendix 17A also includes definitions for the terms "unwanted emission", "out-of-band emission", "out-of-band spectrum (of an emission)" and "spurious radiation (of a radio emission)" which are not yet defined in the Radio Regulations. They are in conformity with relevant C.C.I.R. texts. The Working Group has hesitated to include these definitions in Article 1 of the Radio Regulations, because this was felt to be beyond the terms of reference of this Conference.

Working Group 5A is asked to consider this report when discussing the technical characteristics of SSB transmitters in the MF radiotelephony band.

E. GEORGE
Chairman

Note to the Editorial Committee : The attention of the Editorial Committee is drawn to a certain inconsistency between the English text on the one hand and the French and Spanish texts on the other hand concerning RR No. 92 (spurious emission / rayonnement non-essentiel / radiación no esencial). Since relevant C.C.I.R. texts, which have been used as a basis for the definitions added to App. 17A, only use the term "spurious radiation" (or the equivalent in the other languages), it has been deemed necessary to include also this definition in order to make the English text completely understandable. Moreover, to avoid ambiguity in the French and Spanish texts concerning RR No. 92 and footnote 5, a note has been added to the effect that all definitions apply only to App. 17A.

Annex : 1

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A N N E X

MOD

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 kHz/ and between 4 000 and 23 000 kHz

1. Classes of emission :

MOD

a) for class A3A emissions the power of the carrier shall be :

- for coast station transmitters until 1 January 1978 and for ship station transmitters in use or to be installed before 1 January 1978 : 16 ± 2 dB below the peak evelope power,

- for coast station transmitters after 1 January 1978 and for ship station transmitters installed after 1 January 1978 : 18 ± 2 dB below the peak envelope power;

b) for class A3J emissions the power of the carrier shall be at least 40 dB below the peak envelope power.

NOC

2. Coast and ship stations shall use only the upper sideband.

(MOD)

3. The transmitter audio-frequency band shall be 350 to 2 700 Hz with a permitted amplitude variation of 6 dB

MOD

4. The carrier frequencies shall be maintained within the following tolerances :

a) coast stations : ± 20 Hz

b) ship stations :

- Tolerance applicable to transmitters in use or to be installed before 1 January 1978 : ± 100 Hz; the short-term limits (of the order of 15 minutes) shall be ± 40 Hz.

- Tolerance applicable to transmitters installed after 1 January 1978 : ± 50 Hz.

NOC 5. The unwanted frequency modulation of the carrier shall be sufficiently low to prevent harmful distortion.

NOC 6. When class A3H, A3A or A3J emissions are 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 :

a) Transmitters in use or installed before 1 January 1982[6)]

MOD

Separation Δ in kHz between the frequency of the unwanted emission [1)] and the assigned frequency [2)]	Minimum attenuation below peak envelope power
$1.6 < \Delta \leq 4.8$	28 dB
$4.8 < \Delta \leq 8.0$	38 dB
$8.0 < \Delta$	43 dB without exceeding the power of 50 milliwatts

MOD

Transmitters using reduced carrier or suppressed carrier emission may, as far as out-of-band emissions[3] and those spurious emissions, which are a result of the modulation process, but do not fall in the out-of-band spectrum[4] 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 kHz removed from the assigned frequency.

b) Transmitters installed after 1 January 1982[6]

ADD

Separation Δ in kHz between the frequency of the unwanted emission[1] and the assigned frequency[2]	Minimum attenuation below peak envelope power
$1.5 < \Delta \leq 4.5$	31 dB
$4.5 < \Delta \leq 7.5$	38 dB
$7.5 < \Delta$	43 dB, without exceeding the power of 50 milliwatts

ADD

Transmitters using reduced carrier or suppressed carrier emission may, as far as out-of-band emissions[3] and those spurious emissions, which are a result of the modulation process, but do not fall in the out-of-band spectrum[4] 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 1.5 kHz removed from the assigned frequency.

ADD 1) Unwanted emission*) : Emission comprising spurious radiations[5] and out-of-band emissions[3].

(MOD) 2) The assigned frequency is 1 400 Hz higher than the carrier frequency (see No. 445A)

ADD 3) Out-of-band emission*) : Emission on a frequency or frequencies of the out-of-band spectrum[4].

ADD 4) Out-of-band spectrum (of an emission)*) : The part of the power density spectrum (or the power spectrum when the spectrum consists of discrete components) of an emission which is outside the necessary bandwidth, with the exception of spurious radiations[5].

ADD 5) Spurious radiation (of a radio emission)*) : Radiation at a frequency, or frequencies, outside the necessary band, the level of which may be reduced without affecting the corresponding transmission of information; spurious radiation includes harmonic radiation, parasitic radiation and unwanted intermodulation products which are removed from the necessary band.

ADD 6) All administrations recognize the need to reduce the level of unwanted emissions and will therefore endeavour to ensure that the new requirements will be met by all newly designed transmitters under their jurisdiction as soon as practicable before 1 January 1982.

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*) These definitions apply only to App. 17A

INTERNATIONAL TELECOMMUNICATION UNION

MARITIME CONFERENCE

GENEVA, 1974

Document No. 318-E
14 May 1974
Original : English

COMMITTEE 5

FIFTH REPORT OF WORKING GROUP 5B

TO COMMITTEE 5

Power limitation for coast and ship radiotelephone stations in the maritime mobile exclusive bands between 4 000 and 23 000 kHz

After an extensive discussion of this matter, based on the proposal USA/54/155, the Working Group agreed on the annexed text for inclusion in Article 35, Section III. It was further agreed that this provision shall come into force at the date at which the Final Acts of this Conference will come into force. The number at the end of this provision will be filled in after an agreement has been reached on the classes of emission for the proposed supplementary distress frequencies in the 4 and 6 MHz bands.

E. GEORGE
Chairman

Annex : 1

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A N N E X

ADD 1351C A coast radiotelephone station employing class A3H,[1] A3A or A3J emissions and operating in the maritime mobile exclusive bands between 4 000 and 23 000 kHz shall use the minimum power necessary to cover its service area and shall at no time use a peak envelope power in excess of 10 kW per channel. A ship radiotelephone station operating under similar circumstances shall at no time use a peak envelope power in excess of 1.5 kW per channel. (See Resolution No. Mar 2 ...)

ADD 1351C.1 (1) Regarding the use of class A3H emissions after 1 January 1978 see No. / /. /

INTERNATIONAL TELECOMMUNICATION UNION

MARITIME CONFERENCE

GENEVA, 1974

Corrigendum No. 1 to
Document No. 319-E
15 May 1974
Original : English

COMMITTEE 4

THIRD REPORT OF JOINT WORKING GROUP 4A/5E

Replace Annex 2 by the attached one.

Annex ; 1

A N N E X 2

APPENDIX 15

.ADD Note /_e_/ In the frequency bands assignable to ship stations for Al Morse telegraphy working, administrations may assign additional frequencies, interleaved between the extreme assignable frequencies. Any frequencies so assigned shall be multiples of 100 Hz. Administrations shall ensure a uniform distribution of such assignments throughout the band and avoid as far as possible the assignment of the two 100 Hz frequencies immediately adjacent to the assignable frequencies indicated in /_this Appendix_/ /_Appendix /_15 D_/_/.

INTERNATIONAL TELECOMMUNICATION UNION

MARITIME CONFERENCE

GENEVA, 1974

Document No. 319-E
15 May 1974
Original: English

COMMITTEE 4

THIRD REPORT OF JOINT-WORKING GROUP 4A/5E

The Joint-Working Group 4A/5E recommends the adoption of the following:

i) Article 32 - Section V.D.2, sub-sections a) to e) (Annex 1);

ii) Note [e] to Appendix 15 (Annex 2).

2. No. 1182 in Annex 1 and Note [e] in Annex 2 were approved in the Joint-Working Group by majority. The other provisions in Annex 1 were approved unanimously.

W.M. DUNELL
Chairman

Annexes: 2

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A N N E X 1

Article 32 - Section V. D.

2. Working frequencies of Mobile Stations

NOC a) Channel spacing and Assignment of Frequencies

(MOD) 1180 § 32 In all bands the working frequencies for ship stations equipped to use wide-band telegraphy, facsimile and special transmission systems are spaced 4 kHz apart. The frequencies assignable are shown in Appendix 15.

(MOD) 1180A §32A In all bands, the frequencies assignable for oceanographic data transmissions are spaced 0.3 kHz apart. The frequencies assignable are shown in Appendix 15.

MOD 1180B §32B In all bands the working frequencies for ship stations using narrow-band direct-printing telegraph and data transmission systems, at speeds not exceeding 100 bauds, including those paired with the working frequencies assignable to coast stations in No. ADD 452A, are spaced 0.5 kHz apart. The frequencies assignable to ship stations, which are paired with those used by the coast stations are shown in Appendix [15A] (see also No. 1191D). The frequencies assignable to ship stations which are not paired with those used by the coast stations are shown in Appendix [15B] (see also No. 1191F).

SUP 1181

MOD 1182 In the band [4 189] to 4 219.4 kHz the working frequencies for ship stations using A1 Morse telegraphy at speeds not exceeding 40 bauds, are spaced 0.5 kHz apart (but see also note [e] to Appendix 15).

MOD 1183 (2) In the 4, 6, 8, 12 and 16 MHz bands certain frequencies are harmonically related as shown in Appendix [15D]. The extreme frequencies assignable in each of these bands are also shown in Appendix [15D].

MOD 1184 In the 22 and 25 MHz bands, which are not in harmonic relationship with the other bands, the frequencies are spaced 0.5 kHz apart. The extreme frequencies assignable in these bands are shown in Appendix [15D].

SUP 1185

SUP 1186

SUP 1187

NOC b) Working frequencies for ship stations using wide-band telegraphy, facsimile and special transmission systems

MOD 1188 § 37 The working frequencies assignable to ship stations using wide-band telegraphy, facsimile and special transmission systems are included within the following band limits:

4 146.6	-	4 162.5	kHz
4 166	-	4 170	kHz
6 224.6	-	6 244,5	kHz
6 248	-	6 256	kHz
8 300	-	8 328	kHz
8 331.5	-	8 343.5	kHz
12 439.5	-	12 479.5	kHz
12 483	-	12 491	kHz
16 596.4	-	16 636.5	kHz
16 640	-	16 660	kHz
22 139.5	-	22 160.5	kHz
22 164	-	22 192	kHz

NOC 1189

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 kHz spacing.

NOC c) Working frequencies for Oceanographic Data Stations

(MOD) 1191A § 38A The working frequencies assignable to ship stations for oceanographic data transmissions are includdd within the following band limits:

4 162.5	-	4 166	kHz
6 244,5	-	6 248	kHz
8 328	-	8 331.5	kHz
12 479.5	-	12 483	kHz
16 636.5	-	16 640	kHz
22 160.5	-	22 164	kHz

NOC 1191B

NOC 1191C

MOD d) **Working Frequencies for ship stations using narrow-band Direct-Printing Telegraph and Data Transmission Systems, at speeds not exceeding 100 bauds, paired with those in No. ADD 452A**

MOD 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:

4 170	- [4 178]	kHz
6 256	- [6 268.5]	kHz
8 343.5	- [8 358]	kHz
12 491	- [12 520.6]	kHz
16 660	- [16 696]	kHz
22 192	- [22 227]	kHz

ADD 1191DA § 38E. For the conduct of narrow-band direct-printing telegraph and data transmission systems, the transmitting frequencies of the coast stations and those of the corresponding ship stations are as indicated in Appendix [15A].

MOD 1191E §§ 38F [Text to be drafted on the basis of the decision of Working Group 4B]

ADD da) **Working Frequencies for Ship Stations using Narrow-Band Direct-Printing and data transmission Systems, at speeds not exceeding 100 bauds (non-paired)**

ADD 1191F § 38G. Working frequencies assignable to ship stations using narrow-band direct-printing telegraph and data transmission systems are included within the following band limits:

[4 178]	- [4 180]	kHz
[6 268.5]	- [6 270]	kHz
[8 297,3]	- [8 300]	kHz
[12 520.6]	- [12 526.6]	kHz
[16 696]	- [16 706]	kHz
[25 070]	- [25 084]	kHz

[ADD 1191G § 38H. When assigning frequencies listed in Appendix [15B] for narrow-band direct-printing telegraph and data transmission systems, administrations shall take due account of the information entries in the Master Register resulting from the notification procedure contained in Resolution No. [ ].]

SUP e)

SUP 1192

SUP 1193

SUP 1194

SUP 1195

ANNEX 2

APPENDIX 15

ADD Note [e] In the frequency bands assignable to ship stations for A1 Morse telegraphy working, administrations may assign additional frequencies, interleaved between the extreme assignable frequencies. Any frequencies so assigned shall be multiples of 100 Hz. Administrations shall ensure a uniform distribution of such assignments throughout the band and avoid as far as possible the assignment of the two 100 Hz frequencies immediately adjacent to the assignable frequencies.

INTERNATIONAL TELECOMMUNICATION UNION

MARITIME CONFERENCE

GENEVA, 1974

Document No. 320-E
10 May 1974
Original : English

JOINT WORKING GROUP 4A/5E

STRUCTURE OF JOINT SUB-WORKING GROUPS 4A/5E-3 AND 4A/5E-4

1. Joint Sub-Working Group 4A/5E-3

1.1 Terms of reference

To revise, on the basis of Documents Nos. 279 and 301 and the guidelines shown in Annex 1, the texts of Appendix 15 and Article 32 of the Radio Regulations and to propose additional tables as listed in Annex 2.

1.2 Chairman: Mr. W.M. Dunell (United Kingdom) (Box. No. 131)

1.3 Participants:

Delegates of Australia, Canada, France, Greece, Iceland, Netherlands, New Zealand, Norway, United Kingdom, U.S.A. and U.S.S.R.

1.4 First meeting: Monday, 13 May 1974, at 1400 hours in Room XIV

2. Joint Sub-Working Group 4A/5E-4

2.1 Terms of reference

To consider and propose suitable action on the proposals listed in Annex 3.

2.2 Chairman: Mr. F.L. Frisbie (U.S.A.) (Box. No. 238)

2.3 Participants:

Delegates of Norway, United Kingdom and U.S.A.

2.4 First meeting: To be arranged

W.M. DUNELL
Chairman

Annexes : 3

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A N N E X 1

GUIDELINES FOR PREPARATION OF APPENDIX 15

1. Appendix 15 shall contain all the categories of maritime mobile service using the frequency bands exclusive to that service.

2. Channel spacing for telephony channels (simplex or duplex) shall be 3.1 kHz.

3. Channel spacing for wide-band telegraphy, facsimile and special transmission systems shall be 4 kHz in all the frequency bands.

4. Channel spacing for oceanographic data transmission systems shall be 0.3 kHz in all the frequency bands.

5. Channel spacing for narrow-band direct-printing telegraph systems (coast and ship stations) shall be 0.5 kHz in all the frequency bands.

6. Channel spacing for A1-morse telegraphy shall be / 100 Hz / in all the frequency bands for working frequencies.

7. There shall be no grouping of A-1 morse telegraphy working frequencies.

A N N E X 2

ADDITIONAL TABLES

1. Table showing frequencies assignable to ship and coast stations in pairs for narrow-band direct-printing telegraph systems / Appendix 15A /

2. Table showing frequencies assignable to ship stations for narrow-band direct-printing telegraph systems / Appendix 15B /

3. Table (Tables) showing calling frequencies assignable to ship stations on the basis of the decisions of Joint Working Group 4/6-Ad Hoc (Calling) / Appendix 15C /

/ Separate tables for A-1 morse telegraphy and digital selective calling /

4. A table for working frequencies assignable to ship stations for A-1 morse telegraphy with a clear indication of frequencies in the bands 4, 6, 8, 12 and 16 MHz which are harmonically related. (This needs further consideration by the Sub-Working Group.) /Appendix 15D/

5. A table showing digital selective calling frequencies to be assigned to coast stations on the basis of the decisions of the Joint Working Group 4/6-Ad Hoc (Calling. /Appendix 15C/

ANNEX 3

		Document No.	
1.	SUP Resolution No. Mar 12	NOR/53/81 G/57/266	USA/54/246 CAN/55/129C TUR/73/35
	ADD Resolution	NOR/53/85 CAN/55/129	USA/54/255 USA/54/256 NZL/87/82 G/152/281
	ADD Resolution B	NZL/86(Rev.)/80	
2.	SUP Resolution No. Mar 10	NOR/53/79 TUR/73/33	USA/54/244 CAN/55/129A
	ADD Resolution	NOR/53/84 NZL/86(Rev.)/81	CAN/55/128 F/66/11 G/152/ 280 102
3.	ADD Resolution H	NZL/88/83	USA/54/252
4.	SUP Recommendation No. Mar 7	USA/54/259	
5.	ADD Recommendation	F/80/70 /To be kept in abeyance for the time being/	
6.	ADD Recommendation	GRC/163/132	

UNION INTERNATIONALE DES TELECOMMUNICATIONS

CONFERENCE MARITIME

GENEVE, 1974

Document N° 321-F/E/S
30 avril 1974
Original: français, English, español

COMMISSION 4
COMMITTEE 4
COMISION 4

STRUCTURE DES GROUPES DE TRAVAIL DE LA COMMISSION 4

STRUCTURE OF WORKING GROUPS OF COMMITTEE 4

ESTRUCTURA DE LOS GRUPOS DE TRABAJO DE LA COMISION 4

Groupe de travail 4A

Président : M. W.M. Dunell (Royaume-Uni) (Case N° 131)

Secrétaire : M. M.D. Sant (Case N° 1015)

Mandat :

Etudier et modifier les sous-bandes utilisées par les différents services dans les bandes de fréquences attribuées au service mobile maritime entre 4 et 27,5 MHz; réviser en conséquence les dispositions pertinentes de l'article 7 du Règlement des radiocommunications. (Ce travail est à faire ensemble avec GT 5E).

Etudier et réviser les dispositions de l'article 32 et des appendices 15 et 15A du Règlement des radiocommunications.

(Les propositions à considérer figurent dans l'Annexe 1)

Working Group 4A

Chairman: Mr. W.M. Dunell (U.K.) (Box No. 131)

Secretary: Mr. M.D. Sant (Box No. 1015)

Terms of reference:

To consider and revise the sub-bands for the various services in the frequency bands allocated to the maritime mobile service between 4 and 27.5 MHz; consequential revision of the relevant provisions of Article 7 of the Radio Regulations. (This work will be done jointly with WG 5E).

To consider and revise the provisions of Article 32 and Appendices 15 and 15A of the Radio Regulations.

(The proposals to be considered are listed in Annex 1)

Grupo de trabajo 4A

Presidente: Sr. W.M. Dunell (Reino Unido) (Casillero N.° 131)

Secretario: Sr. M.D. Sant (Casillero N.° 1015)

Mandato:

Examinar y revisar las subbandas para los diversos servicios en las bandas de frecuencias atribuidas al servicio móvil marítimo comprendidas entre 4 y 27,5 MHz; revisar, en consecuencia, las disposiciones correspondientes del artículo 7 del Reglamento de Radiocomunicaciones. (Este trabajo se coordinará conjuntamente con GT 5E).

Examinar y revisar las disposiciones del artículo 32 y los Apéndices 15 y 15A al Reglamento de Radiocomunicaciones.

(Las proposiciones que se han de considerar figuran en el Anexo 1)

Groupe de travail 4B

Président : M. O. Lundberg (Suède) (Case N° 172)

Secrétaire : M. V. Timofeev (Case N° 1029)

Mandat :

Etudier et proposer des dispositions concernant l'introduction de la télégraphie à impression directe à bande étroite, y compris des dispositions traitant des procédures de notification et d'enregistrement pour les stations de ce système (article 9, ADD article 28C, ADD appendice 18A, appendice 20B).

Etudier et proposer des dispositions concernant l'introduction des systèmes d'appel sélectif numérique et réviser les dispositions techniques relatives au système d'appel sélectif SSSF (ADD article 28B, appendice 20C et ADD appendice 20D).

(Les propositions à considérer figurent dans l'Annexe 2)

Working Group 4B

Chairman: Mr. O. Lundberg (Sweden) (Box No. 172)

Secretary: Mr. V. Timofeev (Box No. 1029)

Terms of reference:

To consider and propose provisions for the introduction of narrow band direct-printing telegraphy including those for notification and registration procedures for stations of this system (Article 9, ADD Article 28C, ADD Appendix 18A, Appendix 20B).

To consider and propose provisions for the introduction of digital selective calling systems and to revise technical provisions for SSFC selective calling system (ADD Article 28B, Appendix 20C and ADD Appendix 20D).

(The proposals to be considered are listed in Annex 2)

Grupo de trabajo 4B

Presidente: Sr. O. Lundberg (Suecia)((Casillero N.° 172)

Secretario: Sr. V. Timofeev (Casillero N.° 1029)

Mandato

Examinar y proponer disposiciones para la introducción de la telegrafía de banda estrecha de impresión directa, incluidas las correspondientes a los procedimientos de notificación y de registro aplicables a las estaciones de este sistema (artículo 9, ADD artículo 28C, ADD Apéndice 18A, Apéndice 20B).

Examinar y proponer disposiciones para la introducción de sistemas numéricos de llamada selectiva y revisar las disposiciones técnicas aplicables al sistema de llamada selectiva secuencial de una sola frecuencia (ADD artículo 28B, Apéndice 20C y ADD Apéndice 20D).

(Las proposiciones que se han de considerar figuran en el Anexo 2)

Groupe de travail 4C

Président : M. A. Petti (Italie) (Case N° 443)

Secrétaire : **M. M. Frachet** (Case N° 1024)

Mandat :

Etudier et réviser les autres dispositions du Règlement des radiocommunications attribuées à la Commission 4 dans le Document DT/2, en se fondant sur les propositions pertinentes. (Articles 1, 5, 9, 28, ADD 35A et appendice 3).

(Les propositions à considérer figurent dans l'Annexe 3)

Working Group 4C

Chairman: Mr. A. Petti (Italy) (Box No. 443)

Secretary: **Mr. M. Frachet** (Box. No. 1024)

Terms of reference

To consider and revise other provisions of the Radio Regulations which are assigned to Committee 4 in Document DT/2 on the basis of the relevant proposals (Articles 1, 5, 9, 28, ADD 35A and Appendix 3).

(The proposals to be considered are listed in Annex 3)

Grupo de trabajo 4C

Presidente: Sr. A. Petti (Italia) (Casillero N° 443)

Secretario: **Sr. M. Frachet** (Casillero N.° 1024)

Mandato

Examinar y revisar otras disposiciones del Reglamento de Radiocomunicaciones a base de las proposiciones pertinentes asignadas a la Comisión 4 en el Documento DT/2 (artículos 1, 5, 9, 28, ADD 35A y Apéndice 3).

(Las proposiciones que se han de considerar figuran en el Anexo 3)

Annexes: 3
Anexos: 3

ANNEXE 1 - ANNEX 1 - ANEXO 1

Groupe de travail 4A - Working Group 4A - Grupo de trabajo 4A

Point - Item - Punto	Propositions - Proposals - Proposiciones
Art. 5	
SUP 208	NOR/48/5
SUP 209	NOR/48/5 GRC/163/50
MOD 209	IRN/181/1
SUP 211	NOR/48/5 GRC/163/50
SUP 213	NOR/48/5 102
ADD 222	NOR/48/3 GRC/163/51
ADD 224A	GRC/163/52 GRC/163/54
Art. 7	
MOD 442	DDR/128/6
MOD 446	NOR/49/6 GRC/163/57
MOD 447	AUS/34/26 NOR/49/7 CAN/55/10 G/57/18 NZL/85(Rev.)/18 J/95/43 GRC/163/58
MOD 448	AUS/34/27 NOR/49/8 CAN/55/11 G/57/19 NZL/85(Rev.)/19 J/95/44 GRC/163/59
MOD 449	AUS/34/28 NOR/49/9 CAN/55/12 G/57/20 NZL/85(Rev.)/20 J/95/45 GRC/163/60
ADD 449A	AUS/34/29
MOD 451	AUS/34/30 NOR/49/10 CAN/55/13 G/57/21 J/95/46 GRC/163/61
MOD 451A	NOR/49/11 G/57/22 J/95/47 GRC/163/62
ADD 452A	G/57/25
ADD 451A.1	NOR/49/12
MOD 451B	HOL/28/147 AUS/34/31 NOR/49/13 USA/54/20 CAN/55/15 G/57/23 NZL/86(Rev.)/32 J/95/48 IND/111/12 GRC/163/63
ADD 451C	AUS/34/32
MOD 452	HOL/28/148 AUS/34/33 NOR/49/14 USA/54/21 CAN/55/16 G/57/24 TUR/73/3 NZL/86(Rev.)/33 J/95/49 IND/111/13 GRC/163/64
ADD 452A	HOL/28/149 AUS/34/34 GRC/163/65
ADD 452B	G/57/26
ADD 453B	NOR/49/17 CAN/55/18 IND/111/15
ADD 453bis	USA/54/23 J/95/51

Point - Item - Punto	Propositions - Proposals - Proposiciones
Art.7	
MOD 453	HOL/28/150 AUS/34/35 NOR/49/15 USA/54/22 CAN/55/17 G/57/27 TUR/73/4 NZL/86/34 J/95/50 IND/111/14 GRC/163/66
SUP 453A MOD 453A ADD 453I	NOR/49/16 GRC/163/67 NOR/49/24
ADD 453C ADD 453B	NOR/49/18 GRC/163/68
ADD 453D ADD 453C	NOR/49/19 GRC/163/69
ADD 453E ADD 453D	NOR/49/20 GRC/163/70
ADD 453F ADD 453E	NOR/49/21 GRC/163/71
ADD 453G ADD 453F	NOR/49/22 GRC/163/72
ADD 453H ADD 453G	NOR/49/23 GRC/163/73
MOD 456	AUS/34/36 NOR/49/25 GRC/163/74
MOD 457	GRC/9/2 NOR/47/1 USA/54/24 CAN/55/19 G/57/28 TUR/73/5
ADD 457A	G/57/29 IND/111/16 voir - see - véase J/95/56
ADD 457A ADD 457B ADD 457C ADD 457D	USA/54/25 USA/54/26 USA/54/27 USA/54/28
Art.9	
MOD 573	USA/54/32 CAN/55/22 G/57/35 J/95/52
ADD 573A	G/57/36

Point - Item - Punto	Propositions - Proposals - Proposiciones
Art. 32 (Sec. II) ADD 1111A	D/14/17 G/57/69
MOD 1114	CAN/55/45
ADD 1119A	HOL/28/161
(MOD) 1120	HOL/28/162
(MOD) 1121	HOL/28/163
Art. 32 (Sec.V) (A) MOD 1145	AUS/34/44 USA/54/85 G/57/70 J/95/55 IND/111/30
ADD 1148B	J/95/56 voir - see - véase G/57/29 IND/111/16
ADD 1148B	IRN/181/3
MOD 1149	NOR/52/37 USA/54/86 CAN/55/46 G/57/71 NZL/86/43 J/95/57 GRC/163/79
MOD 1150	CAN/55/47
SUP 1150A ADD 1153A	G/57/72 G/57/75
ADD 1150AB MOD 1150B	AUS/34/45 CAN/55/48
MOD 1150B (MOD)1150B	HOL/27/93 AUS/34/45
SUP 1151	AUS/34/45A NOR/52/38 G/57/73 NZL/86/44 J/95/58 GRC/163/80
MOD 1151	HOL/27/94
MOD 1151	USA/54/87 CAN/55/49 IND/111/31
MOD 1152	CAN/55/50 NZL/86(Rev.)/44A
ADD 1152A	USA/54/88

Point - Item - Punto	Propositions - Proposals — Proposiciones
Art. 32 (Sec.V) (A) MOD 1153	CAN/55/51
MOD 1153 ADD 1153A	HOL/27/95 AUS/34/46 NOR/52/39 USA/54/89 G/57/74 NZL/86/45 J/95/59 IND/111/32 GRC/163/81 CAN/55/52
MOD 1154	AUS/34/47 NOR/52/40 CAN/55/53 G/57/76 GRC/163/82
ADD 1154A	GRC/163/83
ADD 1154A	CAN/55/54
ADD 1154B	CAN/55/55
ADD 1154C	CAN/55/56
SUP 1156	HOL/27/96 AUS/34/48 NOR/52/41 CAN/55/57 G/57/77 NZL/86/46 J/95/60
MOD 1156	USA/54/90 IND/111/33
MOD 1158	J/95/61
Art. 32 (Sec.V) (B) ADD 1163A	USA/54/91
MOD 1166	NOR/52/42
MOD 1168	HOL/27/96A AUS/34/49 NOR/52/43
ADD BA	AUS/34/50
ADD 1168A	AUS/34/50A
ADD 1168B	AUS/34/50B
ADD 1168C	AUS/34/50C
Art. 32 (Sec. V) (C) MOD 1173	HOL/27/97 AUS/34/51 NOR/52/44 USA/54/92 CAN/55/58 G/57/78 NZL/86(Rev.)/47 J/95/62 IND/111/34 GRC/163/85

Point - Item - Punto	Propositions - Proposals - Proposiciones
Art. 32 (Sec.V) (C) ADD 1173A	AUS/34/52 USA/54/93 G/57/79 J/95/63 GRC/163/86
ADD 1173B	AUS/34/53 GRC/163/87
ADD 1173B	USA/54/94
Art. 32 (Sec.V) (D.1) MOD 1174	HOL/27/98 AUS/34/54 NOR/52/45 USA/54/95 CAN/55/59 G/57/80 NZL/86(Rev.)/48 J/95/64 IND/111/35 GRC/163/88
MOD 1175	AUS/34/55 NOR/52/46 USA/54/96 CAN/55/60 G/57/81 NZL/86(Rev.)/49 J/95/65 IND/111/36 GRC/163/89
SUP 1176 MOD 1176	CAN/55/61 HOL/27/100 HOL/27/135 NOR/52/47 USA/54/97 G/57/82 NZL/86(Rev.)/50 J/95/66 IND/111/37 GRC/163/90
ADD 1176A ADD 1176B ADD 1176C	HOL/27/136 HOL/27/137 HOL/27/138
ADD 1176A ADD 1176B ADD 1176C	AUS/34/57 AUS/34/58 AUS/34/59
ADD 1176A ADD 1176B ADD 1176C	G/57/83 G/57/84 G/57/85
ADD 1176A	NZL/86(Rev.)/51
SUP 1177 MOD 1177	AUS/34/60 G/57/86 HOL/27/139 NOR/52/48 USA/54/98 CAN/55/62 GRC/163/91 NZL/86(Rev.)/52 J/95/67 IND/111/38
ADD 1177A ADD 1177B	HOL/27/140 HOL/27/141

Point - Item - Punto	Propositions - Proposals - Proposiciones
Art. 32 (Sec. V) (D.1)	
ADD 1177A	G/57/87
ADD 1177B	G/57/88
ADD 1177C	G/57/89
ADD 1177D	G/57/90
ADD 1177A	J/95/68
SUP 1178	G/57/91
MOD 1178	HOL/27/142 AUS/34/61 NOR/52/49 USA/54/99 IND/111/39 NZL/86(Rev)/53 J/95/69
MOD 1179	HOL/27/143 AUS/34/62 NZL/86(Rev)/54
ADD 1179A	USA/54/100
Art. 32 (Sec. V) (D.2)	
MOD 1180	NOR/52/50 CAN/55/63
SUP 1180A	G/57/92
MOD 1180A	CAN/55/64
SUP 1180B	CAN/55/65
MOD 1180B	HOL/27/101 HOL/28/164 AUS/34/63 NOR/52/51 USA/54/101 G/57/93 J/95/70 IND/111/40 GRC/163/92
SUP 1181	AUS/34/64 CAN/55/65 G/57/94 J/95/71 GRC/163/93
MOD 1181	HOL/27/102 NOR/52/52 USA/54/102 NZL/86(Rev.)/55 IND/111/41
SUP 1182	NOR/52/53 USA/54/103 CAN/55/65 NZL/86(Rev.)/56 IND/111/42
MOD 1182	HOL/27/103 AUS/34/65 G/57/95 J/95/72 GRC/163/94
SUP 1183	USA/54/104 G/57/96 NZL/86(Rev.)/57 IND/111/43 CAN/55/65
MOD 1183	HOL/27/104 AUS/34/66 GRC/163/94
SUP 1184	AUS/34/67 USA/54/105 CAN/55/65 G/57/97 NZL/86(Rev.)/58 IND/111/44
MOD 1184	HOL/27/105 J/95/73

Point - Item - Punto	Propositions - Proposals - Proposiciones
Art. 32 (Sec. V) (D.2) ADD 1184A	J/95/74
SUP 1185 MOD 1185	AUS/34/67A USA/54/106 G/57/97 NZL/86(Rev.)/59 J/95/75 IND/111/45 CAN/55/65 HOL/27/106 NOR/52/54
SUP 1186	HOL/27/107 AUS/34/67B NOR/52/55 USA/54/107 G/57/97 NZL/86(Rev.)/60 J/95/76 IND/111/46 CAN/55/65
SUP 1187 MOD 1187	HOL/27/108 AUS/34/67C USA/54/108 G/57/98 IND/111/47 CAN/55/65 NOR/52/56
ADD 1187A	G/57/99
SUP 1188 MOD 1188	CAN/55/65 AUS/34/68 NOR/52/57 G/57/100 J/95/77
SUP 1189	CAN/55/65
SUP 1190	CAN/55/65
MOD 1191	NOR/52/58 CAN/55/66
SUP En tête Heading c) Título	G/57/101
SUP 1191A MOD 1191A	CAN/55/67 G/57/102 NOR/52/59 J/95/78
SUP 1191B	CAN/55/67 G/57/103
SUP 1191C	CAN/55/67 G/57/104
SUP 1191D MOD 1191D	CAN/55/67 HOL/27/109 HOL/28/165 AUS/34/69 NOR/52/60 USA/54/109 G/57/105 J/95/79 IND/111/48
ADD 1191DA	HOL/27/110 HOL/28/165
ADD 1191DB	HOL/27/111 HOL/28/165
ADD 1191DC	HOL/27/112 HOL/28/165

Point - Item - Punto	Propositions - Proposals - Proposiciones
Art. 32 (Sec. V) (D.2) SUP 1191E	CAN/55/67 G/57/106
ADD 1191F	HOL/27/113 HOL/28/165 USA/54/110 G/57/107
ADD 1191G	HOL/27/114 HOL/28/165
ADD 1191H	HOL/27/115 HOL/28/165
SUP Titre devant RR1192 Title preceding RR1192 Título delante RR1192	AUS/34/70 G/57/108 J/95/80
MOD Titre devant RR1192 Title preceding RR1192 Título delante RR1192 e)	NOR/52/60 HOL/27/116 USA/54/111 NZL/86(Rev.)/61 IND/111/49
SUP 1192 MOD 1192	AUS/34/70A CAN/55/67 G/57/109 J/95/81 HOL/27/117 NOR/52/61 USA/54/112 NZL/86(Rev.)/62 IND/111/50
SUP 1193 MOD 1193	AUS/34/70B CAN/55/67 G/57/109 J/95/82 HOL/27/118 NOR/52/62 USA/54/113 NZL/86(Rev.)/63 IND/111/51
ADD 1193A	USA/54/114
SUP 1194 MOD 1194	AUS/34/70C CAN/55/67 G/57/109 J/95/83 NOR/52/63 USA/54/115 NZL/86(Rev.)/64 IND/111/52 HOL/27/119
SUP 1195 MOD 1195	AUS/34/70D CAN/55/67 G/57/110 J/95/84 HOL/27/120 NOR/52/64 USA/54/116 NZL/86(Rev.)/65 IND/111/53
ADD 1195A	HOL/27/121
SUP Titre avant 1196 Title before 1196 Título delante 1196	HOL/27/122 NOR/52/66 USA/54/117 NZL/86(Rev.)/66 IND/111/54
MOD Titre avant 1196 Title before 1196 Título delante 1196	AUS/34/71 G/57/111 J/95/85

Point - Item - Punto	Propositions - Proposals - Proposiciones
Art. 32 (Sec.V) (D.2)	
SUP 1196	HOL/27/123 NOR/52/65 USA/54/118 CAN/55/67 NZL/86(Rev.)/67 IND/111/55
MOD 1196	AUS/34/71A G/57/112 J/95/86
SUP 1197	HOL/27/123 NOR/52/65 USA/54/119 CAN/55/67 NZL/86(Rev.)/68 IND/111/56
MOD 1197	AUS/34/71B G/57/113 J/95/87
SUP 1198	HOL/27/123 NOR/52/65 USA/54/120 CAN/55/67 NZL/86(Rev.)/69 IND/111/57
MOD 1198	AUS/34/71C G/57/114 J/95/88
SUP 1199	HOL/27/123 NOR/52/65 USA/54/121 CAN/55/67 NZL/86(Rev.)/70 IND/111/58
SUP 1200	HOL/27/123 NOR/52/65 USA/54/122 CAN/55/67 NZL/86(Rev.)/71 IND/111/59
MOD 1200	AUS/34/72
SUP 1201	HOL/27/123 NOR/52/65 USA/54/123 CAN/55/67 NZL/86(Rev.)/72 IND/111/60
ADD 1201A	G/57/115
SUP Titre avant 1202 Title before 1202 Título delante 1202	HOL/27/124 AUS/34/73A NOR/52/66 G/57/116 IND/111/61
SUP 1202	HOL/27/125 AUS/34/73 NOR/52/67 CAN/55/67 G/57/117 IND/111/62
ADD En tête Heading Encabezamiento	G/57/118
ADD 1202A	G/57/119
ADD 1202B	G/57/120
ADD 1202C	G/57/121
SUP 1203	CAN/55/67

Point - Item - Punto	Propositions - Proposals - Proposiciones
Art. 32 (Sec.V) (D.2) SUP 1204 MOD 1204	CAN/55/67 HOL/27/126 NOR/52/68 USA/54/124 NZL/86(Rev.)/74
SUP 1205 MOD 1205	HOL/27/127 NOR/52/69 CAN/55/67 NZL/86(Rev.)/75 AUS/34/74 USA/54/125 G/57/122 J/95/91 IND/111/64
SUP 1206 MOD 1206	CAN/55/67 NZL/86(Rev.)/76 HOL/27/128 AUS/34/74A NOR/52/70 USA/54/126 G/57/123 J/95/92 IND/111/65
AP. 15 MOD	NOR/50/26 USA/54/228 J/41/18 J/95/100-103,106,108 IND/111/119 HOL/27/90,144 AUS/34/37 G/57/215 G/152/279 URS/63/14 NZL/86(Rev.)/77 CAN/55/119 GRC/163/130
TABLEAUX ADDITIONNELS ADDITIONAL TABLES CUADROS ADICIONALES Stations de navire, systèmes de télégraphie à large bande, etc. Ship stations, wide-band telegraphy, etc. Estaciones de barco, telegrafía de banda ancha, etc.	IND/148/151 NOR/50/26
Stations de navire, transmission de données océanographiques Ship stations, oceanographic data transmission Estaciones de barco, transmisión de datos oceanográficos	IND/148/151 NOR/50/26
Stations de navire, systèmes à bande étroite de télégraphie à impression directe Ship stations, narrow-band direct-printing télegraphy Estaciones de barco, sistemas de banda estrecha de telegrafía de impresión directa	NOR/50/26,27 USA/54/230A CAN/55/120 G/57/217 HOL/27/91 J/95/107 IND/111/120 IND/148/151

Point - Item - Punto	Propositions - Proposals - Proposiciones
Stations de navire, télégraphie, fréquences d'appel Ship stations, telegraphy, calling frequencies Estaciones de barco, telegrafía, frecuencias de llamada	NOR/50/26 USA/54/230B G/57/216 IND/148/151
Stations côtières, fréquences d'appel Coast stations, calling frequencies Estaciones costeras, frecuencias de llamada	NZL/86(Rev)/78 HOL/27/146
Fréquences d'appel numériques Digital calling frequencies Frecuencias de llamada numéricas - Stations de navire - Ship stations - Estaciones de barco - Stations côtières - Coast Stations - Estaciones costeras	USA/54/230C USA/54/230E
Stations de navire, télégraphie Al Morse Ship stations, Al Morse telegraphy Estaciones de barco, telegrafía Al Morse	NOR/50/26 USA/54/230D IND/148/151
Certaines fréquences à assigner aux stations côtières Certain frequencies to be assigned to coast stations Ciertas frecuencias que han de ser asignadas a estaciones costeras	USA/54/229
SUP Res. N° Mar 10 ADD Res	NOR/53/79 USA/54/244 CAN/55/129A TUR/73/33 NOR/53/84 CAN/55/128 F/66/11 NZL/86(Rev.)/81 G/152/280 Doc.102
SUP Res. N° Mar 12 ADD Res.	NOR/53/81 USA/54/246 CAN/55/129C G/57/266 TUR/73/35 URS/63/3 NOR/53/85 USA/54/252 USA/54/255 USA/54/256 CAN/55/129 NZL/87/82 G/152/281
ADD Res. A	NZL(86(Rev.)/79
ADD Res. B	NZL(86(Rev.)/80

Point - Item - Punto	Propositions - Proposals - Proposiciones
ADD Res.H	NZL/88/83
SUP Rec. N° Mar 7	USA/54/259
ADD Rec.	F/80/70
ADD Rec.	GRC/163/132

ANNEXE 2 - ANNEX 2 - ANEXO 2

Groupe de travail 4B - Working Group 4B - Grupo de trabajo 4B

Point - Item - Punto	Propositions - Proposals - Proposiciones
Art. 9 ADD 573A	G/57/36
Art. 28 ADD 991A	G/57/59
ADD Art. 28B	HOL/26/81 USA/54/76(Rev.)
ADD 999CA - 999CW	HOL/26/81A - HOL/26/81I
ADD 999F - 999K.4	USA/54/76A - USA/54/76BA
ADD Art. 28C	HOL/28/152 S/121/28 IMCO/179
ADD 999BA - 999BI	HOL/28/152A - HOL/28/152I
ADD 999BJ - 999BM	HOL/28/153 - HOL/28/153C (405 - 535 kHz)
ADD 999BN - 999BP	HOL/28/154 - HOL/28/154C (1605 - 4000 kHz)
ADD 999BQ	HOL/28/155 (4000 - 27 500 kHz)
ADD 999BR - 999BT	HOL/28/156 - HOL/28/156C (156 - 174 MHz)
ADD Art. 29A	HOL/28/157 - 160Q (COORD - 6A)
MOD AP 18	G/57/227 HOL/25/55, 55J, 55N, 56 HOL/28/156, 169, 170 CAN/55/124 COORD - 5D
ADD AP 18A	HOL/28/170 HOL/28/170A - HOL/28/170D
MOD AP 20B	D/16/29 HOL/28/171 HOL/28/172 HOL/28/172A HOL/28/172B HOL/28/173 HOL/28/174 HOL/28/174A HOL/28/174B HOL/28/174C HOL/28/174D CAN/55/126 G/57/237 USA/54/236A USA/54/236B USA/54/236C USA/54/236D USA/54/236E USA/54/236F USA/54/236E USA/54/236H USA/54/236I
MOD AP 20C	D/13/16
ADD AP 20D	HOL/26/89 USA/54/237 - USA/54/237F
MOD Res. No. Mar 8	HOL/28/175 USA/54/243 G/57/272 F/67/12 G/199/288 G/199/289 Document 101

ANNEXE 3 - ANNEX 3 - ANEXO 3

Groupe de travail 4C
Working Group 4C
Grupo de trabajo 4C

Point - Item - Punto	Propositions - Proposals - Proposiciones
Art. 5 MOD 167	G/152/277
ADD 367A	G/57/8
ADD 367A	F/81/71
MOD Tableau Table 2900-3100 Cuadro	F/81/72
MOD Tableau Table 9300-9500 Cuadro	F/81/73
ADD 367B	G/57/9
MOD Tableau Table 5460-5470 Cuadro	G/57/10
ADD 385A	G/57/11
MOD Tableau Table 5470-5650 Cuadro	G/57/12
ADD 387A	G/57/13
ADD 387B	G/57/14
MOD Tableau Table 9300-9500 Cuadro	G/57/15
ADD 399A	G/57/16
ADD 399B	G/57/17

Point - Item Punto	Propositions - Proposals - Proposiciones
AP.3 Bande/Band/Banda 10 - 535 kHz MOD	(COORD - COM 5) USA/54/223 USA/54/223A USA/54/223B USA/54/223C CAN/55/114
Bande/Band/Banda 1605 - 4000 kHz MOD ADD 0)	 USA/54/223 USA/54/223D USA/54/223E USA/54/223F USA/54/223G USA/54/223H USA/54/223I
Bande/Band/Banda 4 - 29,7 MHz MOD ADD 0)	 USA/54/223 USA/54/223J USA/54/223K CAN/55/116 G/57/201 G/57/202 J/95/96 IND/111/111 NOR/217/86 NOR/217/88

Point - Item - Punto	Propositions - Proposals - Proposiciones
AP.3 Bande/Band/Banda 100 - 470 MHz	
MOD	J/42/19
ADD o)	J/42/21
Renvois/Notes/Notas	
SUP a)	CAN/55/115
SUP c)	CAN/55/117 NOR/217/87
SUP i)	CAN/55/117
MOD i)	USA/55/223L
SUP j)	G/27/203 USA/54/223M CAN/55/117 IND/111/112 NOR/217/87
MOD j)	J/95/98
MOD k)	USA/54/223N CAN/55/118 G/57/204
MOD l)	USA/54/223Ø G/57/205
SUP m)	USA/54/223P CAN/55/117 G/57/206 J/95/99 IND/111/113 NOR/217/87
MOD n)	J/42/20
ADD o)	J/42/21
ADD o)	USA/54/223I
ADD o)	NOR/217/88
Radiorepérage Radiodetermination Radiodeterminación	
ADD Rec B	USA/54/262
ADD Rec C	USA/54/263
ADD Rec	F/81/74

INTERNATIONAL TELECOMMUNICATION UNION

MARITIME CONFERENCE

GENEVA, 1974

Document No. 322-E
15 May 1974
Original : English

COMMITTEE 6

SUMMARY RECORD

OF THE

THIRD MEETING OF COMMITTEE 6

(OPERATION)

Wednesday, 8 May 1974, at 1500 hrs

Chairman : Mr. W.W. SCOTT (Canada)

Subjects discussed		Document No.
1.	Summary record of the first meeting of Committee 6	244
2.	Verbal progress report by the Chairman of Working Group 6A	-
3.	Second report of Working Group 6A	272
4.	Verbal progress report by the Chairman of Working Group 6B	-
5.	Verbal progress report by the Chairman of Working Group 6C	-
6.	Second report of Working Group 6C	271
7.	Terms of reference of subsidiary bodies	-

1. Summary record of the first meeting of Committee 6 (Document No. 244)

Approved.

2. Verbal progress report by the Chairman of Working Group 6A

The Chairman of Working Group 6A said that the Working Group had considered its second draft report, recommending modifications in Nos. 1007 and 1067, and had reached agreement on proposals concerning Article 33 and Appendix 13A. Sub-Working Group 6A-1 was making progress in the matter of operators' certificates of proficiency and Sub-Working Group 6A-2 was due to begin its work shortly on working hours of ship stations. Joint Ad Hoc Working Group 4/6 on WT HF and selective calling was also making progress; its terms of reference were being revised and would soon be set out in a working document.

3. Second report of Working Group 6A (Document No. 272)

The Chairman draw attention to an error in the Spanish text of MOD 1007 on page 3 of the document. The words "en las frecuencias dedicadas a la impresión directa en bandas estrechas" should be added after "(véase el numéro 850)" at the end of that text.

The delegate of New Zealand drew attention to a typing error in the second line of the English text of MOD 1067.

Document No. 272 was approved as amended.

4. Verbal progress report by the Chairman of Working Group 6B

The Chairman of Working Group 6B said that the Working Group had held five meetings and had decided that a number of problems required solution in smaller groups. It had therefore set up five such subsidiary bodies. Sub-Working Group 6B-1, dealing with proposals to add a tone signal to the radiotelephone alarm as a means of identifying coast station transmitters, was awaiting the results of operational tests kindly undertaken by the Norwegian Administration; those tests had just been completed. Sub-Working Group 6B-2 was concerned with the designation of international distress frequencies in the VHF FM maritime mobile band and the 4 and 6 MHz bands. The Sub-Working Group had prepared recommendations relating to the 4 and 6 MHz bands. The report of Sub-Working Group 6B-3 on the designation of common-scene-of-action frequencies other than 500 kHz, 2 182 kHz and [ ] VHF FM had just been circulated. Sub-Working Group 6B-4, dealing with proposals concerning VHF FM frequencies for aircraft used for safety and distress purposes had held its first meeting that morning. Finally, Sub-Working Group 6B-5 would hold its first

meeting the following week, to consider proposals for the use of A3A and A3J emissions on 2 182 kHz ; an attempt would be made to schedule the meeting so that it could be attended by interested members of Working Group 5A.

At its sixth meeting, Working Group 6B was to consider the exclusion and/or reduction of calling on 2 182 kHz, the reduction of traffic on 2 182 kHz, an alternative distress frequency to 500 kHz and 2 182 kHz, modifications of Articles 23, 35 and 36 and provisions for emergency position-indicating radio-beacons.

5. Verbal progress report by the Chairman of Working Group 6C

The Chairman of Working Group 6C said that the Working Group expected to complete consideration of Article 40 at its next meeting and to start work on the Additional Radio Regulations. A point of principle that had arisen during the discussions was whether, in the case of duplication of texts in the Radio Regulations and in the Telegraph or Telephone Regulations, the equivalent text should be reproduced or retained in the Radio Regulations. The solution adopted would be conditional on the extent to which maritime interests were dependent on the Telephone and Telegraph Regulations and on C.C.I.T.T. Recommendations; it was essential for those interests to be represented when matters of concern to them were discussed at C.C.I.T.T. meetings. It was hoped to solve that problem at the Working Group's next meeting.

6. Second report of Working Group 6C (Document No. 271)

The delegate of Spain said that the Committee should not go into any drafting details which did not touch on substance. Such matters could be left to the Editorial Committee.

The delegate of France suggested that the words "taxes de transmission" in ADD 1505A should be replaced by "taxes de ligne".

The Chairman of Working Group 6C pointed out that the term "taxes de transmission" appeared in definition ADD 1504A in the Working Group's first report (Document No. 245), which the Committee had approved at its second meeting.

The delegate of the United States of America said that the words "of another country" in ADD 1505B limited the meaning of the provision and should be deleted.

The Chairman of Working Group 6C said that, although the words might be redundant, they made it clear that national regulations would apply unless another country was involved.

The delegate of the Federal Republic of Germany asked whether ADD 1505B covered the case of a message sent from a land station to a foreign ship.

The delegate of Norway pointed out that such cases were dealt with in Sections II, III and IIIA of Article 40.

After a brief discussion, it was decided not to amend ADD 1505B.

The delegate of the United States of America said that the abbreviation "IMMS" used in three footnotes to the document was misleading, since it gave the erroneous impression that reference was being made to the "International Maritime Mobile Service".

After a brief discussion, it was decided to delete the initial "I" from "IMMS" in the footnotes on pages 4 and 5 and to amend the footnote on page 3 to read : "Hereafter, the words 'Maritime Mobile Service' will be indicated by 'MMS' ".

The representative of the I.F.R.B. Secretariat pointed out that the words "direct-printing messages" should be placed in square brackets in ADD 1507A. Moreover, the report should contain a footnote indicating to the Editorial Committee that the wording in square brackets had not been finally decided on, but that there was no doubt as to their ultimate inclusion in some form.

The Chairman said that an appropriate footnote would be drafted.

Document No. 271, as amended, was approved.

7. Terms of reference of subsidiary bodies

The delegate of the United States of America referring to the revision of the terms of reference of Joint Ad Hoc Working Group 4/6, said that the Chairmen of the Working Groups should ensure that the terms of reference of subsidiary bodies were clearly laid down before those groups began their work. Three such ad hoc bodies had started work without precise terms of reference : that was a most unsatisfactory state of affairs.

The Chairman said that he had discussed the question with the Chairmen of the Working Groups, who would see to it that such situations did not recur.

The meeting rose at 1605 hrs.

The Secretary :

A. MACLENNAN

The Chairman :

W.W. SCOTT

INTERNATIONAL TELECOMMUNICATION UNION

MARITIME CONFERENCE

GENEVA, 1974

Document No. 323-E
14 May 1974
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WORKING GROUP 5A

REPORT BY SUB-WORKING GROUP 5A-1

TO WORKING GROUP 5A

Draft Recommendation relating to the improvement of the present use by the Maritime Mobile Service of the bands between 1 605 kHz and 4 000 kHz

Having amalgamated Proposals NZL/89/84, S/123/30 and DDR/128/6, the Sub-Working Group unanimously recommended the adoption of the annexed draft recommendation.

PER ÅKERLIND
Chairman

Annex : 1

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A N N E X

DRAFT RECOMMENDATION No. Mar 2 ...

Relating to the improvement of the present use by the Maritime Mobile Service of the Bands between 1 605 and 4 000 kHz

The World Maritime Administrative Radio Conference, Geneva, 1974,

considering

a) that the present distribution of frequencies to stations of the maritime mobile service in the bands between 1 605 and 4 000 kHz derives its origin from the Plans and Lists adopted by the Extraordinary Administrative Radio Conference, Geneva, 1951, and that later on, in 1959, these were replaced by the Article 9 procedure;

b) that consequently no Plan for assignments in the maritime mobile service bands between 1 605 and 4 000 kHz is now in force;

c) that the present situation in these bands implies considerable drawbacks such as :

1) no fixed channel spacing

2) no fixed duplex frequency distance and

3) no international ship-to-shore and intership channels;

d) that the introduction of single sideband technique in the maritime mobile radiotelephone service has already started on the basis of the provisions of RES Mar 5 of the World Administrative Radio Conference, Geneva, 1967, and that the conversion from double sideband to single sideband will continue, guided by the timetable and the supplementary technical specifications adopted by that Conference and amended by the present Conference;

e) that the introduction of single sideband technique will only partly remove the existing drawbacks;

f) the desirability of achieving a more effective use of the frequency bands allocated to the maritime mobile service in the bands between 1 605 and 4 000 kHz by means of, for example,

- the creation of an international channel plan, preferably for all parts of the band allocated to the maritime mobile service
- the use of pairs of single sideband assignments, when necessary, (with fixed channel spacing)
- the establishment of appropriate world-wide or regional frequency assignment plans;

g) that it was found that the present Conference is not authorized to deal with the tasks referred to in f) above;

h) that it is desirable to have in advance of that conference proposals for the technical bases for the work to be undertaken;

recommends

that the World Administrative Radio Conference 1979 provide for :

the establishment of an international channel plan which should include provision for some common international intership and ship-to-shore channels, to be used by the maritime mobile service in the bands between 1 605 and 4 000 kHz and the means for establishing as soon as possible, if necessary after the conference, regional or world-wide assignment plans;

invites

1) the Administrative Council to include in the agenda for the 1979 Conference such provisions as will enable it to take the necessary decisions and

2) the Administrations to study the problem and to communicate to the Union the results of their studies together with their views and proposals resulting therefrom.

INTERNATIONAL TELECOMMUNICATION UNION

MARITIME CONFERENCE

GENEVA, 1974

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COMMITTEE 5

SIXTH REPORT OF WORKING GROUP 5B TO COMMITTEE 5

Prohibition of the emission of identification signals on idle channels

The Working Group agreed on the annexed text, based on the proposal USA/54/156, for inclusion in Article 35, Section I.

Attention of Committee 6 is drawn to the cross reference which is made to the provisions of No. 1214C. Committee 6 might consider whether the same cross reference to No. 1321B could be inserted in No. 1214C.

E. GEORGE
Chairman

Annex : 1

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A N N E X

ADD 1321B § 1B A coast radiotelephone station shall not be authorized to emit identification signals, such as "V" wheels, call slips or tapes, to mark idle radiotelephone channels being guarded by the coast station. However, on request, a coast station may emit a receiver tuning call on condition that the duration of the call shall at no time exceed 10 seconds (see also No. 1214C).

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COMMITTEE 5

SEVENTH REPORT OF WORKING GROUP 5B

TO COMMITTEE 5

Cross-band and cross-channel working in the duplex channels of Appendix 17

The problems associated with cross-band and cross-channel working on the duplex channels of Appendix 17 were discussed in Sub-Working Group 5B-2 and in Working Group 5B.

The Working Group agreed on the revised annexed text of No. 1355. A proposal from Japan concerning the use of ship frequencies in the duplex channels of Appendix 17 for intership communications (ADD 1356A - J/95/93) was not adopted by the Working Group.

E. GEORGE
Chairman

Annex : 1

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A N N E X

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 indicated in Appendix 17, except in cases where working conditions prohibit temporarily the use of paired frequencies in order to meet operational needs.

INTERNATIONAL TELECOMMUNICATION UNION

MARITIME CONFERENCE

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COMMITTEE 5

Sri Lanka

PROPOSAL FOR THE WORK OF THE CONFERENCE

Frequency Allotment Plan

The Sri Lanka Administration has planned and projected establishing coastal station maritime mobile radiotelephone communication in mid-1975 for which application for frequencies in 4, 6, 8, 13 and 17 MHz band would be made to the I.F.R.B.

INTERNATIONAL TELECOMMUNICATION UNION

MARITIME CONFERENCE

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COMMITTEE 4

SECOND REPORT OF WORKING GROUP 4B TO COMMITTEE 4

1. ADD ARTICLE 28C - Narrow-band direct-printing telegraphy

Working Group 4B unanimously recommends the deletion of provision 999BD appearing in ADD ARTICLE 28C, Annex A to Document 280 and the adoption of a footnote to 999BC of the same Article. These amendments appear in Annex 1 to this Report.

2. ADD ARTICLE 28A - Digital selective calling system

Working Group 4B unanimously recommends the adoption of the new Article 28A appearing in Annex 2 to this Report.

3. Draft Resolution on the introduction of a digital selective calling system

Working Group 4B unanimously recommends the adoption of the Draft Resolution appearing in Annex 3 to this Report.

Working Group 4B also unanimously recommends the suppression of the existing Recommendation No. Mar 8.

4. ADD ARTICLE 29A - Operation procedures for narrow-band direct-printing telegraphy in the Maritime Mobile Service

Working Group 4B unanimously recommends the adoption of the new Article 29A appearing in Annex 4 to this Report.

O. LUNDBERG
Chairman

Annexes : 4

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A N N E X 1

ADD

ARTICLE 28C

Narrow-band direct-printing telegraphy

The Working Group proposes the following text of a footnote to be added to ADD 999BC of ADD Article 28C presented in Document No. 280 :

Note 1 : In the European Maritime Area usage of F1 emissions is subject to special agreements between interested and affected administrations.

A N N E X 2

ADD

ARTICLE 28A

Section II

A digital selective calling system, which is in full conformity with the relevant Recommendations of the C.C.I.R., taking into account all operational, technical and compatibility aspects which might be involved may be used.

A N N E X 3

DRAFT

RESOLUTION No. ...

Relating to the introduction of a digital selective calling system to meet the requirements of the Maritime Mobile Service

The World Maritime Administrative Radio Conference (Geneva 1974),

considering

a) that there is an urgent need for a single digital selective calling system to provide for the world-wide requirements of the maritime mobile service;

b) that I.M.C.O. has indicated to the C.C.I.R. and to this Conference its requirements for distress and safety for a digital selective calling system (I.M.C.O. Resolution No. A283, VIII);

c) that Articles [7, 19, 28A, 32, 33 and 35] of the Radio Regulations provide for the use of such a system;

d) that the C.C.I.R. has prepared a draft recommendation covering the operational characteristics in response to C.C.I.R. Q9/8;

e) that the C.C.I.R. is currently studying the technical characteristics in response to C.C.I.R. Q9/8;

f) that the technical criteria of systems as set out in the Radio Regulations are mainly based upon the Recommendations of the C.C.I.R.;

g) that Plenary Assemblies of the C.C.I.R. are held triennially whereas Administrative Radio Conferences, which are empowered to modify the Radio Regulations making substantial use of the Recommendations of the C.C.I.R., are in practice held less frequently and with much less regularity;

is of the opinion

a) that the Plenary Assemblies of the C.C.I.R. are likely to make appropriate recommendations as to the technical criteria of a single digital selective calling system;

b) that administrations should be afforded the opportunity to take advantage of the current C.C.I.R. Recommendations on selective calling systems for the maritime mobile service;

therefore resolves that

1. the C.C.I.R. be invited to complete its studies and establish recommendations for the technical characteristics of a digital selective calling system in response to Question 9/8 as soon as possible;

2. each Plenary Assembly of the C.C.I.R. should arrange for the Secretary-General of the I.T.U. to be informed of those recommendations of the C.C.I.R. which affect the technical and operational criteria relating to the introduction of a single digital selective calling system for the maritime mobile service;

3. following the distribution to administrations of the relevant C.C.I.R. texts, the Secretary-General shall write to administrations asking them to indicate within one hundred and twenty days, to which of the C.C.I.R. recommendations or to which specific technical criteria defined in the recommendations referred to in 1 above they agree for use in the application of the pertinent provisions of the Radio Regulations;

4. after this period the Secretary-General shall distribute to administrations a summary of the responses received.

ANNEX 4

ARTICLE 29A

Procedures for narrow-band direct-printing telegraphy in the maritime mobile service *)

Section I

General

§ 1. Narrow-band direct-printing telegraphy may be used, e.g.

a) between ship stations and coast stations;

b) between ship stations;

c) between ship stations and national or international telex subscribers via coast stations /(radiotelex calls)/; and

d) between ship stations and special equipment positions on land via coast stations and private or leased circuits.

§ 2. Narrow-band direct-printing telegraphy shall be in accordance with Article 28C.

§ 3. The procedures detailed in this Article should be employed, except in cases of distress, urgency or safety.

§ 4. (1) The traffic may be exchanged with or without the use of error-correcting equipment.

(2) Where communication is between two stations the ARQ mode should be used when available.

(3) When transmissions are made from one coast or ship station to two or more other stations the forward error-correcting mode should be used when available.

§ 5. The services in use by each station open to public correspondence shall be indicated in the List of Coast Stations and in the List of Ship Stations, including information on charging.

---

*) Note - Reference may also be made to the relevant C.C.I.R. Recommendations.

/ § 6. Where transmission over the general international network of telecommunication channels is involved, the provisions laid down in the Telegraph Regulations and the relevant C.C.I.T.T. Recommendations should be taken into account. /

Section II

Procedures for manual operation

A. Ship to coast station

§ 7. (1) The operator of the ship station establishes communication with the coast station by manual telegraphy, telephony or by other means using normal calling procedures. The operator then requests direct-printing communication, exchanges information regarding the frequencies to be used and, when applicable, gives the ship's direct-printing selective calling number in accordance with Appendix 20B.

(2) The operator of the coast station then establishes direct-printing communication on the frequency agreed using the relevant identification of the ship.

§ 8. (1) Alternatively the operator of the ship station, using the direct-printing equipment, calls the coast station on a predetermined coast station receive frequency using the identification of the coast station in accordance with Appendix 20B.

(2) The operator of the coast station then establishes direct-printing communication on the corresponding coast station transmit frequency.

B. Coast station to ship

§ 9. (1) The operator of the coast station calls the ship station by manual telegraphy, telephony or other means using normal calling procedures.

(2) The operator of the ship station then applies the procedures laid down in § 7 (1) or § 8 (1) above.

C. Intership

§ 10. (1) The operator of the calling ship station establishes communication with the called ship station in accordance with the procedures laid down in § 7 (1) above (substituting called ship for coast station).

(2) The operator of the called ship station then establishes direct-printing communication on the frequency agreed using the relevant identification of the calling ship.

Section III

Procedures for automatic operation

A. Ship to coast station

§ 11. (1) The ship station calls the coast station on a predetermined coast station receive frequency using the direct-printing equipment and the identification of the coast station in accordance with Appendix 20B.

(2) The coast station's direct-printing equipment detects the call and the coast station responds directly on the corresponding coast station transmit frequency either automatically or under manual control.

B. Coast station to ship

§ 12. (1) The coast station calls the ship on a predetermined coast station transmit frequency using the direct-printing equipment and the ship's selective calling number in accordance with Appendix 20B.

(2) The ship station's direct-printing equipment keeping watch on the predetermined coast station transmit frequency detects the call, whereupon the reply is given in one of the following ways :

a) the ship station replies either immediately on the corresponding coast station receive frequency or at a later stage using the procedures laid down in § 8 above;

b) the ship station's transmitter is automatically started on the corresponding coast station receive frequency and the direct-printing equipment responds by sending appropriate signals to indicate readiness to receive traffic automatically.

Section IV

Message format

§ 13. Where the appropriate service facilities are provided by the coast station traffic may be exchanged to and from the telex network;

(1) In a conversational mode where the stations concerned are connected directly either automatically or under manual control.

(2) In a store-and-forward mode where traffic is stored at the coast station until the circuit to the called station can be established either automatically or under manual control.

§ 14. In the shore to ship direction the format of the message should conform to normal telex network practice.

§ 15. In the ship to shore direction the format of the message should conform to normal telex network practice with the addition of a preamble as follows :

(1) In the conversational mode the preamble shall consist of the characters DIRTLXyz+ typed in sequence and preceded by at least one carriage return, where y is the country telex code in accordance with relevant C.C.I.T.T. Recommendations, z is the land subscriber's telex number and the symbol + indicates end of sequence.

(2) In the store-and-forward mode the preamble shall consist of the characters TLXyz+ typed in sequence preceded by at least one carriage return, where y is the country telex code in accordance with relevant C.C.I.T.T. Recommendations, z is the land subscriber's telex number and the symbol + indicates end of sequence.

Section V

Procedures for operation in the forward-error-correcting mode

§ 16. (1) Messages may, by prior arrangements, be sent in the forward-error-correcting mode from a coast station or a ship to one or more ship stations where:

a) a receiving ship station is not permitted or not able to use its transmitter;

b) communications are intended for more than one ship;

c) unattended reception of the forward-error-correcting mode is required and automatic acknowledgement is not necessary.

(2) In such cases, the ship station receivers should be tuned to the appropriate coast or ship station transmit frequency.

§ 17. All messages in the forward-error-correcting mode should be preceded by carriage return or line feed signals.

§ 18. Ship stations may acknowledge the reception of messages in the forward-error-correcting mode by manual telegraphy, telephony or by other means.

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COMMITTEE 5

State of Kuwait

PROPOSALS FOR THE WORK OF CONFERENCE

Kuwait requirements in the revised Frequency Allotment Plan for exclusive maritime mobile radiotelephone stations, in the bands 4, 6, 8, 12, 16, 22 (Ref. Appendix 25 to Radio Regulations) are the following :

Frequency bands in MHz	4	6	8	12	16	22
Number of SSB channels	3	3	2	3	3	2

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COMMITTEES 4 & 5

Pakistan

PROPOSALS FOR THE WORK OF THE CONFERENCE

Notwithstanding the preparation of certain guidelines for the making of a revised Allotment Plan (Appendix 25 MOD) by Committee 5C, the position regarding availability of allotments for present and for future is not quite clear. The Islamic Republic of Pakistan will therefore like to submit, here as under, her minimum requirements of frequencies in each band.

Frequency band (MHz)	4	6	8	12	16	22
No. of SSB Channels	3	2	3	3	3	3

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COMMITTEE 7

SUMMARY RECORD

OF THE

FIRST MEETING OF COMMITTEE 7

Thursday, 9 May 1974, at 1500 hrs

Chairman : Mr. P. CHASPOUL (France)

Subjects discussed

1. Organization of work
2. Form of the Final Acts
3. Miscellaneous

1. Organization of work

After recalling the Committee's terms of reference, the Chairman asked for the names of delegates who would act as Rapporteurs on behalf of the English, French and Spanish language groups respectively.

Mr. Molina Negro (Spain) (Vice-Chairman), said he would be supported by another member of the Spanish delegation or of another Spanish-speaking delegation.

The delegate of the United Kingdom (Vice-Chairman) nominated Mr. P.W.F. Fryer and Mr. C.W.F. Hammond (United Kingdom).

The Chairman said that, in addition to himself, a second member of the French delegation would be appointed to serve as Rapporteur. With the Committee's permission, he would invite the Canadian delegation to nominate one of its members to collaborate with the Rapporteurs in connexion with the French and English texts.

The delegate of the United States of America said that Mr. R.E. Shrum would assist the Rapporteurs in their work.

The Chairman announced that the General Secretariat had designated the following three members for the French, English and Spanish texts respectively :

Mr. J. Revoy, Mr. R. Rees and Mr. E. Luraschi.

2. Form of Final Acts

The Chairman recalled that under Resolution No. 37 of the Montreux Conference some additional regulations might have to be transferred into the Telegraph Regulations and/or into the Telephone Regulations. While it was not as yet clear whether that would be necessary, he wondered whether those additional regulations should be incorporated in one or in two additional protocols to the Final Acts of the present Conference.

The Secretary of the Committee remarked that, as each of the three parts of the Final Acts of the T. & T. Conference had been signed separately, any additional regulations transferred into the Telegraph Regulations and the Telephone Regulations should be placed in two separate appendices.

The Executive Secretary said that the number of appendices to be prepared would not present any technical problem to the Secretariat.

The delegate of Spain observed that the present Conference was not drawing any distinction between the Telegraph Regulations and the Telephone Regulations; it might not be necessary, therefore, to have two separate appendices. He suggested that the question be referred to the Plenary.

The Chairman said that he would raise the matter with the Chairman of the Plenary.

Turning to the subject of the presentation of the Final Acts, he said that for reasons of economy it was proposed, in the signature document only, to replace the formula customarily appearing before each modification, addition or deletion in each Annex to the Final Acts by the appropriate symbol as indicated in Document No. 2. He emphasized that the full text would be restored in later editions of the Final Acts.

The Executive Secretary explained that, instead of commissioning a commercial firm to print the Final Acts, the I.T.U. was proposing for the first time, and on a trial basis, to have the printing done by its own services. The anticipated saving was of the order of 200,000 Swiss francs.

After a brief discussion, the proposal was accepted.

3. Miscellaneous

The Chairman announced that arrangements were being made with the Soviet and Chinese delegations with regard to the preparation of the Final Acts in their respective languages.

The delegate of the United Kingdom (Vice-Chairman) drew attention to the First Report of Committee 6 (Document No. 268). In his view the form of the document was far from satisfactory and the sooner the Committee could begin to put it to rights the better it would be.

The Chairman suggested that the Committee should hold its next meeting at the beginning of the following week.

It was so agreed.

The meeting rose at 1540 hours.

The Secretary :
R. MACHERET

The Chairman :
P. CHASPOUL

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WORKING GROUP 6A

FIRST REPORT OF SUB-WORKING GROUP 6A-2

Hours of watchkeeping

Sub-Working Group 6A-2 on Hours of Watchkeeping held its first meeting yesterday evening (Monday, 13 May).

In approaching its task, the Group took note of 1974 I.T.U. statistics which indicated the existence of many times more ships of the third category (15,069) than of the second category (820). It was consequently agreed that as the major part of the question appeared to relate to ships of the third category, the work of the Group might be expedited if initial attention was limited to considering watchkeeping requirements of third category ships.

On this basis, the Group reviewed proposals by the U.K., the U.S.S.R., and a version of the U.K. proposal which contained the modification suggested by Australia during the earlier discussions of this subject in the main Working Group. In further discussion of the various alternatives being presented it was felt that it was necessary to have more time to carefully study the various possibilities before continuing work at the next meeting of the Group.

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COMMITTEE 5

EIGHTH REPORT OF WORKING GROUP 5B TO COMMITTEE 5

1. Provisions concerning the use of linked compressor and expander systems

Consequential upon a United Kingdom proposal, the Working Group agreed to include the following provisions in the Radio Regulations (see Annex 1) :

Article 35

ADD 1322AA, 1322AB

ADD Appendix 20DA

The inclusion of relevant provisions in Article 35, Section I rather than in Article 28, Section I, as had been proposed by the United Kingdom, was deemed to be more appropriate.

2. Appendix 3 (Table of frequency tolerances)

The Working Group agreed on the following modifications of Appendix 3 (see Annex 2) :

MOD Table of frequency tolerances

SUP note c)

MOD note i)

E. GEORGE
Chairman

Annexes : 2

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A N N E X 1

ADD 1322AA § 2AA When linked compressor and expander systems are used they shall conform to the characteristics specified in Appendix 20DA paragraph (a).

ADD 1322AB § 2AB SSB radio equipment used in conjunction with compressor and expander systems shall conform to the characteristics specified in Radio Regulations Appendix 17A and should also conform to Appendix 20DA paragraph (b).

ADD

APPENDIX 20DA

LINKED COMPRESSOR AND EXPANDER SYSTEMS

(See Section I of Article 35 and Appendix 17A)

When linked compressor and expander systems are used in the International Maritime Mobile radiotelephone service;

(a) the characteristics of the linked compressor and expander equipment shall be in accordance with relevant C.C.I.R. Recommendations;

(b) for optimum performance the characteristics of SSB radio equipment used in conjunction with compressor and expander systems shall be in accordance with Appendix 17A and should, in addition, meet the following requirements :

(1) The short-term frequency stability of coast station transmitters should be within ± 2 Hz over a period of the order of fifteen minutes.

(2) The short-term frequency stability of a ship station transmitter should be within ± 5 Hz over a period of the order of fifteen minutes.

(3) To ensure sufficient overall gain stability of the system, for the duration of a call, facilities should be provided in coast station receivers to keep the end-to-end frequency error within +/- 2 Hz; similarly, facilities should be provided in ship station receivers to keep end-to-end frequency error within +/- 5 Hz.

(4) The permitted total amplitude variation in the radio transmitter over the 350 - 2 700 Hz audio frequency band should be 6 dB and the differential delay should not exceed 3 ms. The receiver should have at least the same standards of performance in these respects.

(5) If the pilot carrier of a type A3A emission is not used to provide a continuous signal for frequency and gain control of the receiver, for example where Type A3J emission is used, the initial tuning procedure will require the provision, for a brief period, of a suitable reference tone (e.g. 1 000 Hz $\pm$ 1 Hz) at a level of, say -10 dBm0 $\pm$ 0.5 dB.

(6) Where it is desired to use privacy equipment or speech inverters, it should be borne in mind that the upper audio frequency of the speech channel is 2 380 Hz.

A N N E X 2

MOD

APPENDIX 3

Band : 4 to 29.7 MHz		
3. Mobile stations		
MOD a) Ship stations		
1)		
2) Emissions other than Class A1	50	50 i) k)

SUP Note c)

MOD Note i) For ship station single sideband radiotelephone transmitters the tolerance is :

- 100 Hz for transmitters in use or to be installed before 1 January 1978;
- 50 Hz for transmitters installed after 1 January 1978.

(see also MOD Appendix 17A).

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COMMITTEE 5

NINTH REPORT OF WORKING GROUP 5B TO COMMITTEE 5

Use of 5 680 kHz for coordinated search and rescue operations

After having considered relevant proposals from various administrations, the results of similar discussions in Working Group 5A (Document 308) and in Sub-Working Group 6B-3, the Working Group agreed to the annexed texts for MOD Article 5, ADD 205A and MOD 1353B.

The attention of Working Group 5A is drawn to the fact that, due to the outcome of the deliberations in 6B-3, the wording for ADD 205A slightly differs from that which has been adopted in 5A. Since basically the same applies to the wording of MOD 1326C (Document 308) and MOD 1353B, this Working Group is asked to reconsider the whole matter, in order to reach an agreement on the basis of the same wording.

E. GEORGE
Chairman

Annex : 1

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A N N E X

ARTICLE 5

MOD

5 480 - 5 680	AERONAUTICAL MOBILE (R) 201A 205A
5 680 - 5 730	AERONAUTICAL MOBILE (OR) 201A 205A

ADD 205A The frequencies 3 023.5 kHz and 5 680 kHz may also be used by stations of the maritime mobile service engaged in coordinated search and rescue operations in accordance with the provisions specified in numbers 1326C and 1353B respectively.

ARTICLE 35

MOD 1353B The carrier frequency 5 680 kHz may be used for intercommunication between mobile stations when engaged in coordinated search and rescue operations, including communication between these stations and participating land stations in accordance with the provisions of Appendix 27.

INTERNATIONAL TELECOMMUNICATION UNION

MARITIME CONFERENCE

GENEVA, 1974

Corrigendum No. 1 to
Document No. 334-E
3 June 1974
Original : French

COMMITTEE 5

The title of this document should read :

THIRD REPORT OF WORKING GROUP 5D TO COMMITTEE 5

INTERNATIONAL TELECOMMUNICATION UNION

MARITIME CONFERENCE

GENEVA, 1974

Document No. 334-E
15 May 1974
Original : English

COMMITTEE 5

SECOND REPORT OF WORKING GROUP 5D TO COMMITTEE 5

The following revision of Resolution Mar 14 has been adopted by Working Group 5D.

J. OGLE
Chairman

Annex : 1

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ANNEX

DRAFT RESOLUTION No. Mar /14/

relating to the channel spacing of transmitting frequencies allocated to the international maritime mobile service in the band 156-174 MHz

(See Appendix 18 /Mar/ and Article 35)

The World Administrative Maritime Radio Conference, Geneva, 1974,

considering

a) the expanding use of the maritime mobile frequencies in the VHF bands between 156 MHz and 174 MHz;

b) the increasing demand for VHF channels for port operations;

c) the increasing demand for VHF channels for public correspondence in the maritime mobile service;

d) the need for VHF channels for ship movement operations;

e) the need to provide VHF channels for services other than radiotelephony, such as facsimile and narrow-band direct-printing telegraphy;

/f) the need to provide VHF channels for communication between helicopters or light aircraft and ships in connection with anti-pollution, search and rescue, and the operation of ships;/

noting

that, in consequence of the revisions of the Radio Regulations (Geneva, 1959) made by the maritime World Administrative Radio Conference, Geneva, 1967,

a) the channel spacing for the international maritime mobile VHF radiotelephone service is being reduced from 50 kHz to 25 kHz;

b) the additional channels have been obtained by interleaving the 25 kHz channels midway between the 50 kHz channels of Appendix 18 to the Radio Regulations, Geneva, 1959, and have been numbered from 60 to 88;

c) the 25 kHz channels should be allocated on an international basis;

d) the transition from a channel spacing of 50 kHz to that of 25 kHz was scheduled as follows :

1. date by which modification of transmitters to a maximum deviation of ± 5 kHz and of receivers to increase the audio gain, where necessary, may commence ..... 1 January 1972

2. date by which the modifications specified in paragraph d) 1 shall be completed for all existing equipments ..... 1 January 1973

3. date up to which coast stations should maintain capability to receive transmissions with a maximum deviation of ± 15 kHz and after which the modification of coast station receivers should take place as early as practicable to meet the selectivity requirements for a channel spacing of 25 kHz ..... 1 January 1973

4. date by which all new equipments shall conform to 25 kHz standards ..... 1 January 1973

5. date by which all equipments shall conform to 25 kHz standards and all interleaved channels may be generally introduced ..... 1 January 1983

resolves

1. that administrations may, in areas where this is found to be necessary, authorize the use of channels 60 to 88, excluding channels 75 and 76 which were designated as guard band for channel 16;

2. that the technical characteristics of equipment for 25 kHz channel spacing in the international maritime mobile VHF service shall be in accordance with Appendix 19;

3. that, by 1 January 1983, all equipments shall conform to 25 kHz standards and all interleaved channels may be generally introduced.

INTERNATIONAL TELECOMMUNICATION UNION

MARITIME CONFERENCE

GENEVA, 1974

Document No. 335-E
15 May 1974
Original : English

COMMITTEE 5

People's Republic of Poland

PROPOSALS FOR THE WORK OF THE CONFERENCE

The People's Republic of Poland requests that the following requirements be taken into consideration in the revision of the Frequency Allotment Plan (Appendix 25 to the Radio Regulations) :

Frequency band (MHz)	4	6	8	12	16	22
Number of SSB channels	5	2	6	6	5	5

INTERNATIONAL TELECOMMUNICATION UNION

MARITIME CONFERENCE

GENEVA, 1974

Document No. 336-E
15 May 1974
Original : English

COMMITTEE 5

Sweden

PROPOSALS FOR THE WORK OF THE CONFERENCE

ADD Footnote to AP18.

"( ) The two frequency channels for Port Operations may be used for public correspondence subject to special agreements between interested and affected Administrations."

INTERNATIONAL TELECOMMUNICATION UNION

MARITIME CONFERENCE

GENEVA, 1974

Document No. 337-E
15 May 1974
Original: English

WORKING GROUP 4A

FOURTH REPORT OF JOINT SUB-WORKING GROUP 4A/5E-3

Proposal for addition of Appendix 15A

Having considered Documents Nos. 279 and DT/66 the Joint Sub-Working Group 4A/5E-3 unanimously recommends the proposal for addition of Appendix 15A as shown in the Annex.

W.M. DUNELL
Chairman

Annex: 1

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ANNEX

ADD

APPENDIX 15A

Channelling of the Maritime Mobile Narrow-Band Direct-Printing and Data Transmission Bands between 4 000 and 23 000 kHz

(see Article 32 and Resolution [ ])

One or more series of frequencies are assigned to each coast station which uses these frequencies associated in pairs, each pair comprising a transmitting and a receiving frequency

Table of Frequencies for Two Frequency Operation (kHz)

Series No.	4 MHz Band		6 MHz Band		8 MHz Band	
	Coast Stations Transmit	Coast Stations Receive	Coast Stations Transmit	Coast Stations Receive	Coast Stations Transmit	Coast Stations Receive
1	4 349.9	4 170.5	6 494.4	6 256.5	8 704.9	8 344
2	4 350.4	4 171	6 494.9	6 257	8 705.4	8 344.5
3	4 350.9	4 171.5	6 495.4	6 257.5	8 705.9	8 345
4	4 351.4	4 172	6 495.9	6 258	8 706,4	8 345.5
5	4 351.9	4 172.5	6 496.4	6 258.5	8 706.9	8 346
6	4 352.4	4 173	6 496.9	6 259	8 707.4	8 346.5
7	4 352.9	4 173.5	6 497.4	6 259.5	8 707.9	8 347
8	4 353.4	4 174	6 497.9	6 260	8 708.4	8 347.5
9	4 353.9	4 174.5	6 498.4	6 260.5	8 708.9	8 348
10	4 354.4	4 175	6 498.9	6 261	8 709.4	8 348.5
11	4 354.9	4 175.5	6 499.4	6 261.5	8 709.9	8 349
12	4 355.4	4 176	6 499.9	6 262	8 710.4	8 349.5
13	4 355.9	4 176.5	6 500.4	6 262.5	8 710.9	8 350
14	4 356.4	4 177	6 500.9	6 263	8 711.4	8 350.5
15	4 356.9	4 177.5	6 501.4	6 263.5	8 711.9	8 351
16			6 501.9	6 264	8 712.4	8 351.5
17			6 502.4	6 264.5	8 712.9	8 352
18			6 502.9	6 265	8 713.4	8 352.5
19			6 503.4	6 265.5	8 713.9	8 353
20			6 503.9	6 266	8 714.4	8 353.5
21			6 504.4	6 266.5	8 714.9	8 354
22			6 504.9	6 267	8 715.4	8 354.5
23			6 505.4	6 267.5	8 715.9	8 355
24			6 505.9	6 268	8 716.4	8 355.5
25					8 716.9	8 356
26					8 717.4	8 356.5
27					8 717.9	8 357
28					8 718.4	8 357.5

Series No.	12 MHz Band		16 MHz Band		22 MHz Band	
	Coast Stations Transmit	Coast Stations Receive	Coast Stations Transmit	Coast Stations Receive	Coast Stations Transmit	Coast Stations Receive
1	13 071.3	12 491.5	17 197.4	16 660.5	22 561.5	22 192.5
2	13 071.8	12.492	17 197.9	16 661	22 562	22 193
3	13 072.3	12 492.5	17 198.4	16 661.5	22 562.5	22 193.5
4	13 072.8	12 493	17 198.9	16 662	22 563	22 194
5	13 073.3	12 493.5	17 199.4	16 662.5	22 563.5	22 194.5
6	13 073.8	12 494	17 199.9	16 663	22 564	22 195
7	13 074.3	12 494.5	17 200.4	16 663.5	22 564.5	22 195.5
8	13 074.8	12 495	17 200.9	16 664	22 565	22 196
9	13 075.3	12 495.5	17 201.4	16 664.5	22 565.5	22 196.5
10	13 075.8	12 496	17 201.9	16 665	22 566	22 197
11	13 076.3	12 496.5	17 202.4	16 665.5	22 566.5	22 197.5
12	13 076.8	12 497	17 202.9	16 666	22 567	22 198
13	13 077.3	12 497.5	17 203.4	16 666.5	22 567.5	22 198.5
14	13 077.8	12 498	17 203.9	16 667	22 568	22 199
15	13 078.3	12 498.5	17 204.4	16 667.5	22 568.5	22 199.5
16	13 078.8	12 499	17 204.9	16 668	22 569	22 200
17	13 079.3	12 499.5	17 205.4	16 668.5	22 569.5	22 200.5
18	13 079.8	12 500	17 205.9	16 669	22 570	22 201
19	13 080.3	12 500.5	17 206.4	16 669.5	22 570.5	22 201.5
20	13 080.8	12 501	17 206.9	16 670	22 571	22 202
21	13 081.3	12 501.5	17 207.4	16 670.5	22 571.5	22 202.5
22	13 081.8	12 502	17 207.9	16 671	22 572	22 203
23	13 082.3	12 502.5	17 208.4	16 671.5	22 572.5	22 203.5
24	13 082.8	12 503	17 208.9	16 672	22 573	22 204
25	13 083.3	12 503.5	17 209.4	16 672.5	22 573.5	22 204.5
26	13 083.8	12 504	17 209.9	16 673	22 574	22 205
27	13 084.3	12 504.5	17 210.4	16 673.5	22 574.5	22 205.5
28	13 084.8	12 505	17 210.9	16 674	22 575	22 206
29	13 085.3	12 505.5	17 211.4	16 674.5	22 575.5	22 206.5
30	13 085.8	12 506	17 211.9	16 675	22 576	22 207
31	13 086.3	12 506.5	17 212.4	16 675.5	22 576.5	22 207.5
32	13 086.8	12 507	17 212.9	16 676	22 577	22 208
33	13 087.3	12 507.5	17 213.4	16 676.5	22 577.5	22 208.5
34	13 087.8	12 508	17 213.9	16 677	22 578	22 209
35	13 088.3	12 508.5	17 214.4	16 677.5	22 578.5	22 209.5
36	13 088.8	12 509	17 214.9	16 678	22 579	22 210
37	13 089.3	12 509.5	17 215.4	16 678.5	22 579.5	22 210.5
38	13 089.8	12 510	17 215.9	16 679	22 580	22 211
39	13 090.3	12 510.5	17 216.4	16 679.5	22 580.5	22 211.5
40	13 090.8	12 511	17 216.9	16 680	22 581	22 212
41	13 091.3	12 511.5	17 217.4	16 680.5	22 581.5	22 212.5
42	13 091.8	12 512	17 217.9	16 681	22 582	22 213
43	13 092.3	12 512.5	17 218.4	16 681.5	22 582.5	22 213.5
44	13 092.8	12 513	17 218.9	16 682	22 583	22 214
45	13 093.3	12 513.5	17 219.4	16 682.5	22 583.5	22 214.5
46	13 093.8	12 514	17 219.9	16 683	22 584	22 215

Series No.	12 MHz Band		16 MHz Band		22 MHz Band	
	Coast Stations Transmit	Coast Stations Receive	Coast Stations Transmit	Coast Stations Receive	Coast Stations Transmit	Coast Stations Receive
47	13 094.3	12 514.5	17 220.4	16 683.5	22 584.5	22 215.5
48	13 094.8	12 515	17 220.9	16 684	22 585	22 216
49	13 095.3	12 515.5	17 221.4	16 684.5	22 585.5	22 216.5
50	13 095.8	12 516	17 221.9	16 685	22 586	22 217
51	13 096.3	12 516.5	17 222.4	16 685.5	22 586.5	22 217.5
52	13 096.8	12 517	17 222.9	16 686	22 587	22 218
53	13 097.3	12 517.5	17 223.4	16 686.5	22 587.5	22 218.5
54	13 097.8	12 518	17 223.9	16 687	22 588	22 219
55	13 098.3	12 518.5	17 224.4	16 687.5	22 588.5	22 219.5
56	13 098.8	12 519	17 224.9	16 688	22 589	22 220
57	13 099.3	12 519.5	17 225.4	16 688.5	22 589.5	22 220.5
58	13 099.8	12 520	17 225.9	16 689	22 590	22 221
59	13 100.3	12 520.5	17 226.4	16 689.5	22 590.5	22 221.5
60			17 226.9	16 690	22 591	22 222
61			17 227.4	16 690.5	22 591.5	22 222.5
62			17 227.9	16 691	22 592	22 223
63			17 228.4	16 691.5	22 592.5	22 223.5
64			17 228.9	16 692	22 593	22 224
65			17 229.4	16 692.5	22 593.5	22 224.5
66			17 229.9	16 693	22 594	22 225
67			17 230.4	16 693.5	22 594.5	22 225.5
68			17 230.9	16 694	22 595	22 226
69			17 231.4	16 694.5	22 595.5	22 226.5
70			17 231.9	16 695		
71			17 232.4	16 695.5		

INTERNATIONAL TELECOMMUNICATION UNION

MARITIME CONFERENCE

GENEVA, 1974

Document No. 338-E
16 May 1974
Original : English

WORKING GROUP 4A

FIRST AND THIRD REPORTS OF JOINT SUB-WORKING GROUP 4A/5E-3

Proposal for modification of Article 32, Section V.A and C

Having considered Documents Nos. 279 and DT/66 the Joint Sub-Working Group 4A/5E-3, unanimously recommends the proposal for modification of Article 32, Section V. A, C and D.2 f) to H) as shown in the Annex.

The Joint Sub-Working Group consider the proposal IRN/181/3 and unanimously decided not to include it in the Radio Regulations.

W.M. DUNELL
Chairman

Annex: 1

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ANNEX

Article 32

(MOD) Section V. Bands between 4 000 and 27 500 kHz

NOC A. General Provisions

/MOD 1145 § 17. (1) Except where narrow-band direct-printing is authorized for calling (see Nos. / / and / /) for mobile radiotelegraph stations equipped to operate in the bands specified in /MOD 1174/ and /MOD 1196/ shall employ only class A1 Morse telegraphy emissions at speeds not exceeding 40 bauds. Survival craft stations may use class A2 or A2H emissions in these bands (see Nos. /994/ and /997/)./

MOD 1146 (2) Mobile stations equipped for wide-band telegraphy, facsimile and special transmission systems may, in the frequency bands reserved for such use, employ any class of emission provided that such emission can be contained within the wide-band channels indicated in Appendix 15. However, A1 Morse telegraphy and telephony are excluded, except for circuit alignment purposes.

NOC 1147 *

NOC 1148 *

NOC 1148A *

MOD 1149 § 18. Nos. 451 to 453 of Article 7 and the corresponding columns of Appendix 15 show the division of the maritime mobile exclusive bands, between 4 000 and 27 500 kHz, into sub-bands to be used by coast stations and ship stations for radiotelegraphy.

SUP 1150

SUP 1150A

SUP 1150B

SUP 1151

SUP 1152

SUP 1153

SUP 1154

NOC 1155 SUP

SUP 1156

NOC 1157 SUP

/SUP 1158 (see MOD 1149)/

MOD 1159 For the exchange of radiotelegraph communications with stations of the Maritime Mobile Service, aircraft stations may utilize the frequencies of the bands allocated to ship radiotelegraph stations between 4 000 and 27 500 kHz when using these frequencies, aircraft stations shall comply with the provisions of this Section.

C. Traffic

NOC 1169

NOC 1170

NOC 1171

NOC 1172 *

MOD 1173 (3) Working frequencies assignable to coast stations using the bands between 4 000 and 27 500 kHz are included within the following band limits:

ADD 1173A a) for wide-band and A1 Morse telegraphy, facsimile, special and data transmission systems and direct-printing telegraph systems:

4 219.4 - 4 349.4 kHz
6 325.4 - 6 493.9 kHz
8 435.4 - 8 704.4 kHz
12 652.3 - 13 070.8 kHz
16 859.4 - 17 196.9 kHz
22 310.5 - 22 561 kHz
(see also No. 453A)

ADD 1173B b) for narrow-band direct-printing telegraph and data transmission systems, at speeds not exceeding 100 bauds, paired with those in No. MOD 451B:

4 349.4 - 4 357,4 kHz
6 493.9 - 6 506.4 kHz
8 704.4 - 8 718.9 kHz
13 070.8 - 13 100.8 kHz
17 196.9 - 17 232.9 kHz
22 561 - 22 596 kHz

ADD 1173C (4) Frequencies assignable to coast stations using the bands between 4 000 and 27 500 kHz for digital selective calling are included with the following band limits:

MOD f) Working frequencies for Ship Stations using A1 Morse Telegraphy

MOD 1196 § 42 Working frequencies assignable to ship stations using A1 Morse telegraphy are included within the following band limits:

4 189	-	4 219.4	kHz
6 283.5	-	6 325.4	kHz
8 358	-	8 360	kHz
8 378	-	8 435.4	kHz
12 527	-	12 540	kHz
12 567	-	12 652.3	kHz
16 706	-	16 720	kHz
16 756	-	16 859.4	kHz
22 253	-	22 310.5	kHz
25 090	-	25 110	kHz

SUP 1197

SUP 1198

SUP 1199

MOD 1200 § 43. Each administration shall assign to each ship station under its jurisdiction working frequencies in the bands shown in No. MOD 1196 in accordance with the traffic requirements. Administrations shall ensure a uniform distribution of assignments throughout the bands.

ADD 1200A § 43A For the exclusive purpose of communication with stations of the Maritime Mobile Service an aircraft station may be assigned one or more working frequencies in the bands shown in No. MOD 1196. These frequencies shall be assigned in accordance with the same system of uniform distribution provided for ship stations.

SUP g)

SUP 1202

NOC h) Abbreviations for the Indication of Working Frequencies

(MOD) 1203 In the bands between 4 000 and 27 500 kHz the following system or abbreviations may be used:

MOD 1204 a) to designate a working frequency, the last three figures of the frequency excluding fraction of a kilohertz, or the last four figures including the first decimal fraction must be transmitted;

SUP 1205

SUP 1206

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*) Note to the Editorial Committee:

c/s to be changed to Hz.

INTERNATIONAL TELECOMMUNICATION UNION

MARITIME CONFERENCE

GENEVA, 1974

Document No. 339-E
15 May 1974
Original : English

COMMITTEE 5

People's Republic of China

HF RADIOTELEPHONE FREQUENCIES

To meet the needs of the maritime telecommunications, consideration should be given to the HF radiotelephone frequencies for coast stations which are being or will soon be used by the People's Republic of China.

MHz bands	4	6	8	12	16	22
number of frequencies	12	2	12	10	7	5

INTERNATIONAL TELECOMMUNICATION UNION

MARITIME CONFERENCE

GENEVA, 1974

Document No. 340-E
15 May 1974
Original : English

PLENARY MEETING

State of Israel

DRAFT

RECOMMENDATION No. ... Mar 2

Relating to the presentation of modified texts of the Radio Regulations in the different levels of the work of the Conference (Sub-Working Groups, Working Groups, Committee, etc.).

The World Administrative Radio Conference, Geneva, 1974,

having noted

that in the proposals submitted by some Administrations - as well as in their reproduction in Document DT/1 of the Conference - a uniform annotation has been utilized for the representation of modified texts (i.e. underlining of new texts, and crossing out of suppressed texts);

that this uniform annotation has proved itself as a time-saving facility in the consideration of the proposed texts;

that if carried on, to the different levels of the Conference documentation (Sub-Working Groups, Working Groups, etc.), such uniform annotation could facilitate the work of delegations and of the Conference as a whole;

that such facility could have a direct bearing on the number of man-hours devoted by the different delegations to the work of the Conference;

that this in turn may also reduce to some extent the duration of the Conference itself - thus reducing the period of time that officials must absent themselves from their regular tasks in their respective Administrations;

recommends

that the implications of this problem be considered by the Administrative Council;

that the results of the Council's deliberations be dispatched to Administrations in order to decide the possibility and the extent to which the uniform annotation might be introduced in future conferences.

INTERNATIONAL TELECOMMUNICATION UNION

MARITIME CONFERENCE

GENEVA, 1974

Document No. 341-E
15 May 1974
Original : French

COMMITTEE 5

Republic of Zaire

PROPOSALS FOR THE WORK OF THE CONFERENCE

The requirements of the Republic of Zaire that should be taken into consideration in the revision of the Frequency Allotment Plan for Coast Radiotelephone Stations operating in the Exclusive Maritime Mobile Bands (Appendix 25 MOD to the Radio Regulations) are as follows :

Frequency bands in MHz	4	8	13	17
Number of SSB channels at present	2	2	1	-
Number of additional SSB channels to be allowed for	-	-	-	1

INTERNATIONAL TELECOMMUNICATION UNION

MARITIME CONFERENCE

GENEVA, 1974

Document No. 342-E
15 May 1974
Original : French

COMMITTEE 5

THIRD REPORT OF WORKING GROUP 5A TO COMMITTEE 5

Technical characteristics of single sideband transmitters used in the maritime mobile service for radiotelephony in the bands between 1 605 and 4 000 kHz

Having examined the draft revised text of Appendix 17A annexed to Document DT/63, Working Group 5A decided to propose that the text should be adopted in respect of transmitters operating in the MF bands.

Working Group 5A proposes that the text should be applied to transmitters installed after 1 January 1982.

The following words should therefore be inserted between the square brackets in the text :

..... [1 January 1982, in respect of transmitters operating in the bands between 1 605 and 4 000 kHz].....

J. PIPONNIER
Chairman

INTERNATIONAL TELECOMMUNICATION UNION

MARITIME CONFERENCE

GENEVA, 1974

Corrigendum No. 1 to
Document No. 343-E(Rev.1)
28 May 1974
Original : French

COMMITTEE 5

FOURTH REPORT BY WORKING GROUP 5A TO COMMITTEE 5

Following the decision of Working Group 5A at its eighth meeting, the beginning of the paragraph "recommends" in the Annex to Document 343(Rev.1) should read as follows :

recommends

that the / next competent World Administrative Conference / should study the establishment of a channel plan ...

In the final paragraph the reference to the 1979 Conference should also be amended in accordance with the decisions of the present Conference.

INTERNATIONAL TELECOMMUNICATION UNION

MARITIME CONFERENCE

GENEVA, 1974

Document No. 343-E(Rev.1)
24 May 1974
Original : French

COMMITTEE 5

REVISION OF 4TH REPORT BY WORKING GROUP 5A

TO COMMITTEE 5

Draft Recommendation relating to the improvement of the present use by the Maritime Mobile Service of the bands between 1 605 and 4 000 kHz

After the decision taken by Committee 5 to refer the draft recommendation in the Annex to Document No. 343 to Working Group 5A, the latter has changed the layout of the text. The new version is annexed hereto.

Annex : 1

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A N N E X

DRAFT RECOMMENDATION No. Mar 2 ...

Relating to the improvement of the present use by the Maritime Mobile Service of the Bands between 1 605 and 4 000 kHz

The World Maritime Administrative Radio Conference, Geneva, 1974,

considering

a) that the present distribution of frequencies to stations of the maritime mobile service in the bands between 1 605 and 4 000 kHz derives its origin from the Plans and Lists adopted by the Extraordinary Administrative Radio Conference, Geneva, 1951, and that later on, in 1959, these were replaced by the Article 9 procedure;

b) that consequently no Plan for assignments in the maritime mobile service bands between 1 605 and 4 000 kHz is now in force;

c) that the present situation in these bands implies considerable drawbacks such as :

1) no fixed channel spacing

2) no fixed duplex frequency distance and

3) no international ship-to-shore and intership channels;

d) that the introduction of single sideband technique in the maritime mobile radiotelephone service has already started on the basis of the provisions of RES Mar 5 of the World Administrative Radio Conference, Geneva, 1967, and that the conversion from double sideband to single sideband will continue, guided by the timetable and the supplementary technical specifications adopted by that Conference and amended by the present Conference;

e) that the introduction of single sideband technique will only partly remove the existing drawbacks;

f) the desirability of achieving a more effective use of the frequency bands allocated to the maritime mobile service in the bands between 1 605 and 4 000 kHz by means of, for example,

- the creation of an international channel plan, preferably for all parts of the band allocated to the maritime mobile service
- the use of pairs of single sideband assignments, when necessary, (with fixed channel spacing)
- the establishment of appropriate world-wide or regional frequency assignment plans;

g) that it was found that the present Conference is not authorized to deal with all the tasks referred to in f) above;

h) that it is desirable to have proposals for the technical bases for the work to be undertaken;

invites

Administrations to study the problem and to communicate to the Union the results of their studies together with their views and proposals resulting therefrom;

recommends

that the World Administrative Radio Conference 1979 provide for the establishment of a channel plan which should include provision for some common international intership and ship-to-shore channels, to be used by the maritime mobile service in the bands between 1 605 and 4 000 kHz and the means for establishing as soon as possible, if necessary after the conference, regional assignment plans which take account of the world-wide needs of the maritime mobile service;

consequently invites

the Administrative Council to include in the agenda for the 1979 Conference such provisions as will enable it to take the necessary decisions.

INTERNATIONAL TELECOMMUNICATION UNION

MARITIME CONFERENCE

GENEVA, 1974

Corrigendum No. 1
Document No. 343-E
18 May 1974
Original : French

COMMITTEE 5

FOURTH REPORT OF WORKING GROUP 5A

TO COMMITTEE 5

In the first line of paragraph h) of the considerations on page 4 of the Annex, delete "in advance of that conference".

In operative paragraph 2) replace "the Administrations" by "Administrations".

INTERNATIONAL TELECOMMUNICATION UNION

MARITIME CONFERENCE

GENEVA, 1974

Document No. 343-E
15 May 1974
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COMMITTEE 5

FOURTH REPORT OF WORKING GROUP 5A

TO COMMITTEE 5

Draft recommendation relating to the improvement of the present use by the Maritime Mobile Service of the Bands between 1 605 and 4 000 kHz

Having examined three proposals - from New Zealand, Sweden and the German Democratic Republic - Working Group 5A proposes the adoption of the draft recommendation prepared by Working Group 5A-1 and set out in the annex.

J. PIPONNIER
Chairman

Annex : 1

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A N N E X

DRAFT RECOMMENDATION No. Mar 2 ...

Relating to the improvement of the present use by the Maritime Mobile Service of the Bands between 1 605 and 4 000 kHz

The World Maritime Administrative Radio Conference, Geneva, 1974,

considering

a) that the present distribution of frequencies to stations of the maritime mobile service in the bands between 1 605 and 4 000 kHz derives its origin from the Plans and Lists adopted by the Extraordinary Administrative Radio Conference, Geneva, 1951, and that later on, in 1959, these were replaced by the Article 9 procedure;

b) that consequently no Plan for assignments in the maritime mobile service bands between 1 605 and 4 000 kHz is now in force;

c) that the present situation in these bands implies considerable drawbacks such as :

1) no fixed channel spacing

2) no fixed duplex frequency distance and

3) no international ship-to-shore and intership channels;

d) that the introduction of single sideband technique in the maritime mobile radiotelephone service has already started on the basis of the provisions of RES Mar 5 of the World Administrative Radio Conference, Geneva, 1967, and that the conversion from double sideband to single sideband will continue, guided by the timetable and the supplementary technical specifications adopted by that Conference and amended by the present Conference;

e) that the introduction of single sideband technique will only partly remove the existing drawbacks;

f) the desirability of achieving a more effective use of the frequency bands allocated to the maritime mobile service in the bands between 1 605 and 4 000 kHz by means of, for example,

- the creation of an international channel plan, preferably for all parts of the band allocated to the maritime mobile service

- the use of pairs of single sideband assignments, when necessary, (with fixed channel spacing)

- the establishment of appropriate world-wide or regional frequency assignment plans;

g) that it was found that the present Conference is not authorized to deal with all the tasks referred to in f) above;

h) that it is desirable to have in advance of that conference proposals for the technical bases for the work to be undertaken;

recommends

that the World Administrative Radio Conference 1979 provide for :

the establishment of a channel plan which should include provision for some common international intership and ship-to-shore channels, to be used by the maritime mobile service in the bands between 1 605 and 4 000 kHz and the means for establishing as soon as possible, if necessary after the conference, regional assignment plans which take account of the world-wide needs of the maritime mobile service;

invites

1) the Administrative Council to include in the agenda for the 1979 Conference such provisions as will enable it to take the necessary decisions and

2) the Administrations to study the problem and to communicate to the Union the results of their studies together with their views and proposals resulting therefrom.

INTERNATIONAL TELECOMMUNICATION UNION

MARITIME CONFERENCE

GENEVA, 1974

Corrigendum No. 1 to
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COMMITTEE 5

FIFTH REPORT OF WORKING GROUP 5A

TO COMMITTEE 5

Replace Annexes 1 and 2 of Document 344 by the new ones attached.

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A N N E X 1

MOD 1321A / Notwithstanding the provisions of Article 9 concerning notification and recording of frequencies / when designating frequencies for single sideband radiotelephony the carrier frequency is always to be nominated. The assigned frequency is to be obtained in accordance with No. 445A.

A N N E X 2

The words "the carrier frequency" should be included before the frequency quoted in the following Regulation Nos. :

1323	1324		1327
1331	1332	1334	1335
1336	1352.1	1352A2	

INTERNATIONAL TELECOMMUNICATION UNION

MARITIME CONFERENCE

GENEVA, 1974

Document No. 344-E
15 May 1974
Original : French

COMMITTEE 5

FIFTH REPORT OF WORKING GROUP 5A

Designation of emission frequencies by the carrier frequency in single-band radiotelephone emissions in the maritime mobile service

At the request of the Chairman of Working Group 5B, Working Group 5A examined this problem as a whole.

It was agreed that in all sections of the Radio Regulations relating to maritime mobile service operation in the bands 1 605 to 4 000 kHz and 4 000 to 27 500 kHz, the frequencies should be designated by the carrier frequencies, that being so stated in each case.

The Working Group therefore proposes that :

1. the amended No. 1321A as set out in Annex 1 should be incorporated in the Regulations;

2. in the numbers of the Regulations given in Annex 2, the words "the carrier frequency" be inserted before the frequency quoted;

3. the attention of the Editorial Committee be drawn to the proposed amendments so that any omissions in the list in Annex 2 may be rectified in due course.

J. PIPONNIER
Chairman

Annexes : 2

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A N N E X 1

MOD 1321A / Notwithstanding the provisions of Article 9 concerning notification and recording of frequencies / when designating frequencies for single sideband radiotelephony the carrier frequency is always to be nominated. The assigned frequency is to be obtained in accordance with No. 445A.

A N N E X 2

The words "the carrier frequency" should be included before the frequency quoted in the following Regulation Nos. :

1323	1324	1326C*)	1327
1331	1332	1334	1335
1336	1352.1	1352A2	1353B*)

*) Noting also DT/45 from Sub-Working Group 6B-3 which omits the word "carrier".

INTERNATIONAL TELECOMMUNICATION UNION

MARITIME CONFERENCE

GENEVA, 1974

Document No. 345-E
15 May 1974
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COMMITTEE 5

Gabon Republic

PROPOSALS FOR THE WORK OF THE CONFERENCE

In view of the urgent need to develop shipping, to establish a new coast station and to improve the one which already exists, the Administration of the Gabon Republic would urge the Conference, when it revises the frequency allotment plan for radio coast stations operating in the bands allocated exclusively to the maritime mobile service (Appendix 25 to the Radio Regulations) to take into consideration the SSB channels shown in the table below :

Frequency Band (MHz)	4	6	8	12	16	22
Number of SSB channels	2	2	1	2	2	1

INTERNATIONAL TELECOMMUNICATION UNION

MARITIME CONFERENCE

GENEVA, 1974

Document No. 346-E
16 May 1974
Original : English

COMMITTEE 6

PROHIBITION OF THE EMISSION OF IDENTIFICATION SIGNALS ON IDLE CHANNELS

1. The attention of Committee 6 is invited to the provisions adopted by Committee 5 for No. ADD 1321B.

ADD 1321B § 1B A coast radiotelephone station shall not be authorized to emit identification signals, such as "V" wheels, call slips or tapes, to mark idle radiotelephone channels being guarded by the coast station. However, on request, a coast station may emit a receiver tuning call on condition that the duration of the call shall at no time exceed 10 seconds (see also No. 1214C).

2. Committee 5 has addressed the following suggestion to Committee 6.

"Attention of Committee 6 is drawn to the cross reference which is made to the provisions of No. 1214C. Committee 6 might consider whether the same cross reference to No. 1321B could be inserted in No. 1214C."

3. No. ADD 1214C as adopted by Committee 6 reads as follows:

ADD 1214C (1C) A station shall not transmit any carrier between calls.

4. In response to the suggestion of Committee 5, Committee 6 may wish to modify this text as follows:

ADD 1214C (1C) A station shall not transmit any carrier between calls except as permitted under No. 1321B.

W.W. SCOTT
Chairman
Committee 6

INTERNATIONAL TELECOMMUNICATION UNION
MARITIME CONFERENCE
GENEVA, 1974

Document No. 347-E
16 May 1974
Original : English

COMMITTEE 6

FIFTH REPORT OF WORKING GROUP 6C TO COMMITTEE 6

Additional Radio Regulations

Article 1	MOD heading
Article 1A	ADD 2004A-2004D
Article 2	NOC 2005-2014
Article 3	NOC 2015-2017
Article 4	MOD heading
Article 4A	ADD 2062AA-2062BH
Article 5	MOD heading
Article 5A	ADD 2087AA-2087AH

All the proposals affecting the above provisions were considered and Working Group 6C unanimously recommends the adoption of the provisions in Annex to the present report.

M.O. MEREDITH
Chairman
Working Group 6C

Annex : 1

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A N N E X

ADDITIONAL RADIO REGULATIONS

MOD

ARTICLE 1

Application of the Telegraph and Telephone Regulations to Radiocommunications (except in the Maritime Mobile Service - see Article 1A)

ADD

ARTICLE 1A

Application of the Telegraph and Telephone Regulations to Radiocommunications in the Maritime Mobile Service

2004A ~~2001~~ § 1. The provisions of the Telegraph and Telephone Regulations and the Protocols annexed thereto, taking into account C.C.I.T.T. Recommendations, are applicable to radiocommunications in so far as the provisions of the Radio Regulations do not provide otherwise.

2004B ~~2002~~ § 2. (1) With the exceptions mentioned in the following Articles, radiotelegrams are drawn up and treated in accordance with the provisions of the Telegraph Regulations for telegrams, taking into account C.C.I.T.T. Recommendations.

2004C ~~2003~~ (2) The use of groups of letters from the International Code of Signals is permitted in radiotelegrams in the maritime mobile service.

2004D ~~2004~~ § 3. Since the word RADIO or AERADIO, as the case may be, is always included in the list of stations and in the address of a radiotelegram, as part of the name of the land station, this word must not be given as a service indication at the beginning of the preamble in the transmission of a radiotelegram.

ARTICLE 2

NOC 2005-2014

ARTICLE 3

NOC 2015-2017

MOD

ARTICLE 4

Charges for Radiotelegrams (except in the Maritime Mobile Service - see Article 4A)

ADD

ARTICLE 4A

Charges for Radiotelegrams in the Maritime Mobile Service

Section I. General. Full-rate Radiotelegrams

2062AA ~~2018~~ § 1. The charge for a radiotelegram originating in and/or intended for a mobile station comprises, according to circumstances :

2062AB ~~2019~~ *a)* the ship ~~or aircraft~~ charge or charges accruing to the mobile station of origin or destination, or to both of these stations ;

2062AC ~~2020~~ *b)* the land station charge accruing to the land station or stations (see No. ~~2028~~) which participate in the transmission ;

2062AD ~~2021~~ *c)* ~~the charge for transmission over the general network of telecommunication channels, reckoned in accordance with the ordinary rules ;~~

2062AE ~~2022~~ *d)* the charges for accessory services requested by the sender.

2062AF ~~2023~~ § 2. (1) The land station charge and the ship ~~or aircraft~~ charge, as well as the ~~charge for transmission over the general network of telecommunication channels~~ are fixed on the basis of a word rate ; for each full-rate radiotelegram, however, a minimum charge for seven words shall be made.

2062AG ~~2024~~ (2) In conformity with Article 43 of the Convention the rate shall be expressed in gold francs. The rate shall be the same in the two directions for radiotelegrams transmitted over the same route.

2062AH ~~2025~~ (3) ~~The maximum land station charge is 0.60 gold franc (sixty centimes) per word ; the maximum ship or aircraft charge is 0.40 gold franc (forty centimes) per word.~~ Administrations shall notify to the Secretary General the rates fixed by them.

~~2026~~ ~~(4) Each administration, however, reserves to itself the right to fix and authorize a land station charge higher than the maximum charge indicated in No. 2025 in the case of land stations which are exceptionally costly on account of their installation or working.~~

2062AI

~~2027~~ § 3. (1) When a single land station is used as an intermediary between mobile stations, only one land station charge is collected. If the land station charge applicable to traffic with the mobile station of origin is different from that applicable to traffic with the mobile station of destination, the higher of these two charges is collected. ~~In addition, a land telegraph charge may be collected equal to that indicated in No. 2030 as applicable to transmission over the telecommunication network.~~

2062AJ

~~2028~~ (2) When, at the request of the sender, two land stations are used as intermediaries between two mobile stations, the land station charge of each station is collected and also the ~~telegraph~~ charge for the section between the two stations.

land-line

1) 2062AK

~~2029~~ § 4. The retransmission service ~~and charges are~~ governed by Article 10 of these Regulations.

by mobile station is

2062AL

~~2030~~ § 5. In the case of radiotelegrams originating in or destined for a country which pass through land stations of that country, the ~~telegraph~~ charge per word applicable to the transmission over the internal telecommunication system of that country is notified in gold francs to the Secretary General by the administration to which the land stations are subject.

land-line

~~2031 SUP (Mar)~~

~~2032 § 7. The country on whose territory is established a land station serving as intermediary for the exchange of radiotelegrams between a mobile station and another country, is considered, as far as the application of telegraph charges is concerned, as the country of origin or destination of the radiotelegrams, and not as a transit country.~~

2062AM

~~2033~~ § 6. (1) For the purpose both of transmission and of international accounting, the word count of the office of origin is decisive in the case of radiotelegrams destined for mobile stations, and that of the mobile station of origin is decisive in the case of radiotelegrams originating in mobile stations.

1) Note to Editorial Committee: It may be necessary to review this regulation after consideration of Article 10.

2062AN ~~2034~~ (2) Nevertheless, when a radiotelegram is expressed wholly or partly either :

— in one of the languages of the country of destination (in the case of radiotelegrams originating in mobile stations), or

— in one of the languages of the country to which the mobile station is subject (in the case of radiotelegrams destined for mobile stations),

and when the radiotelegram contains combinations or alterations of words contrary to the usage of that language, the office or the mobile station of destination, as the case may be, has the right to recover from the addressee the amount of the charge not collected. Where payment is refused, the radiotelegram may be withheld.

2062A0 ~~2035~~ § 7. The total charge for radiotelegrams is collected from the sender, with the exception of :

2062AP ~~2036~~ *a)* express charges to be collected on delivery (see ~~No. 576 of the Telegraph Regulations, Geneva Revision, 1958~~) ; C.C.I.T.T. Recommendations;

2062AQ ~~2037~~ *b)* charges applicable to radiotelegrams to be redirected at the request of the addressee as provided under ~~No. 2122 (see Article 57 of the Telegraph Regulations, Geneva Revision, 1958)~~; C.C.I.T.T. Recommendations;

2062AR ~~2038~~ *c)* the charges applicable to inadmissible combinations or alterations of words, observed by the office or mobile station of destination (see No. ~~2034~~) which are collected from the addressee. 2062AN

2062AS ~~2039~~ § 8. Mobile stations must be acquainted with the tariffs necessary for charging for radiotelegrams. However, they are authorized, where necessary, to obtain such information from land stations ; rates furnished by land stations are expressed in gold francs.

2062AT ~~2040~~ § 9. 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.~~

2062AU ~~2041~~ § 10.(1) No new rate and no modification, either general or of detail, relative to the tariff shall be effective for countries other than those which establish the new rate or rate modification until fifteen days after its notification by the Secretary General, excluding the day of despatch, and it shall not be applied until the first of the month following the expiration of this period.

2062AV ~~2042~~ (2) If there are several notifications, the date of the first only is to be considered in reckoning the interval.

2062AW ~~2043~~ (3) The interval of fifteen days shall be reduced to ten days for modifications intended to equalize rates with those already notified for competing routes.

2062AX ~~2044~~ (4) Nevertheless, for radiotelegrams originating in mobile stations, modifications of tariffs are not applicable until a month after the periods laid down in No. ~~2041~~

⊢ 2062AU.

2062AY ~~2045~~ (5) No exceptions shall be made to the provisions of Nos. ~~2041 to 2044~~

⊢ 2062AU to 2062AX.

Section II. Reduced-rate Radiotelegrams

2062AZ **A. Radiotelegrams of Immediate General Interest**

Regulations contained in Article 4 - Section IIA. are applicable to the Mobile Maritime Service.

2062BA **B. Radiotelegrams Relating to Medical Advice**

Regulations contained in Article 4 - Section IIB are applicable to the Mobile Maritime Service.

2062BB **C. Meteorological Radiotelegrams**

Regulations contained in Article 4 - Section IIC are applicable to the Mobile Maritime Service.

D. Press Radiotelegrams

2062BC ~~2057A~~ § 11. Press telegrams from a mobile station to a land station ~~Mar~~ shall be admitted as press radiotelegrams.

2062BD ~~2058~~ § 12. The minimum number of chargeable words for press radiotelegrams shall be fixed at fourteen.

2062BE ~~2059~~ § 13. (1) The land station and ship or aircraft charges are reduced ~~Mar~~ 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.

The conditions of acceptance specified in C.C.I.T.T. Recommendations should be taken into account for these radiotelegrams.

2062BF ~~2060~~ (2) Press radiotelegrams destined for a country other than that of the land station are subject to the press rate in force between the country of the land station and the country of destination.

E. Radiotelegrams concerning Persons Protected in Time of War by the Geneva Conventions of 12 August, 1949

2062BG ~~2061~~ § 14. (1) Radiotelegrams concerning persons protected in time of war by the Geneva Conventions of 12 August, 1949, are accepted under the conditions specified in ~~Article 64 of the Telegraph Regulations (Geneva Revision, 1958)~~ and shall bear the ~~paid~~ service indication ≠ RCT ≠ placed before the address.

number 4 of the annex to the Telegraph Regulations (Geneva, 1973), taking into account C.C.I.T.T. Recommendations. 2062BH ~~2062~~ (2) The land station charge and the ship or aircraft station charge for radiotelegrams bearing the ~~paid~~ service indication ≠ RCT ≠ shall be decreased in the same proportion as the charge for transmission on the general network of telecommunication channels ~~(see Nos. 646 and 647 of the Telegraph Regulations, Geneva Revision, 1958).~~

(see C.C.I.T.T. Recommendations).

MOD

ARTICLE 5

Charges for Radiotelephone Calls in the Aeronautical Mobile Service (for the Maritime Mobile Service - see Article 5A)

ADD

ARTICLE 5A

Charges for Radiotelephone Calls in the Maritime ~~and Aeronautical Mobile Service~~

Section I. Mobile Station Charge, Land Station Charge, Land-line Charge

2087AA ~~2063~~ § 1. Unless special arrangements between the administrations and/or the recognized private operating agencies concerned are in effect, the following rules shall be applied as regards charging for radiotelephone calls in the maritime ~~and aeronautical~~ mobile service.

2087AB ~~2064~~ § 2. The charge for a radiotelephone call originating in and/or intended for a mobile station comprises, according to circumstances :

2087AC ~~2065~~ *a)* the mobile station charge or charges accruing to the mobile station of origin or destination, or to both of these stations ;

2087AD ~~2066~~ *b)* the land station charge or charges accruing to the land station or land stations which participate in the transmission ;

2087AE ~~2067~~ *c)* the land-line charge or charges ~~(i.e. the appropriate charge for transmission over the general network of telecommunication channels)~~ ;

2087AF ~~2068~~ *d)* the charges for accessory services requested by the person who booked the call (see Section II).

If no uniform charges shall apply in respect of the land stations of a country, different land station charges for radiotelephone calls shall be fixed for the MF, HF and VHF frequency bands.

2087AG ~~2069~~ § 3. (1) ~~The charge for a radiotelephone call is fixed on a time basis.~~ Calls of a duration of three minutes or less are charged as for three minutes. In the case of calls whose duration exceeds three minutes, a charge per minute is made for the period in excess of three minutes, any fraction of a minute being charged as for one minute. The charge per minute is one-third of the charge for three minutes.

~~2070~~ ~~(2) The mobile station charge will in principle be the same for ship stations and aircraft stations of the same national in under like conditions of installation and working.~~

~~2071~~ ~~(3) Administrations shall notify the Secretary General of the rates fixed by them.~~

2087AH (2) In the case of radiotelephone calls originating in or destined for a country which pass through land stations of that country, the charges applicable to the transmission over the internal telecommunication system of that country are notified in gold francs to the Secretary General.

INTERNATIONAL TELECOMMUNICATION UNION

MARITIME CONFERENCE

GENEVA, 1974

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COMMITTEE 5

REVISION OF 7TH REPORT BY WORKING GROUP 5A

TO COMMITTEE 5

Use of Class A2H Emissions for the Selective Calling System described in Appendix 20C

Committee 5, having decided not to bring forward the date of 1 April 1977 after which the frequency 2 182 kHz may no longer be used for selective calling, the proposals to delete certain numbers of the Regulations contained in Document 348 have not been adopted and No. 1329A has to be amended accordingly.

The proposed amendments are annexed hereto.

No. 1322D.1 and No. 1323.1 are however to be deleted.

Annex : 1

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A N N E X

MOD 1322D .....However, on the frequency 2 170.5 kHz and with the same power limit, coast stations may also use class A2H emissions for the selective calling system defined in Appendix 20C .....

SUP 1322D.1

SUP 1323.1

MOD 1329A

c) by coast stations for the selective calling system defined in Appendix 20C with class of emission A2H, until 1 April 1977 (see No. 999E).

SUP 1329A.1

INTERNATIONAL TELECOMMUNICATION UNION

MARITIME CONFERENCE

GENEVA, 1974

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COMMITTEE 5

SEVENTH REPORT BY WORKING GROUP 5A TO COMMITTEE 5

Replace Annex to Document 348 by attached Annex.

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A N N E X

MOD 1322D ... However, on frequency 2 170.5 and with the same power limits, coast stations shall use Class A2H emissions when using selective calling system, as defined in Appendix 20C ...

SUP 1322D.1

SUP 1322D.2

SUP 1329A

MOD 999E (Delete frequency 2 182 kHz and also remove Note 1 from 2 170.5 kHz[1].)

SUP 999E.1

INTERNATIONAL TELECOMMUNICATION UNION

MARITIME CONFERENCE

GENEVA, 1974

Document No. 348-E
16 May 1974
Original : French

COMMITTEE 5

SEVENTH REPORT BY WORKING GROUP 5A

TO COMMITTEE 5

Use of Class A2H emissions for the selective calling system described in Appendix 20 C

After examining proposals by the United Kingdom and the Federal Republic of Germany to require Class A2H to be used for selective calling, Working Group 5A proposes adoption of the text drawn up by the United Kingdom, with an addition noting that the selective calling system referred to is the one in Appendix 20 C.

The text is given in the annex (MOD 1322D).

The Working Group proposes that selective calling no longer be used on 2 182 kHz after the new Regulations come into force.

The proposal to amend No. 1329A has therefore not been adopted. It is simply proposed to delete this number.

As a result, frequency 2182 kHz should be deleted from No. 999E and footnote 999E.1 should be deleted.

No. 1323.1 should be deleted.

J. PIPONNIER
Chairman, Working Group 5A

Annex : 1

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A N N E X

MOD 1322D .....However, on frequency 2 170.5 and with the same power limits, coast stations shall use Class A2H emissions for selective calling as laid down in Appendix 20C.....

SUP 1322D.1

SUP 1322D.2

SUP 1329A

MOD 999E ... (Delete frequency 2 182 kHz)

SUP 999E.1

INTERNATIONAL TELECOMMUNICATION UNION

MARITIME CONFERENCE

GENEVA, 1974

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18 May 1974
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COMMITTEE 5

SIXTH REPORT BY WORKING GROUP 5A

TO COMMITTEE 5

Designation of the MF band limits used by the maritime mobile service

As a result of the study of the Iranian proposal to amend No. 1341 by replacing 2 850 kHz by 3 800 kHz, Working Group 5A has noticed that the MF bands are given variable upper limits in the Regulations.

The Working Group proposes that a uniform definition be provided for these bands by employing the phrase :

bands between 1 605 and 4 000 kHz

This expression should be included in the Regulations at the appropriate places referred to below :

- No. /442/
- No. 983 - 996 - 1139 - 1142 - 1336 - 1336A - 1337 - /1341/
- No. 1349 and Resolution No. 15.

J. PIPONNIER
Chairman

INTERNATIONAL TELECOMMUNICATION UNION

MARITIME CONFERENCE

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COMMITTEE 5

SIXTH REPORT BY WORKING GROUP 5A

TO COMMITTEE 5

Designation of the MF band limits

used by the maritime mobile service

As a result of the study of the Iranian proposal to amend No. 1341 by replacing 2 850 kHz by 3 800 kHz, Working Group 5A has noticed that the MF bands are given variable upper limits in the Regulations.

The Working Group proposes that a uniform definition be provided for these bands by employing the phrase :

bands between 1 605 and 4 000 kHz

This expression should be included in the Regulations at the appropriate places referred to below :

- No. 442 - 978 and title preceding No. 978
- No. 983 - 996 - 1139 - 1142 - 1336A - 1341 - 1342
- No. 1349 and Resolution No. 15.

J. PIPONNIER
Chairman
Working Group 5A

INTERNATIONAL TELECOMMUNICATION UNION

MARITIME CONFERENCE

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COMMITTEE 6

SIXTH REPORT OF WORKING GROUP 6B TO COMMITTEE 6

(OPERATION)

1. Article 33

MOD 1258A
MOD 1290

The texts in Annex 1 are unanimously recommended for adoption

2. Article 34

ADD 1297A

The text in Annex 2 is unanimously recommended for adoption

3. Appendix 13A

The text in Annex 3 is unanimously recommended for adoption

4. Article 36

MOD 1490

The text in Annex 4 is unanimously recommended for adoption

5. Proposals S/116/8
S/116/16

were not adopted as a consequence of the adoption of item 1 above

6. Proposal S/116(Rev.1)/9

By majority decision not adopted

7. Proposals GRC/161/32
IND/111/128

Not supported

CAPT. W.T. ADAMS
Chairman

Annexes : 4

A N N E X 1

MOD 1258A (4) However, a brief exchange of traffic not to exceed one minute 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.

MOD 1290 § 25. (1) Calling, and signals preparatory to traffic, shall not exceed one minute when made on the carrier frequency 2 182 kHz or on 156.80 MHz, except in cases of distress, urgency or safety to which the provisions of Article 36 apply.

A N N E X 2

ADD 1297A (3) The provisions of this Article relating to the intervals between calls shall not be applicable to a station in the maritime mobile service operating under conditions involving distress urgency or safety.

A N N E X 3

After QUW :

ADD

Abbre-viation	Question	Answer or Advice
QUX	Do you have any navigational warnings or gale warnings in force?	I have the following navigational warnings or gale warnings in force :

B. List of Signals according to the Nature of Questions, Answer or Advice.

In sub-section "Meteorology" after QUH:

ADD

Abbre-viation	Question	Answer or Advice
QUX	Do you have any navigational warnings or gale warnings in force?	I have the following navigational warnings or gale warnings in force :

In Sub-section "Safety" after QOE :

ADD

Abbre-viation	Question	Answer or Advice
QUX	Do you have any navigational warnings or gale warnings in force?	I have the following navigational warnings or gale warnings in force :

A N N E X 4

MOD 1490 § 52. (1) The safety signal indicates that the station is about to transmit a message containing an important navigational or important meteorological warning.

INTERNATIONAL TELECOMMUNICATION UNION

MARITIME CONFERENCE

GENEVA, 1974

Document No. 351-E
16 May 1974
Original : English

COMMITTEE 6

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

Proposals NZL/92/88, 89

Having considered the above proposals and the Report from Sub-Working Group 6B-1, Working Group 6B recommends unanimously for adoption by Committee 6 the modified and new texts and the text of a draft recommendation given in the Annex to this report.

Capt. W.T. ADAMS
Chairman

Annex : 1

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A N N E X

MOD 1326 (4) Any coast station using the carrier frequency 2 182 kHz for distress purposes shall be able to transmit the radiotelephone alarm signal described in Nos. 1465 and 1466. The signal described in 1466AA is also authorized for use by coast stations. (See also Nos. 1471, 1472 and 1473)

ADD 1466AA*) (2A) Where the radiotelephone alarm signal is employed by coast stations, the signal shall be that described in Nos. 1465 and 1466, which may be followed by a single tone of 1 300 Hz for 10 seconds.

PROPOSED DRAFT RECOMMENDATION ....

Relating to the introduction of an additional tone after the radiotelephone alarm signal transmitted by coast stations

The World Administrative Radio Conference, Geneva, 1974.

considering

that coast stations hear numerous radiotelephone alarm signals which cannot be identified because either no voice announcement follows the two tone alarm or because the announcement is unreadable due to low modulation or interference;

the obligation of coast stations to take action to identify all alarm signals heard and to alert search and rescue services for subsequent action;

that many of these radiotelephone alarm signals heard, emanate from coast stations at considerable distance from the receiving coast stations and are made prior to the announcement of MAYDAY RELAY messages;

that it could be of considerable assistance to administrations if the radiotelephone alarm signal transmitted by coast stations could be distinguished from that transmitted by ship stations;

---

*) Note to the Editorial Committee : This provision ADD 1466AA should be inserted between Nos. 1466 and 1466A.

recognizing

that any characteristics necessary to distinguish the radiotelephone alarm signal transmitted by coast stations from that transmitted by ship stations should not affect the normal reception of the radiotelephone alarm signal;

that proposals have been made to this Conference for the characteristics of the radiotelephone alarm signal transmitted by coast stations to be modified to have a single tone follow the radiotelephone alarm signal, and that practical tests conducted in the North Sea area during the course of the Conference indicate that 1 300 Hz for a period of 10 seconds is suitable;

that the cost of making modifications to existing equipment in coast stations should be low;

recommends

that to enable radiotelephone alarm signals transmitted by coast stations to be readily distinguished from the radiotelephone alarm signal transmitted by ship stations, administrations should be encouraged to add a single tone of 1 300 Hz, for a period of 10 seconds, after the radiotelephone alarm signal transmitted by their coast stations (see No. 1466AA).

INTERNATIONAL TELECOMMUNICATION UNION

MARITIME CONFERENCE

GENEVA, 1974

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COMMITTEE 6

EIGHTH REPORT OF WORKING GROUP 6B TO COMMITTEE 6

(OPERATION)

THE DESIGNATION OF COMMON-SCENE-OF-ACTION FREQUENCIES OTHER THAN 500 kHz, 2 182 kHz AND [ ] VHF FM

The frequencies 3 023.5, 5 680 kHz and 121.5, 123.1 MHz are in bands allocated exclusively to the aeronautical mobile (R) and (OR) services for the HF, and the exclusive (R) service for the VHF. Use of these frequencies is subject to those arrangements between governments by which the aeronautical service is regulated and are contained in the relevant provisions of I.C.A.O. Annex 10, Vol. I. It is fully consonant with I.C.A.O. policy and with agreements reached with I.M.C.O. that they be used for search and rescue, scene-of-action purposes for intercommunication between aircraft, surface craft and participating land stations. Specifically :

3 023.5, 5 680 kHz

The use of these search and rescue frequencies is specified in paragraph 2.2 (Search and Rescue Frequencies) of I.C.A.O. Annex 10, Vol. I. It should be noted that these frequencies may also be used by mobile services for search and rescue scene-of-action coordination purposes.

121.5 MHz

The use of the emergency channel frequency is governed by paragraph 4.1.3.1.1. of I.C.A.O. Annex 10, Vol. I. The condition of use c) "to provide a common VHF communication channel between aircraft, either civil or military, and between such aircraft, and surface services, involved in common search and rescue operations, prior to changing when necessary to the appropriate frequency," and f) "to provide a frequency channel for the operation of survival radio beacons, and for communication between survival craft and aircraft engaged in search and rescue operations" must be considered.

123.1 MHz

The frequency 123.1 MHz has been designated by I.C.A.O. Annex 10, Vol. I as an auxiliary frequency for search and rescue operations and the conditions of use of paragraph 4.1.3.1.1 c) of I.C.A.O. Annex 10, Vol. I equally apply.

Note : It is particularly important to note that whereas the frequencies 3 023.5 and 5 680 kHz may be used by mobile stations for search and rescue coordination purposes, the use of frequencies 121.5 and 123.1 is limited to communications between aircraft and surface services involved in common search and rescue operations, prior to changing when necessary to the appropriate frequency (e.g., 123.1 MHz).

It therefore follows that any reference in the Radio Regulations governing the use of these exclusive aeronautical mobile frequencies must be in accordance with the following principles :

a) They may only be used by the maritime mobile services for coordinated search and rescue operations which involve stations of the aeronautical mobile service.

b) The relevant operational and technical conditions for the use of these frequencies by the maritime mobile service shall comply with any special arrangements between governments concerned by which the aeronautical mobile service is regulated.

ARTICLE 28

An addition to Article 28, Section II as contained in Annex 1 is proposed.

ARTICLE 35

The present references in provisions 1326C and 1353B to the use of these exclusive aeronautical frequencies by the maritime mobile service are considered not to be sufficiently explicit noting, for example the following references to Appendix 27 - Frequency Allotment Plan for the aeronautical mobile (R) service :

a) The frequencies 3 023.5 and 5 680 kHz are not assigned in the aeronautical mobile service for exclusively search and rescue operations but are used for other purposes, for example, aerodrome and approach control (Appendix 27/196 and 201, 27/17).

b) The required class of emission and frequency tolerance is not referred to (Appendix 27/18 and I.C.A.O. Annex 10, Vol. 1).

c) Reference is not made to the use of 3 023 kHz where aeronautical equipment using frequency synthesizers of high stability is only able to select frequencies ending in whole numbers of kHz (27/18).

d) The coordination of communications of the aeronautical mobile (R) service is effected by I.C.A.O. (27/20).

e) The relationship between carrier frequency and assigned frequency is different from that applying to the maritime mobile service (27/12).

To reflect the foregoing and to take account of action already taken by Committee 5A, RR 1326C and 1353B should be modified as given in Annex 2.

ARTICLE 5

The consequential notes to the Table of Frequency Allocations are given in Annex 3.

Note : The wording in the provisions of Annex 3 is designed to clearly reflect the intent of paragraph 4.1.3.1.1. c) and 4.1.4.1 Part II, I.C.A.O. Annex 10, Vol. I - Aeronautical Telecommunciations.

Working Group 6B recommends unanimously adoption of the texts in Annexes 1, 2 and 3 to this Report.

The attention of Committee 5 is drawn to the texts in Annexes 1 to 3.

Capt. W.T. ADAMS
Chairman

Annexes : 3

A N N E X 1

MOD 969 (2) For these purposes only, they may use the aeronautical emergency frequency 121.5 MHz and the aeronautical auxiliary frequency 123.1 MHz, using class A3 emissions for both frequencies. They shall then comply with any special arrangements between the governments concerned by which the aeronautical mobile service is regulated.

ADD 969A (3) For search and rescue scene-of-action coordination purposes, the aeronautical frequencies 3 023.5 kHz and 5 680 MHz may be used by mobile stations including communications between these stations and participating land stations, in accordance with any special arrangements by which the aeronautical mobile service is regulated. (See Nos. 1326C and 1353B).

A N N E X 2

MOD 1326C Mar The frequency 3 023.5 kHz may be used for intercommunication between mobile stations when engaged in coordinated search and rescue operations, including communication between these stations and participating land stations in accordance with the provisions of Appendix 27 and in particular those relating to the carrier and class of emission.

MOD 1353B Mar The carrier frequency 5 680 kHz may be used for intercommunication between mobile stations when engaged in coordinated search and rescue operations, including communication between these stations and participating land stations in accordance with the provisions of Appendix 27 and in particular those relating to the class of emission.

ANNEX 3

ADD 205A The frequencies 3 023.5 kHz and 5 680 kHz may also be used by stations of the mobile service engaged in coordinated search and rescue operations, in accordance with the conditions specified in Nos. 1326C and 1353B respectively.

MOD 273 In this band, the frequency 121.5 MHz is the aeronautical emergency frequency and where required the frequency 123.1 MHz is the aeronautical frequency auxiliary to 121.5 MHz; mobile stations of the maritime mobile service may communicate on these frequencies for safety purposes with stations of the aeronautical mobile service.

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COMMITTEE 6

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

Communications between aircraft stations and maritime mobile stations on frequency channels within the authorized frequency bands between 156 and 174 MHz

Sub-Working Group 6B-4 considered all proposals to amend Article 27 to qualify the use by aircraft of frequencies in the frequency bands between 156 and 174 MHz, and completely agreed on texts to modify and add to RR 952 and to modify RR 953.

Working Group 6B unanimously recommends for adoption the modified and new texts reproduced in the Annex to this Report.

Capt. W.T. ADAMS
Chairman

Annex : 1

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A N N E X

ARTICLE 27

MOD 952 (2) For this purpose stations on board aircraft should use the frequencies allocated to the maritime mobile or maritime mobile-satellite services. However, having regard to interference which may be caused by aircraft stations at high altitudes, frequencies in the maritime mobile bands above 30 MHz shall not be used by aircraft stations with the exception of those frequencies between 156 MHz and 174 MHz specified in Appendix 18 which may be used provided that the following conditions are observed :

ADD 952A (a) the altitude of the aircraft stations shall not exceed 1000 feet (~300m), except for reconnaissance aircraft participating in ice-breaking operations where an altitude of 1500 feet (~450m), is allowed.

ADD 952B (b) the power of aircraft station transmitters shall not exceed 5 watts, however, a power of one watt or less shall be used to the maximum extent possible;

ADD 952C (c) aircraft stations shall use the channels designated for their use in Appendix 18;

ADD 952D (d) aircraft station transmitters shall comply with the technical characteristics given in Appendix 19;

ADD 952E (e) the communications of an aircraft station shall be brief and limited to operations in which the maritime mobile stations are primarily involved, and where there is a requirement for direct communications between the aircraft and the ship or coast station;

MOD 953 (3) The frequencies 156.30 MHz and 156.80 MHz may be used by aircraft stations for safety purposes only.

INTERNATIONAL TELECOMMUNICATION UNION

MARITIME CONFERENCE

GENEVA, 1974

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16 May 1974
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COMMITTEE 6

SIXTH REPORT OF WORKING GROUP 6C TO COMMITTEE 6

Additional Radio Regulations

Annex 1 :

Additional Article 5A ADD 2087AI to 2087AN

Annex 2 :

Additional Article 7A ADD 2123A

All the related proposals were considered and the Working Group 6C unanimously recommends the adoption of the revised provisions appearing in Annexes 1 and 2 to the present report.

M.O. MEREDITH
Chairman
Working Group 6C

Annexes : 2

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A N N E X 1

ARTICLE 5A

ADD 2087AI (3) The mobile station charge will in principle be the same for ship stations of the same nationality.

If no uniform charges shall apply in respect of ship stations of the same nationality, different ship station charges for radiotelephone calls may be fixed for the MF, HF and VHF frequency bands.

ADD 2087AJ (4) The land and ship station charges for radiotelephone calls shall be expressed in gold francs; administrations shall notify to the Secretary General the rates fixed by them.

ADD 2087AK ~~2072~~ § 4. (1) When a single land station is used as an intermediary for a radiotelephone call between two mobile stations, only one land station charge is collected. If the land station charge applicable to traffic with the mobile station booking the radiotelephone call is different from that applicable to traffic with the mobile station called, the higher of these two charges is collected.

ADD 2087AL ~~2073~~ (2) When, at the request of the person booking the radiotelephone call, two land stations are used as intermediaries for a radiotelephone call between two mobile stations, the appropriate land station charge of each station is collected and also the land-line charge between the two land stations.

ADD 2087AM ~~2074~~ § 5. (1) When handled through a land station the chargeable duration of a radiotelephone call will be fixed at the end of the call by the land station ; if two land stations are participating in the handling of the radiotelephone call, the opinion of that land station will prevail which has accepted the call from the originating mobile station. The decision of this land station will also be valid for international accounting.

ADD 2087AN ~~2075~~ (2) The chargeable duration of a radiotelephone call between two mobile stations in direct communication with each other will be fixed by the mobile station in which the call originates.

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A N N E X 2

MOD

ARTICLE 7

Special radiotelegrams. Paid service indications
(except in the Maritime Mobile Service - see Article 7A)

ADD

ARTICLE 7A

Special Services in the Maritime Mobile Service

ADD 2123A

Special Services are admitted, provided the administrations or recognized private operating agencies concerned accept them, taking into account C.C.I.T.T. Recommendations.

BLUE PAGES

Document No. 355-E
17 May 1974

PLENARY MEETING

B.1

1st SERIES OF TEXTS SUBMITTED BY THE EDITORIAL COMMITTEE TO THE PLENARY MEETING

The following texts are submitted to the Plenary Meeting for first reading :

Source	Document No.	Title
C4	303	RR Art. 1 : No. 60A
C4	303	Art. 5 : Nos. 167, 367A, 367B, 369
C4	303	Art. 9 : No. 573
C6	268	Art. 24 : Title, 912, 913
C6	268	Art. 25 : No. 927A
C6	268	Art. 28 : No. 970
C6	289	Art. 29 : No. 1007
C6	289	Art. 30 : No. 1067
C6	268	Art. 36 : Nos. 1429, 1430, 1449-1451, 1476L, 1478, 1482A, 1492
C6	268	App. 13A : QUZ code
C4	303	App. 20B
C4	303	App. 20C : § 3
C6	268	Resolution A
C4	303	Recommendation A
C4	303	Recommendation B

P. CHASPOUL
Chairman of the
Editorial Committee

Annex : 24 pages

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ANNEX RR

Revision of Article 1 of the Radio Regulations

Article 1 of the Radio Regulations shall be amended as follows :

Section II. Radio systems, services and stations

ADD 60A Radar beacon (racon)

In the maritime radionavigation service, a receiver-transmitter device which, when triggered by a surface search radar, automatically returns a distinctive signal which can appear on the display of the trigerring radar, providing range, bearing and identification information.

B.1

ANNEX RR

Revision of Article 5 of the Radio Regulations

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

Section IV. Table of Frequency Allocations - 10 kHz to 275 GHz

MOD 167 Mar Only classes A1 or F1, A4 or F4 emissions are authorized in the band 90-160 kHz for stations of the fixed service and in the band 110-160 kHz for stations of the maritime mobile service. Exceptionally, class A7J emissions are also authorized in the band 110-160 kHz for stations of the maritime mobile service.

MOD

MHz

Allocation to services		
Region 1	Region 2	Region 3
2 900 - 3 100		
	RADIONAVIGATION	367 367A 367B
	Radiolocation	

MOD

Allocation to services		
Region 1	Region 2	Region 3
9 300 - 9 500		
	RADIONAVIGATION	367A 367B
	Radiolocation	
	399	

ADD 367A In the bands 2 900 - 2 920 MHz and 9 300 - 9 320 MHz in the maritime radionavigation service, the use of shipborne radars other than those existing / on _/ is not permitted.

B.1

ADD 367B In the bands 2 920 - 3 100 MHz and 9 320 - 9 500 MHz in the maritime radionavigation service, the use of fixed-frequency radar beacons on land or at sea is not permitted.

(MOD) 369 In the band 3 100 - 3 300 MHz, existing radar beacons (racons) and shipborne radars in merchant ships may operate within the band 3 100 - 3 266 MHz.

B.1

ANNEX RR

Revision of Article 9 of the Radio Regulations

Article 9 of the Radio Regulations shall be amended as follows :

Section III. Recording of dates and findings in the Master Register

MOD 573 Mar § 26. (1) Frequency bands :

10	- 2 850	kHz	
3 155	- 3 400	kHz	
3 500	- 3 900	kHz	in Region 1
3 500	- 4 000	kHz	in Region 2
3 500	- 3 950	kHz	in Region 3
4 219.4	- 4 349.4	kHz	
6 325.4	- 6 493.9	kHz	
8 435.4	- 8 704.4	kHz	
12 652.3	- 13 070.8	kHz	
16 859.4	- 17 196.9	kHz	
22 310.5	- 22 561	kHz	

ANNEX RR

Revision of Article 24 of the Radio Regulations

Article 24 of the Radio Regulations shall be amended as follows :

MOD

Class and minimum number of operators for stations on board ships and aircraft

MOD 912 § 1. In the public correspondence service, each government shall take the necessary steps to ensure that stations on board ships and aircraft of its own nationality have personnel adequate to perform efficient service.

MOD 913 § 2. The personnel of ship and aircraft stations in the public correspondence service shall, having regard to the provisions of Article 23, include at least :

ANNEX RR

Revision of Article 25 of the Radio Regulations

Article 25 of the Radio Regulations shall be amended as follows :

Section II. Coast stations

ADD 927A

c) making a general call to all stations announcing the closing down of the service and advising the time of reopening, if this is different from the normal time.

ANNEX RR

Revision of Article 28 of the Radio Regulations

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

Section III. Ship stations using radiotelegraphy

MOD 970 § 12. Ship stations equipped with radiotelegraph apparatus intended to be used for normal traffic by Morse telegraphy shall be provided with devices permitting changeover from transmission to reception and vice versa without manual switching. In addition these stations should be able to listen on the reception frequency during the course of periods of transmission.

ANNEX RR

Revision of Article 29 of the Radio Regulations

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

Section II. Preliminary operations

MOD 1007 § 5. (1) Before transmitting, a station shall take precautions to ensure that its emissions will not interfere with transmissions already in progress; if such interference is likely, the station shall await an appropriate break in the communications in progress. This obligation does not apply to stations where unattended operation is possible through automatic means (see No. 850) on frequencies reserved for narrow-band direct-printing.

ANNEX RR

Revision of Article 30 of the Radio Regulations

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

MOD 1067 § 3. (1) In addition, each coast station shall, so far as practicable, transmit its calls in the form of "traffic lists" consisting of the call signs in alphabetical order of all mobile stations for which it has traffic on hand. These calls shall be made at specified times fixed by agreement between the administrations concerned and at intervals of not less than two hours and not more than four hours during the working hours of the coast station.

ANNEX RR

Revision of Article 36 of the Radio Regulations

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

Section V. Acknowledgement of receipt of a distress message

MOD 1429

a) Radiotelegraphy :

- the distress signal $\overline{\text{SOS}}$;
- the call sign of the station sending the distress message, sent three times;
- the word DE;
- the call sign of the station acknowledging receipt, sent three times;
- the group RRR;
- the distress signal $\overline{\text{SOS}}$.

MOD 1430
Mar

b) Radiotelephony :

- the distress signal MAYDAY;
- 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 MAYDAY.

Section VI. Distress traffic

MOD 1449 Mar § 34. (1) When distress traffic has ceased 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.

ADD 1449A When complete silence is no longer necessary on a frequency which is being used for distress traffic, the station controlling the traffic shall transmit on that frequency a message addressed "to all stations" (CQ) indicating that restricted working may be resumed.

MOD 1450 (2) a) In radiotelegraphy, the message referred to in No. 1449 consists of :

- the distress signal $\overline{\text{SOS}}$;
- the call "to all stations" (CQ) sent three times;
- the word DE;
- the call sign 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 service abbreviation QUM.

b) In radiotelegraphy, the message referred to in No. 1449A consists of :

- the distress signal $\overline{\text{SOS}}$;
- the call "to all stations" (CQ) sent three times;
- the word DE;
- the call sign of the station sending the message;

- the time of handing in of the message;

- the name and call sign of the mobile station which is in distress;

- the service abbreviation QUZ.

MOD 1451 Mar (3) a) In radiotelephony, the message referred to in No. 1449 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".

b) In radiotelephony, the message referred to in No. 1449A 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 is in distress;

- the words PRU-DONCE pronounced as the French word "prudence".

Section VIIIA. Emergency position-indicating radiobeacon signals

MOD 1476L Mar (9) Equipment designed to transmit emergency position indicating radiobeacon signals on the frequencies 121.5 MHz and 243 MHz shall be in agreement with the recommendations and standards recommended by the Organizations mentioned in Resolution No. Mar 7.

Section IX. Urgency signal

MOD 1478 (2) In radiotelephony, the urgency signal consists of three repetitions of the group of words PAN PAN, each word of the group pronounced as the French word "panne". The urgency signal shall be transmitted before the call.

MOD 1482A Mar (2A) However, in the maritime mobile service, the message shall be transmitted on a working frequency :

a) in the case of a long message or a medical call or

b) in areas of heavy traffic in the case of the repetition of a message transmitted in accordance with the provision as laid down in No. 1482.

An indication to this effect shall be given at the end of the call.

Section X. Safety signal

MOD 1492 Mar (3) The safety message which follows the call should be sent on a working frequency. A suitable announcement to this effect shall be made at the end of the call.

ANNEX RR

Revision of Appendix 13A to the Radio Regulations

Appendix 13A to the Radio Regulations shall be amended as follows :

Section I. Q code

A. List of abbreviations in alphabetical order

After QUY*) :

ADD

Abbreviation	Question	Answer or advice
QUZ	May I resume restricted working?	Distress phase still in force, restricted working may be resumed.

B. List of signals according to the nature of questions, answer or advice

In sub-section "Suspension of work", after QUM :

ADD

QUZ	May I resume restricted working?	Distress phase still in force, restricted working may be resumed.

In sub-section "Distress" after QUM :

ADD

QUZ	May I resume restricted working?	Distress phase still in force, restricted working may be resumed.

In sub-section "Search and rescue" after QUY*) :

ADD

QUZ	May I resume restricted working?	Distress phase still in force, restricted working may be resumed.

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ANNEX RR

Revision of Appendix 20B Mar to the Radio Regulations

Appendix 20B Mar to the Radio Regulations shall be amended as follows :

MOD

APPENDIX 20B Mar

Narrow band direct-printing telegraph equipment

(See Articles 28, 28C, 29 and 32)

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 Telegraph Alphabet Code No. 2 at a modulation rate of 50 bauds and shall provide similar signals at its output suitable for extension to the public telegraph network.

b) The modulation rate over the radio path shall not exceed 100 bauds.

c) Class F1 emissions shall be used, with a frequency shift of 170 Hz (Note 1).

d) The frequency tolerance of the transmitted signal shall be ± 40 Hz for ship stations, and shall be ± 15 Hz for coast stations (Note 2) (Note 3) (Note 4).

e) The higher of the emitted frequencies shall correspond to "space" (start); and the lower of the emitted frequencies shall correspond to "mark" (stop) in accordance with the relevant C.C.I.R. Recommendation.

f) Where an error control system is employed the apparatus shall be provided with a simple device to by-pass the error control system to permit transmission and reception over the radio path of uncorrected signals conforming with a) above.

g) When an error-detecting and correcting system is used for direct-printing telegraphy in the / international / maritime mobile service, a 7-unit ARQ system or a 7-unit forward acting error-correcting and indicating time diversity system, using the same code, shall be employed. Remaining technical characteristics of the error-detecting and correcting equipment should be in accordance with the relevant C.C.I.R. Recommendations.

h) If a station is equipped with a selective calling system in accordance with Appendix 20C and with a direct-printing system in accordance with the present Appendix and uses a two block call signal, that station shall be assigned the same identification / or selective call / number in accordance with Nos. 749A and 783H for both systems.

i) A station, equipped with a direct-printing system in accordance with the present Appendix and using a two block call signal, which has not already been assigned a number in accordance with Nos. 749A and 783H, should be assigned such a number for the direct-printing system.

j) Conversion from the numerical identification to the 28-bit (4-character) pattern shall be performed according to the relevant C.C.I.R. Recommendations.

Note 1 : When frequency-shift keying is effected by applying audio signals to the input of a single-sideband transmitter particular care should be taken adequately to suppress the residual carrier of the single-sideband modulation process. In addition a suitable choice of the centre audio frequency will minimize the possibility of the residual carrier causing interference to nearby channels. For this reason some administrations have chosen 1 700 Hz as the centre frequency.

Note 2 : For operational purposes the associated receiving equipment should conform to the frequency stability of the transmitters.

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Note 3 : These tolerances shall apply to equipment installed after 1 January 1976 and to all equipment after 1 January 1985.

Note 4 : Stricter tolerances may be desirable, depending on the method of operation of the service and the equipment employed.

ANNEX RR

Revision of Appendix 20C Mar to the Radio Regulations

Appendix 20C Mar to the Radio Regulations shall be amended as follows :

Selective calling system for use in the International Maritime Mobile Service

(See Articles 19, 28A, 29 and 33 and Appendix 9)

MOD

3. A special "all ships call" signal 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 ± 1 ms and the interval between consecutive pulses, measured between half-amplitude points, shall not exceed 1 ms. The total duration of this "all ships call" signal should be at least 5 seconds.

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RESOLUTION No. Mar2 - A

Relating to accounting for public correspondence in maritime radiocommunications

The World Maritime Administrative Radio Conference, Geneva, 1974,

considering

a) that the existing methods of accounting for public correspondence in maritime radiocommunications are complex and expensive for administrations and the recognized private operating agencies concerned with such accounting;

b) that proposals were made to this Conference to amend the existing regulations relating to methods of accounting and particularly not to include ship charges in the radio maritime accounts exchanged between administrations and the recognized private operating agencies concerned with radio maritime accounting;

c) that modern accounting aids are available which might improve and expedite the preparation and exchange of accounts;

d) that, for example, there is already a need for improved accounting methods to provide for :

- automatic access between ship stations and stations on land, and
- direct access by telex and telephone between subscribers in one country and ship stations via coast stations in another country;

e) that there may be a future need for an accounting system common to both the maritime mobile service and the maritime mobile-satellite service or, at least, two systems based on the same principles;

resolves

that a study should be undertaken with a view to improving the present accounting methods for public correspondence in maritime radiocommunications and providing for foreseeable developments;

B.1

invites the C.C.I.T.T.

1. to undertake a study of the annexed question as a matter of urgency with a view to reducing, as soon as possible, the work load upon administrations and recognized private operating agencies concerned with radio maritime accounting;

2. to ask administrations to send delegates particularly concerned with maritime accounting to the relevant Study Group meetings;

3. to ensure that the results of the study are included in the Study Group Reports to its Sixth Plenary Assembly in 1976 and that these Reports, as approved by that Plenary Assembly, are distributed to the administrations of all Members of the Union before 1 January 1977 to enable them to prepare proposals for the World Administrative Radio Conference foreseen for 1979;

invites

administrations and recognized private operating agencies concerned with such accounting, pending the results of this study, to take all steps calculated to mitigate, as far as possible, the inconvenience caused by accounting for ship charges.

A N N E X

New question to the C.C.I.T.T.

What amendments to the principles and methods of accounting for public correspondence in maritime radiocommunications are necessary to improve present methods, including accounting for ship charges, and to provide for foreseeable future developments?

B.1

B.1 B.1 B.1 B.1 B.1 B.1 B.1 B.1 B.1 B.1

RECOMMENDATION No. Mar2 - A

Relating to the development of fixed frequency radar beacons (racons)

The World Maritime Administrative Radio Conference, Geneva, 1974,

having adopted

provisions relating to the development of fixed frequency radar beacons (racons) in the maritime radionavigation service in the two frequency bands 2 900-2 920 MHz and 9 300-9 320 MHz;

considering

a) that ship's navigation can often be improved and groundings prevented with the proper use of the ship's radar;

b) that the use of radar beacons to mark aids and hazards to marine navigation has provided a significant improvement in the radar navigation of vessels;

c) that several administrations at present operating swept frequency radar beacons to mark lighthouses, lightships, buoys and other aids or hazards to marine navigation will continue to do so for an indefinite period of time;

d) that several administrations also plan to introduce fixed frequency radar beacons at an early date since studies and experiments indicate that for some purposes they are technically and operationally superior to the swept frequency type;

e) that such radar beacons may require protection from mutual interference and interference from other sources;

f) that the selection of the technical and other characteristics of radar beacons should be internationally agreed by the maritime interests and coordinated with other users of the same frequency bands whose operations might be affected;

recommends

1. that administrations, the Inter-Governmental Maritime Consultative Organization and the International Association of Lighthouse Authorities continue to evaluate the operational benefits which could result from the widespread use of fixed frequency radar beacons;

2. that the C.C.I.R. be invited to recommend, in consultation with appropriate international organizations, including the International Civil Aviation Organization, the technical parameters to be met by such devices including electromagnetic compatibility with other services having allocations in the same band.

B.1

RECOMMENDATION No. Mar2 - B

Relating to the frequency requirements for shipborne transponders*)

The World Maritime Administrative Radio Conference, Geneva, 1974,

considering

a) that merchant ships of the world are increasing in size and speed;

b) that every year a significant number of collisions occur involving merchant vessels with resultant loss of life and property and that collisions have a high potential for endangering the natural environment;

c) that there is a need to correlate radar targets with vessels making VHF radiotelephone transmissions;

d) that studies and experiments have shown that shipborne transponders can enhance and supplement radar target images as compared with normal radar images;

e) that current studies and experimentation relating to shipborne transponders indicate that development of equipment can be expected in the near future which will offer adequate radar image enhancement and target identification and, possibly, data transfer capabilities;

f) that such shipborne transponders may require protection from interference;

g) that the selection of the frequency bands and other parameters for these transponders should be coordinated with other users of the radiofrequency spectrum whose operations might be affected;

---

*) A receiver-transmitter which emits a signal automatically when it receives the proper interrogation.

B.1

recommends

B.1 1. that administrations and the Inter-Governmental Maritime Consultative Organization continue to evaluate the operational benefits which could result from the widespread use of transponders on ships and that the question whether there would be advantage in adopting an internationally approved system for future implementation be considered;

B.1 2. that the C.C.I.R. be invited to recommend, in consultation with appropriate international organizations, the most suitable order of frequencies and bandwidth required for this purpose, and the technical parameters to be met by such devices including electromagnetic compatibility with other users having frequency allocations;

B.1 3. that, pending further technical and operational developments and evaluation, administration be prepared at the next competent World Administrative Radio Conference to make the necessary provisions for the use of such devices.

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INTERNATIONAL TELECOMMUNICATION UNION

MARITIME CONFERENCE

GENEVA, 1974

Corrigendum No. 1 to
Document No. 356-E
23 May 1974
Original : Spanish

COMMITTEE 5

Republic of Venezuela

PROPOSALS FOR THE WORK OF THE CONFERENCE

In response to the request of Sub-Group 5C-3 on 22 May 1974 concerning the revision of the Allotment Plan in Appendix 25, the Venezuelan Administration, having studied its minimum needs, submits the following requirements for consideration by the Sub-Group :

Frequency bands in MHz	4	6	8	12	16	22
Present SSB allotments	1	0	1	1	1	1
Requirements	1	1	1	1	1	1

The requirement in the 6 MHz band is essential and must be satisfied.

We would also draw attention to the urgent problems of interference between Venezuela and Colombia likely to arise from the fact that both countries have similar allotments in the 4, 8 and 12 MHz bands.

Miguel MOSQUEDA
Delegate for Venezuela

INTERNATIONAL TELECOMMUNICATION UNION

MARITIME CONFERENCE

GENEVA, 1974

Document No. 356-E
16 May 1974
Original : Spanish

COMMITTEE 5

Republic of Venezuela

PROPOSALS FOR THE WORK OF CONFERENCE

Venezuela's requirements in the Frequency Allotment Plan for coast radio stations operating in the bands between 4 and 23 000 kHz allocated exclusively to the maritime mobile service (Appendix 25 MOD) are the following :

Frequency bands in MHz	4	6	8	12	16	22
Number of SSB channels	2	2	2	2	2	2

INTERNATIONAL TELECOMMUNICATION UNION

MARITIME CONFERENCE

GENEVA, 1974

Document No. 357-E
16 May 1974
Original : French

COMMITTEE 5

SUMMARY RECORD

OF THE

FOURTH MEETING OF COMMITTEE 5

Thursday, 9 May 1974, at 0930 hrs

Chairman : Mr. O.J. HAGA (Norway)

Subjects discussed :	Document No.
1. First and second reports of Working Group 5B	277 and 278
2. First report of Working Group 5D	263
3. Any other business :	
i) Observations by the Chairman of Working Group 5A	
ii) Results of the deliberations of the Joint Working Group 4A/5E	

1. First and second reports of Working Group 5B (Documents 277 and 278)

The Chairman of Working Group 5B explained that the first report (Document 277) dealt with the spacing of radiotelephone channels in the maritime mobile HF bands. The Working Group had, after lengthy discussion, considered that that spacing should be reduced to a final figure of 3.1 kHz.

The delegate of Canada said that he reserved the right to return to the matter, if necessary, at a later stage in the Conference.

In the absence of any further comment, Document 277 was approved.

The Chairman of Working Group 5B said that the second report of the Working Group (Document 278 concerned the advancement of the date set by the 1967 Conference for the implementation of single sideband equipment in the radiotelephony bands between 4 000 and 23 000 kHz. A large majority of the Working Group had supported the retention of 1 January 1978, the date decided on in 1967.

In the absence of any further comment, Document 278 was approved.

2. First report of Working Group 5D (Document 263)

The Chairman of Working Group 5D briefly introduced Document 263, to which was annexed the basic definitions concerning on-board communications.

The Chairman asked the Committee first to consider paragraph ADD 39A.

The representative of the International Chamber of Shipping (I.C.S.) pointed out that on-board communication stations could be made use of during line handling and mooring operations and said he would like to see some restrictions included at the end of paragraph ADD 39A.

That view was not supported by the Chairman or the delegates of Switzerland, Spain and the USSR, who considered the existing wording quite satisfactory.

It was therefore decided to keep the text of paragraph ADD 39A as it stood.

With regard to paragraph MOD 36, the delegate of the United Kingdom felt that the final phrase of the English text, "or between on-board communications stations", was rather ambiguous and should be amended to make clear that the reference was to communications between stations installed on board ships.

The Chairman of Working Group 5D said that the phrase in question came at the end of the paragraph in the English text only. In the French and Spanish texts it came in the body of the paragraph. He drew attention, however, to the fact that the definition of number MOD 36 applied to on-board communication stations, and hence in his opinion was perfectly clear and sufficiently detailed.

The delegate of New Zealand, whose point of view was shared by the delegate of Israel, thought that the present wording was not entirely satisfactory and should be made clearer.

In the desire to enable the Committee to agree on a text for paragraph MOD 36, the delegate of Switzerland suggested that the word "associated" should be inserted between the word "between" and the word "on-board" in the fourth line of the text which would avoid any restriction and also make the text clearer.

The delegates of the United States of America, of the United Kingdom and New Zealand said that they were prepared to accept that addition.

It was accordingly agreed that paragraph MOD 36 would be amended in accordance with the proposal of the delegate of Switzerland.

Following a comment made by the delegate of Japan concerning the expression "communications stations" "communication station" which appeared in the plural in paragraph MOD 36 and in the single in paragraph ADD 39A, the Chairman said that there was a mistake in the first of those paragraphs and that in both cases the singular should be used.

3. Any other business

i) Observations by the Chairman of Working Group 5A

The Chairman of the above-mentioned Group drew the attention of those concerned to the fact that Sub-Group 6B5 of Committee 6 was currently considering the problems raised by the use of the A3H class emission for the distress frequency in radiotelephony (2 182 kHz) and that it would be well, therefore, for those who wished to follow developments in that topic to take part in the deliberations of that Sub-Group, which would probably enable Working Group 5A to complete its work more quickly thereafter. His Working Group had also been instructed to consider a number of proposals, including proposals concerning the use of an aeronautical frequency 3 023.5 kHz by ships, in certain conditions. Committee 6 and its Working Groups had also considered the same topic and he had had to await the conclusions of those bodies, some of which were not yet known, before being able to continue the discussions in his own Group. He found that state of affairs most unfortunate and considered that the subjects dealt with in Committee 5 were of a very special technical nature which bore hardly any relationship with questions of operation. He regretted that time was lost because of that duplication of the terms of reference of certain committees.

The Chairman said that Committee 6 was making every effort to achieve concrete results quickly and fully understood the concern of the Chairman of Working Group 5A.

ii) Results of the deliberations of the Joint Working Group 4A/5E

The Chairman announced that the Joint Group would complete its discussions the following morning and, so that Committees 4 and 5 could approve its report, it had been agreed that a joint meeting of those two Committees would be held to consider Document 279.

The meeting rose at 1015 hours.

The Secretary :
J. BALFROID

The Chairman :
O.J. HAGA

INTERNATIONAL TELECOMMUNICATION UNION

MARITIME CONFERENCE

GENEVA, 1974

Corrigendum to
Document No. 358-E
20 May 1974
Original : French

PLENARY MEETING

FOURTH REPORT OF COMMITTEE 6
(OPERATION)

Pages 1 to 3 - Refers only to Spanish text.

Page 4 - Refers only to French text.

Page 5 - In MOD 838, strike out the word "~~mobile~~".

Page 7 - Refers only to Spanish text.

Page 9 - Refers only to French text.

Page 10 - Refers only to French text.

Page 11 - Refers only to French text.

Page 12 - Refers to French and Spanish texts.

Page 14 - Refers only to French text.

Page 15 - Refers only to French text.

Pages 16 and 17 - Refers to French and Spanish texts.

INTERNATIONAL TELECOMMUNICATION UNION

MARITIME CONFERENCE

GENEVA, 1974

Document No. 358-E
17 May 1974
Original : English

PLENARY MEETING

FOURTH REPORT OF COMMITTEE 6
(OPERATION)

ARTICLE 1

Section I.

MOD 3
MOD 14
MOD 18

ARTICLE 18

NOC 732

ARTICLE 21

MOD Title
MOD 838
MOD 839
MOD 842
MOD 843
MOD 844

CHAPTER VI

MOD Title

ARTICLE 22

NOC Title
NOC 845
NOC 846
NOC 847
ADD 847A

ARTICLE 23

Note A NOC [Title]

Section I.

	NOC	Title
	NOC	848 to 850, including 850.1
	MOD	851
Note B	NOC	852 to 856
	ADD	856A
	NOC	857
	ADD	857A
	NOC	858

Section II.

	MOD	Title
	NOC	859 to 860, including 859.1
	SUP	860A
		Mar
	MOD	861
		Mar
	MOD	862
	NOC	863
		Mar
	SUP	863A
		Mar
	MOD	864
	MOD	865
	NOC	866

Section IIA.

	ADD	Section IIA
	ADD	Title
	ADD	866A, 866B, 866C, 866D, 866E, 866EA, 866F, 866FA, 866G

Section III.

	NOC	Title
	NOC	867 to 870
	ADD	870A
	MOD	Title A.
	ADD	870B, 870C, 870D, 870E, 870F, 870G, 870H, 870I, 870J, 870K
	MOD	Titles B, C, D, E
	NOC	871 to 893
	ADD	893A
	MOD	894

Note A - For the Editorial Committee

Suject to change following further consideration in Committee 6.

Note B - For the Editorial Committee

Possible insertion of ADD 849A still under consideration in Committee 6.

Section III (cont'd)

NOC 895 to 905
ADD 905A
NOC 906

Section IV.

NOC Title
NOC 907
Mar
ADD 907A
MOD 908
Mar
MOD 909
Mar
NOC 910-911 SUP (Mar)

ARTICLE 24

MOD Title
MOD 912, 913, 914, 915, 916, 917
Mar Mar Mar
NOC 918 to 920, including 920.1
Mar

ARTICLE 28

Section VI.

NOC 999

ARTICLE 33

Section III.

MOD 1225
MOD 1226
Mar
MOD 1227
SUP 1228
Mar
NOC 1229
NOC 1230
Mar
NOC 1231

ARTICLE 35

Section II.

NOC 1323
Mar

APPENDIX 13A

Section I. Q Code

Part A. List of Abbreviations in Alphabetical Order

ADD QOL
ADD QOM
ADD QOR
ADD QST

Part B. List of Signals according to the Nature of Questions, Answer or Advice

ADD Title
ADD QOL
ADD QOM

/forming a new block to be inserted between the block "Establishing Communication" and the block "Time"/

ADD QOR
ADD QST

/to be inserted in the block "Establishing Communication"/

RESOLUTION No. Mar 16

SUP — Resolution No. Mar 16, including Annexes 1, 2 and 3

RECOMMENDATION No. ... Mar

ADD — RECOMMENDATION No. ... Mar

Relating to distress, urgency and safety traffic

W.W. SCOTT
Chairman

Annex: 1

A N N E X

ARTICLE 1

Section I

General terms

MOD 3 General Network of Telecommunication Channels : The whole of the existing telecommunication channels open to public correspondence, with the exception of the telecommunication channels of the mobile service, of the maritime mobile-satellite service and of the fixed-satellite service when connecting one or more earth stations with a satellite used for the maritime mobile-satellite service.

MOD 14 Radiotelegram : Telegram originating in or intended for a mobile station or mobile earth station in the maritime mobile-satellite service transmitted, on all or part of its route, over the radiocommunication channels of a mobile service or the maritime mobile-satellite service.

MOD 18 Radiotelephone Call : A telephone call, originating in or intended for a mobile station or mobile earth station in the maritime mobile-satellite service, transmitted on all or part of its route over the radiocommunication channels of a mobile service or the maritime mobile-satellite service.

ARTICLE 18

NOC 732

ARTICLE 21

MOD Title Inspection of mobile stations and mobile earth stations in the maritime mobile-satellite service

MOD 838 § 1. (1) The governments or appropriate administrations of countries which a mobile station or mobile earth station in the maritime mobile-satellite service visits, may require the production of the licence for examination. The operator of the ~~mobile~~ station, or the person responsible for the station, shall facilitate this examination. The licence shall be kept in such a way that it can be produced upon request. As far as possible, the licence, or a copy certified by the authority which has issued it, should be permanently exhibited in the station.

MOD 839 (2) The inspectors shall have in their possession an identity card or badge, issued by the competent authority, which they shall show on request of the master or person responsible for the ship, aircraft or other vehicle carrying the mobile station or mobile earth station in the maritime mobile-satellite service.

MOD 842 § 2. (1) When a government or an administration has found it necessary to adopt the course indicated in No. 840, or when the operators' certificates cannot be produced, the government or administration to which the mobile station or mobile earth station in the maritime mobile-satellite service is subject shall be so informed without delay. In addition, the procedure specified in Article 16 is followed when necessary.

MOD 843 (2) Before leaving, the inspector shall report the result of his inspection to the master, or the person responsible for the ship, aircraft or other vehicle carrying the mobile station or mobile earth station in the maritime mobile-satellite service. If any breach of the conditions imposed by these Regulations is observed, the inspector shall make this report in writing.

MOD 844 § 3. The Members and Associate Members of the Union undertake not to impose upon foreign mobile stations or mobile earth stations in the maritime mobile-satellite service which are temporarily within their territorial waters or make a temporary stay in their territory, technical and operating conditions more severe than those contemplated in these Regulations. This undertaking in no way affects arrangements which are made under international agreements relating to maritime or air navigation, and which are therefore not covered by these Regulations.

CHAPTER VI

MOD Title Personnel of Stations in the Mobile Service and the Maritime Mobile-Satellite Service

ARTICLE 22

NOC Authority of the Master

NOC 845, 846, 847

ADD 847A § 4. The authority and obligations imposed by Nos. 845, 846 and 847 shall also apply to personnel of mobile earth stations in the maritime mobile-satellite service.

ARTICLE 23

Note A NOC /Operators' Certificates for Ship and Aircraft Stations/

Section I

General Provisions

Note B NOC 848 to 850, including 850.1

MOD 851 / replace Mc/s by MHz /

NOC 852 to 856

ADD 856A (1A) However, in the maritime mobile service the certificates issued after / two years after the date of implementation of the Final Acts /*) shall bear the photograph of the holder and the holder's date of birth

NOC 857

ADD 857A (3) However, in the maritime mobile service all certificates not in one of the working languages of the Union and issued after /two years after the date of implementation of the Final Acts /*) shall carry in one of the working languages at least the following information:

(a) Name and date of birth of the holder

(b) The title of the certificate and its date of issue

(c) If applicable, number and period of validity of the certificate

(d) Issuing administration

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*) Date to be inserted by the Editorial Committee

Note A - For the Editorial Committee

Subject to change following further consideration in Committee 6.

Note B - For the Editorial Committee

Possible insertion of RR 849A still under consideration in Committee 6.

NOC 858

MOD Title

Section II
Classes and categories of Certificates
except for Ship Stations

NOC 859 to 860, including 859.1

SUP 860A
Mar

MOD 861 Mar § 6 (1) **The holder of a first or second class radiotelegraph operator's certificate may carry out the radiotelegraph or radiotelephone service of any aircraft station.**

MOD 862 (2) **The holder of a radiotelephone operator's general certificate may carry out the radiotelephone service of any aircraft station.**

NOC 863
Mar

SUP 863A
Mar

MOD 864 (4) The holder of a radiotelephone operator's **restricted certificate may carry out the radiotelephone service of any aircraft station operating on frequencies allocated exclusively to the aeronautical mobile service, 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 by Appendix 3.**

MOD 865 (5) The radiotelephone service of aircraft stations for which only a restricted radiotelephone operator's certificate is required may be carried out by an operator holding a radiotelegraph operator's special certificate.

NOC 866

ADD

Section IIA

Categories of Certificates for Ship Stations

ADD 866A. § 7A (1) There are four categories of certificates for radiotelegraph operators[1].

These are :

- the radiocommunication operator's general certificate
- the first class radiotelegraph operator's certificate
- the second class radiotelegraph operator's certificate
- the radiotelegraph operator's special certificate.

ADD 866B (2) There are two categories of radiotelephone operator's certificates, general and restricted[1].

ADD 866C § 7B (1) The holder of a radiocommunication operator's general certificate, or of a first class or second class radiotelegraph operator's certificate, may carry out the radiotelegraph or radiotelephone service of any ship station.

ADD 866D (2) The holder of a radiotelephone operator's general certificate may carry out the radiotelephone service of any ship station.

ADD 866E (3) The holder of a radiotelephone operator's restricted certificate may carry out the radiotelephone service of any ship station, 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.

ADD 866EA (3B) The restricted radiotelephone operator's certificate may be limited exclusively to one or more of the maritime mobile frequency bands, in which cases the certificate shall be suitably endorsed.

ADD 866A.1 [1] }
ADD 866B.1 [1] } As regards the employment of operators holding the different certificates, see Article 24.

ADD 866 F (4) The radiotelegraph service of ships for which a radiotelegraph installation is not made compulsory by international agreements, as well as the radiotelephone service of ship stations for which only a restricted radiotelephone operator's certificate is required may be carried out by an operator holding a radiotelegraph operator's special certificate.

ADD 866 FA (5) However, where the conditions specified in No. 893A are satisfied, the radiotelegraph service of ships for which a radiotelegraph installation is not made compulsory by international agreements, as well as the radiotelephone service of any ship station, may be carried out by an operator holding a radiotelegraph operator's special certificate.

ADD 866G § 7C Exceptionally, the second class radiotelegraph operator's certificate as well as the radiotelegraph operator's special certificate may be limited exclusively to the radiotelegraph service. In such cases the certificate shall be suitably endorsed.

NOC

Section III

Conditions for the Issue of Operators' Certificates

NOC 867, 868, 869, 870

ADD 870A (2A) However, in respect to the maritime mobile service, administrations should also take whatever steps they consider necessary to ensure the continued proficiency of operators while in service.

MOD title A. Radiocommunication Operator's General Certificate for the Maritime Mobile Service

ADD 870B § 9A. The radiocommunication operator's general certificate for the maritime mobile service is issued to candidates who have given proof of the technical and professional knowledge and qualifications enumerated below :

ADD 870C (a) Knowledge of the principles of electricity and the theory of radio and of electronics sufficient to meet the requirements specified in 870D, 870E and 870F below.

ADD 870D (b) Theoretical knowledge of modern radio-communication equipment, including marine radiotelegraph and radiotelephone transmitters and receivers, marine aerial systems, automatic alarm devices, radio equipment for life-boats and other survival craft, direction-finding equipment, together with all auxiliary items including power supply (such as motors, alternators, generators, inverters, rectifiers and accumulators), as well as a general knowledge of the principles of other apparatus generally used for radionavigation, with particular reference to maintaining the equipment in service.

ADD 870E (c) Practical knowledge of the operation, adjustment and maintenance of the apparatus mentioned in 870 D above, including the taking of direction-finding bearings and knowledge of the principles of the calibration of radio direction-finding apparatus.

ADD 870F (d) Practical knowledge necessary for the location and remedying (using appropriate testing equipment and tools) of faults which may occur during a voyage in the apparatus mentioned in 870 D above.

ADD 870G (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 a 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.

ADD 870H (f) Ability to send and to receive correctly by radiotelephone.

ADD 870I (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.

ADD 870J (h) A sufficient knowledge of world geography, especially the principal shipping and the most important telecommunication routes.

ADD 870K (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.

MOD Titles B. First Class Radiotelegraph Operator's Certificate

C. Second Class Radiotelegraph Operator's Certificate

D. Radiotelegraph Operator's Special Certificate

E. Radiotelephone Operator's Certificate

NOC 871 to 893

ADD 893A (2A) In the maritime mobile service each Administration concerned shall fix the other conditions for obtaining this certificate. However, except as provided for in No. 866, the conditions specified in Nos. 894, 895, 896, 897 and 898 shall be satisfied in the case of this certificate for ship station operators when issued after /the date of implementation of the Final Acts/*).

MOD 894 § 13. The general radiotelephone operator's certificate is issued to candidates who have given proof of the knowledge and professional qualifications enumerated below (see also Nos. MOD 861, MOD 862, ADD 866C, ADD 866D, ADD 866F and ADD 866FA) :

NOC 895 to 905

ADD 905A § 15A. However, in the maritime mobile service a restricted radiotelephone operator's certificate shall show whether it is limited as provided for in ADD 866EA.

NOC 906

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*) Date to be inserted by the Editorial Committee.

NOC

Section IV

Qualifying Service

MOD 907 Mar § 17. (1) An operator holding a radiocommunication operator's general certificate or 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).

ADD 907A (1A) However, before becoming chief or sole operator of a ship of the fourth category (see No. 932) which is required by international agreements to carry a radiotelegraph operator, an operator holding a radiocommunication operator's general certificate or a first or second class radiotelegraph operator's certificate shall have had adequate experience as operator on board ship at sea.

MOD 908 Mar (2) Before becoming chief operator of a ship station of the second or third category (see Nos. 931 and 931A), an operator holding a radiocommunication operator's general certificate or 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 Mar (3) Before becoming chief operator of a ship station of the first category (see No. 930), an operator holding a radiocommunication operator's general certificate or 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.

NOC 910-911 SUP (Mar)

ARTICLE 24

MOD Title — Class and minimum number of operators for stations on board ships and aircraft

MOD 912 — § 1. In the public correspondence service, each government shall take the necessary steps to ensure that stations on board ships and aircraft of its own nationality have personnel adequate to perform efficient service.

MOD 913 — § 2. The personnel of ship and aircraft stations in the public correspondence service shall, having regard to the provisions of Article 23, include at least:

MOD 914 Mar — (a) ship stations of the first category, except in the case provided for in No. 918 : a chief operator holding a radiocommunication operator's general certificate or a first class radiotelegraph operator's certificate;

MOD 915 Mar — (b) ship stations of the second and third categories, except in the case provided for in No. 918 : a chief operator holding a radiocommunication operator's general certificate or a first or second class radiotelegraph operator's certificate;

MOD 916 Mar — (c) ship stations of the fourth category, except in the cases provided for in Nos. 917 and 918; one operator holding a radiocommunication operator's general certificate or a first or second class radiotelegraph operator's certificate;

MOD 917 — (d) ship stations in which a radiotelegraph installation is provided but not prescribed by international agreements; one operator holding a radiocommunication operator's general certificate or a first or second class radiotelegraph operator's certificate, or a radiotelegraph operator's special certificate.

NOC 918 to 920 (including 920.1) Mar

ARTICLE 28

Section VI

Survival Craft Stations

NOC 999

ARTICLE 33

Section III

Calls, Reply to Calls and Signals Preparatory to Traffic

MOD 1225 § 8. (1) A radiotelephone ship station calling a coast station should use for the call, in order of preference :

MOD 1226 Mar a) a working frequency on which the coast station is keeping watch;

MOD 1227 b) the carrier frequency 2 182 kHz.

SUP 1228 Mar

NOC 1229

NOC 1230 Mar

NOC 1231

ARTICLE 35

Section II

Bands between 1 605 and 4 000 kHz

NOC 1323 Mar

APPENDIX 13A

Section I

Q Code

Abbreviations Available for the Maritime Mobile Service

A. List of Abbreviations in Alphabetical Order

	Abbreviation	Question	Answer or Advice
ADD	QOL	Is your vessel fitted for reception of selective calls, in the affirmative, what is your selective call number or signal?	My vessel is fitted for the reception of selective calls, my selective call number or signal is ...
ADD	QOM	On what frequencies can your vessel be reached by a selective call?	My vessel can be reached by a selective call on following frequency/ies ... (periods of time to be added if necessary).
ADD	QOR	I wish to establish communication by [Direct Printing]*); are you able to meet?	You may establish communication by [Direct Printing]*) now on ..... kHz. (If a [Direct Printing]*) circuit is not available the abbreviation should be followed by "AS ..... minutes".)
ADD	QST	Do you hear my call; what is the approximate delay in minutes before we may exchange traffic?	I hear your call; the approximate delay is ..... minutes.

*) Note for the Editorial Committee

Terminology between brackets [ ] subject to change following further consideration in Committee 6.

B. List of Signals according to the Nature of Questions, Answer or Advice

	Abbreviation	Question	Answer or Advice
		Establishing Communication (To be inserted in alphabetical order)	
ADD	QOR	I wish to establish communication by /Direct Printing/*); are you able to meet?	You may establish communication by /Direct Printing/*) now on ..... kHz. (If a /Direct Printing/*) circuit is not available the abbreviation should be followed by "AS ..... minutes".)
ADD	QST	Do you hear my call; what is the approximate delay in minutes before we may exchange traffic?	I hear your call; the approximate delay is ..... minutes.
ADD	Title	Selective Calls	
ADD	QOL	Is your vessel fitted for reception of selective calls, in the affirmative, what is your selective call number or signal?	My vessel is fitted for the reception of selective calls, my selective call number or signal is ...
ADD	QOM	On what frequencies can your vessel be reached by a selective call?	My vessel can be reached by a selective call on following frequency/ies ... (periods of time to be added if necessary).

*) Note for the Editorial Committee

Terminology between brackets /_ _/ subject to change following further consideration in Committee 6.

RESOLUTION No. Mar 16

SUP

Resolution No. Mar 16, including Annexes 1-3

RECOMMENDATION No. ... Mar

Relating to distress, urgency and safety traffic

The World Administrative Radio Conference, Geneva, 1974,

having noted

that the Inter-Governmental Maritime Consultative Organization (I.M.C.O.) has completed a policy document on the subject of the future maritime distress system;

that this document contains

i) proposed improvements for the near future

ii) requirements and proposed transitional measures for a distant future;

that I.M.C.O. intends to keep this document under review for adjustment, as necessary;

that a number of improvements for a near future distress system form part of the proposals for the work of this Conference;

further noting

that studies on a range of subjects dealing with distress and safety measures as part of a maritime satellite communications system form the subject of C.C.I.R. questions and study programmes;

considering

a) that the I.M.C.O. requirement for the possible future fitting of automatic distress alerting, followed by the automatic transmission of additional information concerning the distress case, is of particular importance;

b) that automatic distress alerting, followed by the automatic transmission of additional information concerning the distress case, should take place on a single frequency or possibly more frequencies reserved for distress purposes;

c) that adequate frequencies must be made available for associated requirements for safety communications and calling;

d) that the transmission and the recorded reception of distress, urgency and safety messages should take place, irrespective of human attendance, on a continuous basis;

recommends

1. that I.M.C.O. be invited to continue its studies to arrive at an early implementation of a future distress system;

2. that C.C.I.R. continues its studies to determine the use of maritime satellite communications in a coordinated distress system as well as for safety purposes;

3. that administrations consider the need for a single frequency or possibly more frequencies reserved for distress purposes in the light of continuing technological developments;

4. that administrations consider, in the light of advancing techniques, the introduction of more automated telecommunication systems for the dissemination of distress, urgency and safety messages on a continuous basis, to replace more telegraphy and possibly radiotelephony;

5. that administrations have as an objective to take a decision in this matter at the next World Administrative Radio Conference competent to deal with the matter.

INTERNATIONAL TELECOMMUNICATION UNION

MARITIME CONFERENCE

GENEVA, 1974

Document No. 359-E
17 May 1974
Original: English

COMMITTEE 4

FOURTH REPORT OF JOINT-WORKING GROUP 4A/5E

1. The Joint-Working Group 4A/5E unanimously recommends the adoption of the following:

i) Article 32 - Section V.A, Section V.C, Section V.D.2, Sub-sections f) to h) (Annex 1)

ii) ADD Appendix 15A (Annex 2)

iii) ADD Appendix 15B (Annex 3).

2. The Joint-Working Group 4A/5E considered the proposal IRN/181/3 and unanimously decided not to include it in the Radio Regulations.

3. The Joint-Working Group 4A/5E unanimously decided that Section V.D.2, Sub-section h) should be addressed to Committee 6 for its advice.

Annexes: 3

W.M. DUNELL
Chairman

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ANNEX 1

Article 32

(MOD) Section V. Bands between 4 000 and 27 500 kHz

NOC A. General Provisions

/MOD 1145 § 17. (1) Except where narrow-band direct-printing is authorized for calling (see Nos. / / and / /) for mobile radiotelegraph stations equipped to operate in the bands specified in /MOD 1174/ and /MOD 1196/ shall employ only class A1 Morse telegraphy emissions at speeds not exceeding 40 bauds. Survival craft stations may use class A2 or A2H emissions in these bands (see Nos. /994/ and /997/)./

MOD 1146 (2) Mobile stations equipped for wide-band telegraphy, facsimile and special transmission systems may, in the frequency bands reserved for such use, employ any class of emission provided that such emission can be contained within the wide-band channels indicated in Appendix 15. However, A1 Morse telegraphy and telephony are excluded, except for circuit alignment purposes.

NOC 1147 *

NOC 1148 *

NOC 1148A *

MOD 1149 § 18. Nos. 451 to 453 of Article 7 and the corresponding columns of Appendix 15 show the division of the maritime mobile exclusive bands, between 4 000 and 27 500 kHz, into sub-bands to be used by coast stations and ship stations for radiotelegraphy.

SUP 1150

SUP 1150A

SUP 1150B

SUP 1151

SUP 1152

SUP 1153

SUP 1154

NOC 1155 SUP

SUP 1156

NOC 1157 SUP

/SUP 1158 (see MOD 1149)/

MOD 1159 For the exchange of radiotelegraph communications with stations of the Maritime Mobile Service, aircraft stations may utilize the frequencies of the bands allocated to ship radiotelegraph stations between 4 000 and 27 500 kHz. When using these frequencies, aircraft stations shall comply with the provisions of this Section.

C. Traffic

NOC 1169

NOC 1170

NOC 1171

NOC 1172 *

MOD 1173 (3) Working frequencies assignable to coast stations using the bands between 4 000 and 27 500 kHz are included within the following band limits:

ADD 1173A a) for wide-band and A1 Morse telegraphy, facsimile, special and data transmission systems and direct-printing telegraph systems:

4 219.4 - 4 349.4 kHz
6 325.4 - 6 493.9 kHz
8 435.4 - 8 704.4 kHz
12 652.3 - 13 070.8 kHz
16 859.4 - 17 196.9 kHz
22 310.5 - 22 561 kHz
(see also No. 453A)

ADD 1173B b) for narrow-band direct-printing telegraph and data transmission systems, at speeds not exceeding 100 bauds, paired with those in No. MOD 451B:

4 349.4 - 4 357,4 kHz
6 493.9 - 6 506.4 kHz
8 704.4 - 8 718.9 kHz
13 070.8 - 13 100.8 kHz
17 196.9 - 17 232.9 kHz
22 561 - 22 596 kHz

ADD 1173C (4) Frequencies assignable to coast stations using the bands between 4 000 and 27 500 kHz for digital selective calling are included with the following band limits:

.

MOD f) Working frequencies for Ship Stations using Al Morse Telegraphy

MOD 1196 § 42 Working frequencies assignable to ship stations using Al Morse telegraphy are included within the following band limits:

	4 189	- 4 219.4	kHz
	6 283.5	- 6 325.4	kHz
8 358		- 8 360	kHz
	8 378	- 8 435.4	kHz
12 527		- 12 540	kHz
	12 567	- 12 652.3	kHz
16 706		- 16 720	kHz
	16 756	- 16 859.4	kHz
	22 253	- 22 310.5	kHz
	25 090	- 25 110	kHz

SUP 1197

SUP 1198

SUP 1199

MOD 1200 § 43. Each administration shall assign to each ship station under its jurisdiction working frequencies, in any of the bands 4, 6, 8, 12, 16, 22 and 25 MHz, sufficient to meet the traffic needs of the ship. In each band thus used preferably not less than two working frequencies should be assigned to each ship. Administrations shall ensure a uniform distribution of assignments throughout the bands.

ADD 1200A § 43A For the exclusive purpose of communication with stations of the Maritime Mobile Service an aircraft station may be assigned one or more working frequencies in the bands shown in No. MOD 1196. These frequencies shall be assigned in accordance with the same system of uniform distribution provided for ship stations.

SUP 1201

SUP g)

SUP 1202

NOC h) Abbreviations for the Indication of Working Frequencies

MOD 1203 § 45. In the bands between 4 000 and 27 500 kHz, in order to designate a working frequency, the following abbreviations may be used:

MOD 1204 (a) if the frequency, expressed in kHz, has no decimal value the last three figures shall be transmitted;

ADD 1204A b) if the frequency, expressed in kHz, has a decimal value the last four figures, which include the first decimal figure, shall be transmitted.

SUP 1205

SUP 1206

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*) Note to the Editorial Committee:

c/s to be changed to Hz.

ANNEX 2

ADD

APPENDIX 15A

Channelling of the Maritime Mobile Narrow-Band Direct-Printing and Data Transmission Bands between 4 000 and 23 000 kHz

(See Article 32 and Resolution [7)

One or more series of frequencies are assigned to each coast station which uses these frequencies associated in pairs, each pair comprising a transmitting and a receiving frequency

Table of Frequencies for Two Frequency Operation (kHz)

Series No.	4 MHz Band		6 MHz Band		8 MHz Band	
	Coast Station Transmit	Coast Station Receive	Coast Station Transmit	Coast Station Receive	Coast Station Transmit	Coast Station Receive
1	4 350	4 170.5	6 494.5	6 256.5	8 705	8 344
2	4 350.5	4 171	6 495	6 257	8 705.5	8 344.5
3	4 351	4 171.5	6 495.5	6 257.5	8 706	8 345
4	4 351.5	4 172	6 496	6 258	8 706.5	8 345.5
5	4 352	4 172.5	6 496.5	6 258.5	8 707	8 346
6	4 352.5	4 173	6 497	6 259	8 707.5	8 346.5
7	4 353	4 173.5	6 497.5	6 259.5	8 708	8 347
8	4 353.5	4 174	6 498	6 260	8 708.5	8 347.5
9	4 354	4 174.5	6 498.5	6 260.5	8 709	8 348
10	4 354.5	4 175	6 499	6 261	8 709.5	8 348.5
11	4 355	4 175.5	6 499.5	6 261.5	8 710	8 349
12	4 355.5	4 176	6 500	6 262	8 710.5	8 349.5
13	4 356	4 176.5	6 500.5	6 262.5	8 711	8 350
14	4 356.5	4 177	6 501	6 263	8 711.5	8 350.5
15	4 357	4 177.5	6 501.5	6 263.5	8 712	8 351
16			6 502	6 264	8 712.5	8 351.5
17			6 502.5	6 264.5	8 713	8 352
18			6 503	6 265	8 713.5	8 352.5
19			6 503.5	6 265.5	8 714	8 353
20			6 504	6 266	8 714.5	8 353.5
21			6 504.5	6 266.5	8 715	8 354
22			6 505	6 267	8 715.5	8 354.5
23			6 505.5	6 267.5	8 716	8 355
24			6 506	6 268	8 716.5	8 355.5
25					8 717	8 356
26					8 717.5	8 356.5
27					8 718	8 357
28					8 718.5	8 357.5

Series No.	12 MHz Band		16 MHz Band		22 MHz Band	
	Coast Station Transmit	Coast Station Receive	Coast Station Transmit	Coast Station Receive	Coast Station Transmit	Coast Station Receive
1	13 071.5	12 491.5	17 197.5	16 660.5	22 561.5	22 192.5
2	13 072	12.492	17 198	16 661	22 562	22 193
3	13 072.5	12 492.5	17 198.5	16 661.5	22 562.5	22 193.5
4	13 073	12 493	17 199	16 662	22 563	22 194
5	13 073.5	12 493.5	17 199.5	16 662.5	22 563.5	22 194.5
6	13 074	12 494	17 200	16 663	22 564	22 195
7	13 074.5	12 494.5	17 200.5	16 663.5	22 564.5	22 195.5
8	13 075	12 495	17 201	16 664	22 565	22 196
9	13 075.5	12 495.5	17 201.5	16 664.5	22 565.5	22 196.5
10	13 076	12 496	17 202	16 665	22 566	22 197
11	13 076.5	12 496.5	17 202.5	16 665.5	22 566.5	22 197.5
12	13 077	12 497	17 203	16 666	22 567	22 198
13	13 077.5	12 497.5	17 203.5	16 666.5	22 567.5	22 198.5
14	13 078	12 498	17 204	16 667	22 568	22 199
15	13 078.5	12 498.5	17 204.5	16 667.5	22 568.5	22 199.5
16	13 079	12 499	17 205	16 668	22 569	22 200
17	13 079.5	12 499.5	17 205.5	16 668.5	22 569.5	22 200.5
18	13 080	12 500	17 206	16 669	22 570	22 201
19	13 080.5	12 500.5	17 206.5	16 669.5	22 570.5	22 201.5
20	13 081	12 501	17 207	16 670	22 571	22 202
21	13 081.5	12 501.5	17 207.5	16 670.5	22 571.5	22 202.5
22	13 082	12 502	17 208	16 671	22 572	22 203
23	13 082.5	12 502.5	17 208.5	16 671.5	22 572.5	22 203.5
24	13 083	12 503	17 209	16 672	22 573	22 204
25	13 083.5	12 503.5	17 209.5	16 672.5	22 573.5	22 204.5
26	13 084	12 504	17 210	16 673	22 574	22 205
27	13 084.5	12 504.5	17 210.5	16 673.5	22 574.5	22 205.5
28	13 085	12 505	17 211	16 674	22 575	22 206
29	13 085.5	12 505.5	17 211.5	16 674.5	22 575.5	22 206.5
30	13 086	12 506	17 212	16 675	22 576	22 207
31	13 086.5	12 506.5	17 212.5	16 675.5	22 576.5	22 207.5
32	13 087	12 507	17 213	16 676	22 577	22 208
33	13 087.5	12 507.5	17 213.5	16 676.5	22 577.5	22 208.5
34	13 088	12 508	17 214	16 677	22 578	22 209
35	13 088.5	12 508.5	17 214.5	16 677.5	22 578.5	22 209.5
36	13 089	12 509	17 215	16 678	22 579	22 210
37	13 089.5	12 509.5	17 215.5	16 678.5	22 579.5	22 210.5
38	13 090	12 510	17 216	16 679	22 580	22 211
39	13 090.5	12 510.5	17 216.5	16 679.5	22 580.5	22 211.5
40	13 091	12 511	17 217	16 680	22 581	22 212
41	13 091.5	12 511.5	17 217.5	16 680.5	22 581.5	22 212.5
42	13 092	12 512	17 218.	16 681	22 582	22 213
43	13 092.5	12 512.5	17 218.5	16 681.5	22 582.5	22 213.5
44	13 093	12 513	17 219	16 682	22 583	22 214
45	13 093.5	12 513.5	17 219.5	16 682.5	22 583.5	22 214.5
46	13 094	12 514	17 220	16 683	22 584	22 215

Series No.	12 MHz Band		16 MHz Band		22 MHz Band	
	Coast Station Transmit	Coast Station Receive	Coast Station Transmit	Coast Station Receive	Coast Station Transmit	Coast Station Receive
47	13 094.5	12 514.5	17 220.5	16 683.5	22 584.5	22 215.5
48	13 095	12 515	17 221	16 684	22 585	22 216
49	13 095.5	12 515.5	17 221.5	16 684.5	22 585.5	22 216.5
50	13 096	12 516	17 222	16 685	22 586	22 217
51	13 096.5	12 516.5	17 222.5	16 685.5	22 586.5	22 217.5
52	13 097	12 517	17 223	16 686	22 587	22 218
53	13 097.5	12 517.5	17 223.5	16 686.5	22 587.5	22 218.5
54	13 098	12 518	17 224	16 687	22 588	22 219
55	13 098.5	12 518.5	17 224.5	16 687.5	22 588.5	22 219.5
56	13 099	12 519	17 225	16 688	22 589	22 220
57	13 099.5	12 519.5	17 225.5	16 688.5	22 589.5	22 220.5
58	13 100	12 520	17 226	16 689	22 590	22 221
59	13 100.5	12 520.5	17 226.5	16 689.5	22 590.5	22 221.5
60			17 227	16 690	22 591	22 222
61			17 227.5	16 690.5	22 591.5	22 222.5
62			17 228	16 691	22 592	22 223
63			17 228.5	16 691.5	22 592.5	22 223.5
64			17 229	16 692	22 593	22 224
65			17 229.5	16 692.5	22 593.5	22 224.5
66			17 230	16 693	22 594	22 225
67			17 230.5	16 693.5	22 594.5	22 225.5
68			17 231	16 694	22 595	22 226
69			17 231.5	16 694.5	22 595.5	22 226.5
70			17 232	16 695		
71			17 232.5	16 695.5		

ANNEX 3

ADD

APPENDIX 15B

Channelling of the Maritime Mobile Narrow-Band Direct-Printing and Data Transmission Bands between 4 000 and 27 500 kHz (non-paired)

(See Article 32 and Resolution [ ])

One or more frequencies are assigned to each ship station as transmitting frequencies

Table of frequencies (kHz)

Bands	4 MHz	6 MHz	8 MHz	12 MHz	16 MHz	25 MHz
Series No.	Ship Station Transmit	Ship Station Transmit	Ship Station Transmit	Ship Station Transmit	Ship Station Transmit	Ship Station Transmit
1	4 178	6 268.5	8 297.6	12 521	16 696	25 070.3
2	4 178.5	6 269	8 298.1	12 521.5	16 696.5	25 070.8
3	4 179	6 269.5	8 298.6	12 522	16 697	25 071.3
4	4 179.5		8 299.1	12 522.5	16 697.5	25 071.8
5			8 299.6	12 523	16 698	25 072.3
6				12 523.5	16 698.5	25 072.8
7				12 524	16 699	25 073.3
8				12 524.5	16 699.5	25 073.8
9				12 525	16 700	25 074.3
10				12 525.5	16 700.5	25 074.8
11				12 526	16 701	25 075.3
12				12 526.5	16 701.5	25 075.8
13					16 702	25 076.3
14					16 702.5	25 076.8
15					16 703	25 077.3
16					16 703.5	25 077.8
17					16 704	25 078.3
18					16 704.5	25 078.8
19					16 705	25 079.3
20					16 705.5	25 079.8
21						25 080.3
22						25 080.8
23						25 081.3
24						25 081.8
25						25 082.3
26						25 082.8
27						25 083.3
28						25 083.8

INTERNATIONAL TELECOMMUNICATION UNION

MARITIME CONFERENCE

GENEVA, 1974

Document No. 360-E(Rev.2)
28 May 1974
Original : English

COMMITTEE 5

Thailand

PROPOSALS FOR THE WORK OF THE CONFERENCE

The additional frequency requirements of Thailand which should be taken into consideration in the revised Frequency Allotment Plan for Coast Radiotelephone Stations operating in the Exclusive Maritime Mobile Bands between 4 000 - 23 000 MHz are as follows :

Frequency band (in MHz)	4	6	8	12	16	22
No. of additional SSB working channels required	3	2	3	2	1	1

These are in addition to those which have already been in operation and notified to I.F.R.B.

INTERNATIONAL TELECOMMUNICATION UNION

MARITIME CONFERENCE

GENEVA, 1974

Document No. 360-E(Rev.1)
24 May 1974
Original : English

COMMITTEE 5

Thailand

PROPOSALS FOR THE WORK OF THE CONFERENCE

The total frequency requirements of Thailand in the revised Frequency Allotment Plan for Coast Radiotelephone Stations operating in the Exclusive Maritime Mobile Bands between 4 000 and 23 000 kHz (Appendix 25 MOD to the Radio Regulations) are as follows :

Frequency band in MHz	4	6	8	12	16	22
No. of SSB working channels	3	2	3	2	1	1

INTERNATIONAL TELECOMMUNICATION UNION

MARITIME CONFERENCE

GENEVA, 1974

Document No. 360-E
17 May 1974
Original : English

COMMITTEE 5

Thailand

PROPOSALS FOR THE WORK OF THE CONFERENCE

The total frequency requirements of Thailand in the revised Frequency Allotment Plan for Coast Radiotelephone Stations operating in the Exclusive Maritime Mobile Bands are as follows :

Frequency bands in MHz	4	6	8	12
No. of SSB working channels	3	3	3	2

INTERNATIONAL TELECOMMUNICATION UNION

MARITIME CONFERENCE

GENEVA, 1974

Document No. 361-E(Rev.1)
17 May 1974
Original : English

COMMITTEE 4

SUMMARY RECORD

OF THE

SIXTH MEETING OF COMMITTEE 4

Friday, 10 May 1974, at 0930 hrs

Chairman : Capt. V.R.Y. WINKELMAN (Netherlands)

Subjects discussed :	Document No.
1. Report by the Chairman of Working Group 4A/5E and matters arising therefrom (discussed jointly with Committee 5)	279
2. Summary Record of the Third Meeting	256
3. Summary Record of the Fourth Meeting	269
4. Report by the Chairman of Working Group 4B and matters arising therefrom	280
5. Report by the Chairman of Working Group 4C and matters arising therefrom	282

1. Report by the Chairman of Working Group 4A/5E and matters arising therefrom (Document 279) (Discussed jointly with Committee 5)

The Chairman of Working Group 4A/5E, introducing the report (Document 279), said that the Working Group had been well aware of the need for additional frequencies for the already overloaded radiotelephone services and for the narrow-band direct printing service but had also realized that the importance of protecting the wide-band oceanography and A1 morse telegraphy bands would make it impossible fully to satisfy those needs, the only possible course being to divide what spectrum band width could be made available in the most useful way possible and to ensure that the maritime mobile bands were utilized to the fullest possible extent. The proposals in Document 279 represented a compromise to that end. Some adjustment might have to be made in the light of the outcome of the work of Joint Working Group 4/6-Ad Hoc (Calling).

The tables in the annexes should be studied in conjunction with Document DT/3, which contained the key to the numbering.

He thanked all the members of the Working Group for their efforts.

The Chairman congratulated the Chairman and members of the Working Group on the report, which was the result of deep thought and extensive work.

The delegate of Greece, introducing the proposals in Document 291, said that his delegation's reservations to the new Appendix 15 to Document DT/39 had been made because it considered the number of new radiotelephone channels to be too small to satisfy the additional requirements of countries with existing allotments or the requirements of countries requesting allotments for the first time. It should be possible to meet them with the small readjustments suggested in Document 291, which would provide 14 additional channels : one in the 8 MHz band, 4 in the 12 MHz band, 5 in the 16 MHz band and 4 in the 22 MHz band.

The Chairman of Working Group 4A/5E said that, while the Greek delegation's proposals appeared useful at first sight, the time factor involved in making revisions had to be considered and it was important to avoid holding up the work of the Conference by so doing.

The delegates of Sweden and Cyprus supported the Greek proposal.

The delegate of New Zealand said that the increase in radiotelephone channels as proposed by the Greek delegation appeared to be at the expense of A1 morse telegraphy. While there appeared to be some merit in the Greek proposal it was too late at the present stage to consider all the ramifications of reducing the A1 morse telegraphy band to provide the

14 additional channels proposed. He therefore found it difficult to support the proposal.

The delegate of Norway said that the ad hoc Working Group 4/6 on calling was preparing a plan which would increase the A1 working band in the 12 MHz band. He would support the Greek proposal with regard to that particular band.

The delegates of Italy, the United States, India, Turkey, Roumania, Australia, Netherlands, France, Canada and the Ivory Coast supported the tables contained in Document 279.

The delegate of the United Kingdom, supported by the delegates of Finland and the Federal Republic of Germany, stated that Document 279 was a good compromise solution and should not be altered with the possible exception of the 12 MHz band where some adjustments could be considered.

The delegates of Brazil, Mauritania, Nigeria, Ghana, Algeria and Liberia and the representative of the C.I.R.M. emphasized that they could not accept any proposal which would further reduce the A1 morse telegraphy band which was used extensively by developing countries. They therefore supported Document 279.

The representative of the I.C.S. felt that a great deal of the saving made in the new subdivision of frequency bands allocated for telegraphy had been achieved at the expense of ship stations. The ratio between allocations to ship stations and coastal stations should be more realistic.

The Chairman of Working Group 4A/5E stated that as coastal stations worked continuously they needed to have channels clear while ships could share. They also required exclusive channels for some purposes. The United Kingdom proposals had endeavoured to make savings in frequency bands allocated to coastal stations. As narrow-band direct printing was already in operation it was reasonable to expect some contributions for this service. The ratio of allocations to ship and coastal stations had been altered but it was based on actual usage.

The delegate of Greece said that his reservations regarding Document 279 concerned the limited number of R/T channels. As some delegations had stated that readjustments could be made in the 12 MHz band, he would not delay the work of the Committee.

The delegate of Roumania stated that his delegation had expressed agreement with Document 279 with the exception of the proposals concerning the calling sub-bands in the spectrum which would necessitate

changing 66% of the crystals at present in use in Roumanian ships. He asked the Committee to bear this problem in mind and to try and solve it by a minor re-arrangement of the calling bands.

The delegate of Greece said that since the majority seemed to be in favour of retaining the new Appendix 15 as it appeared in Document 279 he would not insist further on his proposals, for the sake of the progress of the work of the Conference. However, he believed that a decision taken in haste would have serious repercussions on the creation of the new Appendix 25 and especially on sharing patterns and on the satisfaction of new requirements. Greece would therefore like to make the Committee aware of the consequences of such a hasty decision.

The Chairman put the issue to the vote.

The result of that vote was : 41 administrations in favour of keeping the document as it was, 7 administrations in favour of having the document reviewed by Working Group 4A/5E, and 6 abstentions.

The Chairman stated that Document 279 would therefore be the basis for future work and asked the Committee to consider the document in detail. The meeting should consider Annexes 3 and 4 which would be passed on as proposals for the revision of Nos. 447 to 453 of Article 7 of the Radio Regulations.

The Chairman of Working Group 4A/5E pointed out that when the provisions of Article 32 and frequency separation were being considered it might be possible to make savings by having the freedom to move precise limits so as not to leave unused portions in any allocation.

The Chairman asked the Committee to approve the figures and headings in the present document but to allow for possible give and take of a few hertz in the interests of frequency economy.

The representative of the I.C.S. supported by the representative of India expressed the view that in considering the designation of new frequencies every effort should be made to keep crystal changing to a minimum.

MODS 447 to 452 of Annex 3 to Document 279 were approved.

The delegate of Cuba, supported by the delegate of Algeria, proposed that, in order to make the best use of existing frequency assignments and any possible crystal changes, sub-band 13 should be moved towards the lower limits proposed for sub-band 9, keeping sub-bands 9 and 10 adjacent as in the current Radio Regulations.

The Chairman of Study Group 4A/5E explained that the placing of frequencies had been arranged to provide the widest possible separation between transmitting and receiving stations. The operational advantages outweighed considerations of additional cost.

The Chairman suggested that the Cuban proposal be put to the vote.

The delegate of the U.S.S.R., supported by the delegate of the Democratic Republic of Germany, felt that there should not be a formal vote at that time.

The delegates of New Zealand and the United States endorsed the view expressed by the Chairman of Working Group 4A/5E.

The Chairman suggested that the joint meeting of Committees 4 and 5 could end and that discussions on this matter could continue in Committee 4.

The delegate of Peru, supported by the delegate of Mexico, said that in order to keep crystal changing to a minimum and effect the necessary changes with the lowest possible expenditure, efforts should be made to accommodate the Cuban proposal within the technical requirements outlined by the Chairman of Working Group 4A/5E.

The delegates of France, Italy, the Federal Republic of Germany, the United Kingdom, Sweden, Denmark and Switzerland supported the distribution proposed by the Working Group.

The delegate of the Netherlands supported the Cuban proposal and did not feel that it would present technical difficulties.

The delegate of Algeria said that direct printing telegraphy had just been made official and should not be given priority over existing services. As it was a service which only developed countries used, it would be easier for them to improve filtering on ship stations than for developing countries to change a large number of crystals.

The delegate of Cuba said that as the discussions had shown that there were requirements for a certain amount of frequency separation he would not insist on his proposal.

ADD 452A was approved.

MOD 453 was approved.

Annex 4 was approved.

2. Summary Record of the Third Meeting (Document 256)

The Summary Record of the Third Meeting was approved.

3. Summary Record of the Fourth Meeting (Document 269)

The delegate of the U.S.S.R. stated that his delegation would provide a written correction to the U.S.S.R. statement on Page 5 (see corrigendum).

With that amendment the Summary Record of the Fourth Meeting was approved.

4. Report by the Chairman of Working Group 4B and matters arising therefrom (Document 280)

The Chairman of Working Group 4B said that he would present the report (Document 280) section by section. Introducing Section 1 and Annex A, he said that it might be necessary at a later stage to make some small editorial changes. ADD 999BD had been placed in square brackets because it had still been under discussion in the Working Group when the document had been drafted. A suitable proposal would be submitted at a later stage. The square brackets in ADD 999BH and ADD 999BI indicated items for which some editorial adjustment might later be necessary.

Section 1 and Annex A were approved on that understanding.

The Chairman of Working Group 4B, introducing Section 2 and Annex B, explained, in reply to a question by the Chairman, that the word "suitable" had been underlined to indicate the modification to the existing text.

The delegate of the U.S.S.R. spoke in favour of retaining a stability standard of ± 40 Hz for coast stations using direct-printing, as provided for by the Radio Regulations; a detailed statement on the question had been made in Working Group 4C. The proposal had not been supported.

The Chairman of Working Group 4B pointed out that the Working Group had discussed the values 10 Hz and 20 Hz and had finally taken 15 Hz as a compromise.

The United States delegate said that the United States had proposed 10 Hz for coast stations and 20 Hz for ship stations. It had accepted the compromise of 15 Hz for coast stations even though it had felt that 10 Hz would have been preferable. It felt strongly that improved frequency tolerance would be extremely useful in the development of the new system of narrow-band direct printing.

In the absence of support for the U.S.S.R. proposal, it was decided to retain the text of ADD d) as it stood.

The delegate of Australia, referring to ADD f), and supported by the delegates of the United States and New Zealand, urged that the word "should" after the word "apparatus" should be replaced by the word "shall", which had been used in the United States proposal on which the text had been based. His delegation in the Working Group had strongly supported the view that the provision was an essential requirement for enabling direct-printing services which were operating successfully without error detection and correction to remain in service.

The Swedish delegate opposed that proposal. While those who wished to use methods without error control techniques should be permitted to do so, there was no reason to make a provision such as that in ADD f) mandatory. His delegation strongly favoured the retention of the word "should".

The delegates of Denmark, the Federal Republic of Germany, France and the Netherlands supported that view.

The delegate of Australia suggested that the words "shall" and "should" should be placed in square brackets until the discussion on operational procedures and, in particular on Document 28, had been completed.

The delegate of the United States of America suggested that a note might be inserted to provide that existing equipment would not have to be modified but that new equipment introduced after 1976 and all equipment in use after 1985 would be required to have a switch for the purpose envisaged in ADD f).

The delegate of Sweden strongly maintained his view that the word "should" should be retained.

The United Kingdom delegate said that his delegation in the Working Group had supported the word "shall". The United Kingdom had asked for the switch to be fitted to all newly manufactured equipment since it considered it a useful adjunct to equipment designed, for example, to transmit direct printing on VHF. The cost of fitting the switch to new equipment was small.

The delegate of Sweden, while largely agreeing with the United Kingdom delegate's comments, said that any feature that was useful and justified would be fitted even if the non-mandatory word "should" were used.

The Chairman suggested that the word "should" should be retained for the time being on the understanding that the term carried a moral obligation. The matter might be taken up again later in the plenary meeting.

It was so agreed.

In reply to a point raised by the delegate of Spain, the Chairman of Working Group 4B agreed that there should probably be a reference in Annex B to Article 28C.

On the suggestion of the Chairman, it was agreed to place such a reference in square brackets pending the final editorial amendment of the text.

The delegate of Roumania suggested that the words "after 1 January 1976" in Note 3 to Annex B should be replaced by the words "after 1 January 1978".

There being no support for that proposal, it was decided to retain the existing text.

Section 2 and Annex B were approved subject to possible editorial amendment and to the Chairman's comments on the use of the word "should".

The Chairman of Working Group 4B introduced Section 3 and Annex C of the report, which the Working Group considered suitable for transmission to the appropriate working group of Committee 5.

Section 3 and Annex C were approved.

The Chairman of Working Group 4B, introducing Section 4 and Annex D, thanked the Chairman of Sub-Working Group 4B-2 for chairing the discussion which had led to a consensus. The sentence at the end of Annex D was underlined to indicate a small amendment.

Section 4 and Annex D were approved.

The Chairman of Working Group 4B said that Sub-Working Group 4B-1 would appreciate the assistance of the C.C.I.R. in work related to that body's activities which it was to carry out during the following week.

No consensus had yet been reached in Sub-Working Group 4B-3 but it was hoped that a compromise solution might be arrived at.

An effort would be made by Sub-Working Group 4B-4 to draft a text from available proposals, taking into account the comments made on them during the initial discussion in Working Group 4B.

The Chairman said that the C.C.I.R. would be asked to assist Sub-Working Group 4B-1 as requested.

He thanked the Chairman of Working Group 4B for his work.

5. Report by the Chairman of Working Group 4C and matters arising therefrom (Document 282)

The Chairman of Working Group 4C, introducing the report (Document 282), said that the Working Group could not study the proposals for the revision of Appendix 3 until Committee 4 had adopted the reports of other working groups.

He thanked the Canadian delegate for having agreed to chair the Working Group during his absence the following week.

The Chairman thanked the Chairman of Working Group 4C for his work and joined in thanking the Canadian delegate for having agreed to take over the chairmanship. He invited the Committee to consider the various annexes to the report.

Annex A was approved.

The delegate of the United States of America, referring to Annex B, said that his delegation did not oppose the adoption of the report of Working Group 4C; however, it reserved the right to reopen the matter. It took the view that it was premature, at the present Conference, to include in Article 5 provisions relating to sub-bands for the operation of fixed-frequency radar beacons before the C.C.I.R., I.M.C.O. and the I.A.L.A. had completed their studies. It also feared that harmful interference would be caused by and to radars on board aircraft in the 9 300-9 500 MHz band.

Annex B was approved subject to those comments.

Annex C was approved.

The delegate of the International Chamber of Shipping, referring to the reference to "racons" in Annex D, suggested that the term "radar beacon (racon)" should be used throughout the text in the interest of uniformity.

It was so agreed.

The Chairman of Working Group 4C said that the French and Spanish texts of No. 369 of the Regulations would require amendment as a result of the approval of Annex C. The amended text of the provision appeared in Annex D.

Annex D was approved.

The Chairman of Working Group 4C said that there were certain spelling mistakes in the French text of Annex E. Some amendment was also required to bring the French text into line with the English and Spanish texts. He would hand the corrected text to the Secretariat.

Annex E was approved on that understanding.

Annex F was approved.

The meeting rose at 1305 hrs.

The Secretary :
M. SANT

The Chairman :
Capt. V.R.Y. WINKELMAN

INTERNATIONAL TELECOMMUNICATION UNION

MARITIME CONFERENCE

GENEVA, 1974

Document No. 361-E
17 May 1974
Original : English

COMMITTEE 4

SUMMARY RECORD

OF THE

SIXTH MEETING OF COMMITTEE 4

Friday, 10 May 1974, at 0930 hrs

Chairman : Capt. V.R.Y. WINKELMAN (Netherlands)

Subjects discussed :	Document No.
1. Report by the Chairman of Working Group 4A/5E and matters arising therefrom (discussed jointly with Committee 5)	279
2. Summary Record of the Third Meeting	256
3. Summary Record of the Fourth Meeting	269
4. Report by the Chairman of Working Group 4B and matters arising therefrom	280
5. Report by the Chairman of Working Group 4C and matters arising therefrom	282

1. Report by the Chairman of Working Group 4A/5E and matters arising therefrom (Document 279) (Discussed jointly with Committee 5)

The Chairman of Working Group 4A/5E, introducing the report (Document 279), said that the Working Group had been well aware of the need for additional frequencies for the already overloaded radiotelephone services and for the narrow-band direct printing service but had also realized that the importance of protecting the wide-band oceanography and A1 morse telegraphy bands would make it impossible fully to satisfy those needs, the only possible course being to divide what spectrum band width could be made available in the most useful way possible and to ensure that the maritime mobile bands were utilized to the fullest possible extent. The proposals in Document 279 represented a compromise to that end. Some adjustment might have to be made in the light of the outcome of the work of Joint Working Group 4/6-Ad Hoc (Calling).

The tables in the annexes should be studied in conjunction with Document DT/3, which contained the key to the numbering.

He thanked all the members of the Working Group for their efforts.

The Chairman congratulated the Chairman and members of the Working Group on the report, which was the result of deep thought and extensive work.

The delegate of Greece, introducing the proposals in Document 291, said that his delegation's reservations to the new Appendix 15 to Document DT/39 had been made because it considered the number of new radiotelephone channels to be too small to satisfy the additional requirements of countries with existing allotments or the requirements of countries requesting allotments for the first time. It should be possible to meet them with the small readjustments suggested in Document 291, which would provide 14 additional channels : one in the 8 MHz band, 4 in the 12 MHz band, 5 in the 16 MHz band and 4 in the 22 MHz band.

The Chairman of Working Group 4A/5E said that, while the Greek delegation's proposals appeared useful at first sight, the time factor involved in making revisions had to be considered and it was important to avoid holding up the work of the Conference by so doing.

The delegates of Sweden and Cyprus supported the Greek proposal.

The delegate of New Zealand said that the increase in radiotelephone channels as proposed by the Greek delegation appeared to be at the expense of A1 morse telegraphy. While there appeared to be some merit in the Greek proposal it was too late at the present stage to consider all the ramifications of reducing the A1 morse telegraphy band to provide the

14 additional channels proposed. He therefore found it difficult to support the proposal.

The delegate of Norway said that the ad hoc Working Group 4/6 on calling was preparing a plan which would increase the A1 working band in the 12 MHz band. He would support the Greek proposal with regard to that particular band.

The delegates of Italy, the United States, India, Turkey, Roumania, Australia, Netherlands, France, Canada and the Ivory Coast supported the tables contained in Document 279.

The delegate of the United Kingdom, supported by the delegates of Finland and the Federal Republic of Germany, stated that Document 279 was a good compromise solution and should not be altered with the possible exception of the 12 MHz band where some adjustments could be considered.

The delegates of Brazil, Mauritania, Nigeria, Ghana, Algeria and Liberia and the representative of the C.I.R.M. emphasized that they could not accept any proposal which would further reduce the A1 morse telegraphy band which was used extensively by developing countries. They therefore supported Document 279.

The representative of the I.C.S. felt that a great deal of the saving made in the new subdivision of frequency bands allocated for telegraphy had been achieved at the expense of ship stations. The ratio between allocations to ship stations and coastal stations should be more realistic.

The Chairman of Working Group 4A/5E stated that as coastal stations worked continuously they needed to have channels clear while ships could share. They also required exclusive channels for some purposes. The United Kingdom proposals had endeavoured to make savings in frequency bands allocated to coastal stations. As narrow-band direct printing was already in operation it was reasonable to expect some contributions for this service. The ratio of allocations to ship and coastal stations had been altered but it was based on actual usage.

The delegate of Greece said that his reservations regarding Document 279 concerned the limited number of R/T channels. As some delegations had stated that readjustments could be made in the 12 MHz band, he would not delay the work of the Committee.

The delegate of Roumania stated that his delegation had expressed agreement with Document 279 with the exception of the proposals concerning the calling sub-bands in the spectrum which would necessitate

changing 66% of the crystals at present in use in his country. He asked the Committee to bear this problem in mind and to try and solve it by a minor re-arrangement of the calling bands.

The Chairman put the issue to the vote.

The result of that vote was : 41 administrations in favour of keeping the document as it was, 7 administrations in favour of having the document reviewed by Working Group 4A/5E, and 6 abstentions.

The Chairman stated that Document 279 would therefore be the basis for future work and asked the Committee to consider the document in detail. The meeting should consider Annexes 3 and 4 which would be passed on as proposals for the revision of Nos. 447 to 453 of Article 7 of the Radio Regulations.

The Chairman of Working Group 4A/5E pointed out that when the provisions of Article 32 and frequency separation were being considered it might be possible to make savings by having the freedom to move precise limits so as not to leave unused portions in any allocation.

The Chairman asked the Committee to approve the figures and headings in the present document but to allow for possible give and take of a few hertz in the interests of frequency economy.

The representative of the I.C.S. supported by the representative of India expressed the view that in considering the designation of new frequencies every effort should be made to keep crystal changing to a minimum.

MODS 447 to 452 of Annex 3 to Document 279 were approved.

The delegate of Cuba, supported by the delegate of Algeria, proposed that, in order to make the best use of existing frequency assignments and any possible crystal changes, sub-band 13 should be moved towards the lower limits proposed for sub-band 9, keeping sub-bands 9 and 10 adjacent as in the current Radio Regulations.

The Chairman of Study Group 4A/5E explained that the placing of frequencies had been arranged to provide the widest possible separation between transmitting and receiving stations. The operational advantages outweighed considerations of additional cost.

The Chairman suggested that the Cuban proposal be put to the vote.

The delegate of the U.S.S.R., supported by the delegate of the Democratic Republic of Germany, felt that there should not be a formal vote at that time.

The delegates of New Zealand and the United States endorsed the view expressed by the Chairman of Working Group 4A/5E.

The Chairman suggested that the joint meeting of Committees 4 and 5 could end and that discussions on this matter could continue in Committee 4.

The delegate of Peru, supported by the delegate of Mexico, said that in order to keep crystal changing to a minimum and effect the necessary changes with the lowest possible expenditure, efforts should be made to accommodate the Cuban proposal within the technical requirements outlined by the Chairman of Working Group 4A/5E.

The delegates of France, Italy, the Federal Republic of Germany, the United Kingdom, Sweden, Denmark and Switzerland supported the distribution proposed by the Working Group.

The delegate of the Netherlands supported the Cuban proposal and did not feel that it would present technical difficulties.

The delegate of Algeria said that direct printing telegraphy had just been made official and should not be given priority over existing services. As it was a service which only developed countries used, it would be easier for them to improve filtering on ship stations than for developing countries to change a large number of crystals.

The delegate of Cuba said that as the discussions had shown that there were requirements for a certain amount of frequency separation he would not insist on his proposal.

ADD 452A was approved.

MOD 453 was approved.

Annex 4 was approved.

2. Summary Record of the Third Meeting (Document 256)

The Summary Record of the Third Meeting was approved.

3. Summary Record of the Fourth Meeting (Document 269)

The delegate of the U.S.S.R. stated that his delegation would provide a written correction to the U.S.S.R. statement on Page 5 (see corrigendum).

With that amendment the Summary Record of the Fourth Meeting was approved.

4. Report by the Chairman of Working Group 4B and matters arising therefrom (Document 280)

The Chairman of Working Group 4B said that he would present the report (Document 280) section by section. Introducing Section 1 and Annex A, he said that it might be necessary at a later stage to make some small editorial changes. ADD 999BD had been placed in square brackets because it had still been under discussion in the Working Group when the document had been drafted. A suitable proposal would be submitted at a later stage. The square brackets in ADD 999BH and ADD 999BI indicated items for which some editorial adjustment might later be necessary.

Section 1 and Annex A were approved on that understanding.

The Chairman of Working Group 4B, introducing Section 2 and Annex B, explained, in reply to a question by the Chairman, that the word "suitable" had been underlined to indicate the modification to the existing text.

The delegate of the U.S.S.R., referring to ADD d) of Appendix 20B, proposed that the radiofrequency tolerance for coast stations should be the same as that for ship stations, namely ±40 Hz.

The Chairman of Working Group 4B pointed out that the Working Group had discussed the values 10 Hz and 20 Hz and had finally taken 15 Hz as a compromise.

The United States delegate said that the United States had proposed 10 Hz for coast stations and 20 Hz for ship stations. It had accepted the compromise of 15 Hz for coast stations even though it had felt that 10 Hz would have been preferable. It felt strongly that improved frequency tolerance would be extremely useful in the development of the new system of narrow-band direct printing.

In the absence of support for the U.S.S.R. proposal, it was decided to retain the text of ADD d) as it stood.

The delegate of the U.S.S.R. said that he would like his proposal to be reflected in the summary record.

The delegate of Australia, referring to ADD f), and supported by the delegates of the United States and New Zealand, urged that the word "should" after the word "apparatus" should be replaced by the word "shall", which had been used in the United States proposal on which the text had been based. His delegation in the Working Group had strongly supported the view that the provision was an essential requirement for enabling direct-printing services which were operating successfully without error detection and correction to remain in service.

The Swedish delegate opposed that proposal. While those who wished to use methods without error control techniques should be permitted to do so, there was no reason to make a provision such as that in ADD f) mandatory. His delegation strongly favoured the retention of the word "should".

The delegates of Denmark, the Federal Republic of Germany, France and the Netherlands supported that view.

The delegate of Australia suggested that the words "shall" and "should" should be placed in square brackets until the discussion on operational procedures and, in particular on Document 28, had been completed.

The delegate of the United States of America suggested that a note might be inserted to provide that existing equipment would not have to be modified but that new equipment introduced after 1976 and all equipment in use after 1985 would be required to have a switch for the purpose envisaged in ADD f).

The delegate of Sweden strongly maintained his view that the word "should" should be retained.

The United Kingdom delegate said that his delegation in the Working Group had supported the word "shall". The United Kingdom had asked for the switch to be fitted to all newly manufactured equipment since it considered it a useful adjunct to equipment designed, for example, to transmit direct printing on VHF. The cost of fitting the switch to new equipment was small.

The delegate of Sweden, while largely agreeing with the United Kingdom delegate's comments, said that any feature that was useful and justified would be fitted even if the non-mandatory word "should" were used.

The Chairman suggested that the word "should" should be retained for the time being on the understanding that the term carried a moral obligation. The matter might be taken up again later in the plenary meeting.

It was so agreed.

In reply to a point raised by the delegate of Spain, the Chairman of Working Group 4B agreed that there should probably be a reference in Annex B to Article 28C.

On the suggestion of the Chairman, it was agreed to place such a reference in square brackets pending the final editorial amendment of the text.

The delegate of Roumania suggested that the words "after 1 January 1976" in Note 3 to Annex B should be replaced by the words "after 1 January 1978".

There being no support for that proposal, it was decided to retain the existing text.

Section 2 and Annex B were approved subject to possible editorial amendment and to the Chairman's comments on the use of the word "should".

The Chairman of Working Group 4B introduced Section 3 and Annex C of the report, which the Working Group considered suitable for transmission to the appropriate working group of Committee 5.

Section 3 and Annex C were approved.

The Chairman of Working Group 4B, introducing Section 4 and Annex D, thanked the Chairman of Sub-Working Group 4B-2 for chairing the discussion which had led to a consensus. The sentence at the end of Annex D was underlined to indicate a small amendment.

Section 4 and Annex D were approved.

The Chairman of Working Group 4B said that Sub-Working Group 4B-1 would appreciate the assistance of the C.C.I.R. in work related to that body's activities which it was to carry out during the following week.

No consensus had yet been reached in Sub-Working Group 4B-3 but it was hoped that a compromise solution might be arrived at.

An effort would be made by Sub-Working Group 4B-4 to draft a text from available proposals, taking into account the comments made on them during the initial discussion in Working Group 4B.

The Chairman said that the C.C.I.R. would be asked to assist Sub-Working Group 4B-1 as requested.

He thanked the Chairman of Working Group 4B for his work.

5. Report by the Chairman of Working Group 4C and matters arising therefrom (Document 282)

The Chairman of Working Group 4C, introducing the report (Document 282), said that the Working Group could not study the proposals for the revision of Appendix 3 until Committee 4 had adopted the reports of other working groups.

He thanked the Canadian delegate for having agreed to chair the Working Group during his absence the following week.

The Chairman thanked the Chairman of Working Group 4C for his work and joined in thanking the Canadian delegate for having agreed to take over the chairmanship. He invited the Committee to consider the various annexes to the report.

Annex A was approved.

The delegate of the United States of America, referring to Annex B, said that his delegation did not oppose the adoption of the report of Working Group 4C; however, it reserved the right to reopen the matter. It took the view that it was premature, at the present Conference, to include in Article 5 provisions relating to sub-bands for the operation of fixed-frequency radar beacons before the C.C.I.R., I.M.C.O. and the I.A.L.A. had completed their studies. It also feared that harmful interference would be caused by and to radars on board aircraft in the 9 300-9 500 MHz band.

Annex B was approved subject to those comments.

Annex C was approved.

The delegate of the International Chamber of Shipping, referring to the reference to "racons" in Annex D, suggested that the term "radar beacon (racon)" should be used throughout the text in the interest of uniformity.

It was so agreed.

The Chairman of Working Group 4C said that the French and Spanish texts of Annex D would require amendment as a result of the approval of Annex C.

Annex D was approved on that understanding.

The Chairman of Working Group 4C said that there were certain spelling mistakes in the French text of Annex E. Some amendment was also required to bring the French text into line with the English and Spanish texts. He would hand the corrected text to the Secretariat.

Annex E was approved on that understanding.

Annex F was approved.

The meeting rose at 1305 hrs.

The Secretary :
M. SANT

The Chairman :
Capt. V.R.Y. WINKELMAN

INTERNATIONAL TELECOMMUNICATION UNION

MARITIME CONFERENCE

GENEVA, 1974

Document No. 362-E
17 May 1974
Original : English

COMMITTEE 4

Note by the Chairman of Committee 4

C.C.I.T.T. QUESTIONS

In accordance with the wishes expressed by several delegates during the Seventh Meeting of Committee 4 the texts of the following C.C.I.T.T. Questions are reproduced in the Annexes to this document.

i) C.C.I.T.T. Question 15/XIII (Annex 1)

ii) C.C.I.T.T. proposed new Question 7/I (Annex 2)

iii) C.C.I.T.T. proposed new Question 4/X (Annex 3)

Annexes : 3

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A N N E X 1

QUESTION 15/XIII

Interconnection of the different international mobile telephone services - mainly of the maritime mobile service - and the international telephone network.

Considering that

1. several international organizations are considering automatic maritime telephone services for application on a world-wide basis;

2. other international mobile telephone services may also be involved;

3. various proposals for initial services are being formulated and further evolution is foreseen;

4. such services could be required to interwork with the international automatic telephone network and be correlated with the numbering plan, the routing plan and the various quality of service criteria;

5. the different proposals tend to raise somewhat similar problems and that studies in C.C.I.T.T. may facilitate compatible solutions in terms of possible integration into the international public telephone network.

What new recommendations are required and what additions and/or modifications to existing recommendations are needed to provide for interconnection of the different international mobile telephone services and the international telephone network?

A N N E X 2

PROPOSED NEW QUESTION 7/I

Interconnection of maritime satellite communication services with the international telex network

Considering that

1. several international organizations are considering maritime satellite communication systems for application on a world-wide basis and capable of carrying, inter alia, telex service;

2. such a service would be required to inter-work with the international telex service and be co-related with, for example, the numbering and routing plan, tariff and accounting system, facilities, and quality of service criteria of the international telex service;

what new operational, tariff and accounting recommendations are required and what additions and/or modifications to existing recommendations are needed to provide for inter-connection of the international maritime satellite telex service and the international telex service?

ANNEX 3

PROPOSED NEW QUESTION 4/X

Interconnection of maritime satellite communication services with the international telex network

Considering that

1. several international organizations are considering maritime satellite communication systems for application on a world-wide basis and capable of carrying, inter alia, telex service;

2. such a service would be required to inter-work with the international telex service and be co-related with, for example, the switching, signalling and numbering criteria of the international telex service;

what new recommendations on network configuration, signalling and routing of telex calls, if any, are required and what additions and/or modifications to existing recommendations are needed to provide for inter-connection of the maritime satellite communication services with the international telex network?

NOTE TO QUESTION 4/X

Study of the question should be based on the following considerations :

1. Interface with national telex systems

It is possible to consider the maritime satellite system as an extension of the national system, with the shore-station as the customers' telex terminal. Difficulties are likely to arise from this, however, due to :

a) Variations in the local line signalling conditions in different countries and the absence of international standardization in this area for telex.

b) The signalling response from the ship would not align with international requirements, for example, delay in return of the answer-back.

c) In many systems start of charging would relate to the connection with the shore-station and not to the ship.

In view of these difficulties, it seems advantageous to treat the entire maritime satellite system as an oversea network, with the shore-stations acting as international gateway centres and the ships as telex subscribers. Access from terrestrial networks would be via existing international gateway centres. On this basis, the satellite system would be self contained and the isolation thus provided would enable existing operational and signalling standards to be adopted with minimum change.

Assuming this arrangement, attention is drawn in the following paragraphs to further problem areas and the approach that might be taken to overcome them :

2. Signalling and switching

Signalling between the international gateway exchange of a country and either the satellite system gateway located at the shore-station in the same country, or similar gateways located at shore-stations in other countries, could be to any of the established telex signalling standards, types A-D. Choice could be left to individual countries (on a bilateral agreement, if necessary), but it might be preferable that one type of signalling be chosen and perhaps agreed in C.C.I.T.T. for this use.

3. Numbering

The number selected by the caller, using conventional procedures, has two components, of which the first comprises the two or three digits of the telex destination code list. Either C.C.I.T.T. can nominate a new country code, or codes, for the satellite system, or use can be made of the section of the code list (with initial digit 1) reserved for national use.

The second component has a capacity, restricted internationally, of nine or ten digits, which appears adequate for the range of ships under consideration. A decision will be needed as to whether or not the ship's number can be common to telex, telephony and other services.

INTERNATIONAL TELECOMMUNICATION UNION

MARITIME CONFERENCE

GENEVA, 1974

Document No. 363-E
17 May 1974
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COMMITTEE 5

Republic of Iraq

PROPOSALS FOR THE WORK OF THE CONFERENCE

The requirements of the Republic of Iraq in the Frequency Allotment Plan for coast stations operating in the bands between 4 and 23 MHz allocated exclusively for the maritime mobile service (Appendix 25 MOD) are as follows ;

Frequency bands MHz	4	6	8	12	16	22
Number of SSB Channels	3	3	4	4	6	6

INTERNATIONAL TELECOMMUNICATION UNION

MARITIME CONFERENCE

GENEVA, 1974

Document No. 364-E
17 May 1974
Original : English

COMMITTEE 4

Republic of Iraq

PROPOSALS FOR THE WORK OF THE CONFERENCE

The requirements of the Republic of Iraq in the Frequency Allotment Plan for coast stations operating in the bands allocated exclusively for the maritime mobile service for telegraphy and direct printing are as follows :

Frequency bands MHz	4	6	8	12	16	22
Number of A1 channels	3	3	4	4	6	6
Number of DP channels	3	3	4	4	6	6

INTERNATIONAL TELECOMMUNICATION UNION

MARITIME CONFERENCE

GENEVA, 1974

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COMMITTEE 2

SECOND REPORT BY THE WORKING PARTY OF COMMITTEE 2

(CREDENTIALS)

(as of 17 May 1974)

The Working Party has held three further meetings.

Following the second meeting, and at the request of the Chairman, the Secretariat distributed a reminder to those delegations from whom final credentials had not been received.

The delegations whose credentials were found to be in order are listed in Annex 1.

The delegations whose credentials are not yet in order are listed in Annex 2.

The delegations which have not yet deposited credentials are listed in Annex 3.

Samuel H. BUTLER
Chairman

Annexes : 3

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A N N E X 1

DELEGATIONS, THE CREDENTIALS OF WHICH ARE IN ORDER

Albania (People's Republic of)
Algeria (Algerian Democratic and Popular Republic)
Germany (Federal Republic of)
Saudi Arabia (Kingdom of)
Argentine Republic
Australia
Bangladesh (People's Republic of)
Belgium
Brazil (Federative Republic of)
Bulgaria (People's Republic of)
Cameroon (United Republic of)
Canada
Central African Republic
Chile
China (People's Republic of)
Cyprus (Republic of)
Colombia (Republic of)
Korea (Republic of)
Costa Rica
Ivory Coast (Republic of the)
Cuba
Dahomey (Republic of)
Denmark
Group of Territories represented by the French Overseas Post and Telecommunication Agency
Spain
United States of America
Finland
France
Ghana
Greece
Guatemala
India (Republic of)
Indonesia (Republic of)
Iran
Ireland
Israel (State of)
Italy
Jamaica
Japan

Khmer Republic
Kuwait (State of)
Luxembourg
Malaysia
Malagasy Republic
Morocco (Kingdom of)
Mauritius
Mauritania (Islamic Republic of)
Mexico
Monaco
Nicaragua
Niger (Republic of the)
Norway
New Zealand
Pakistan
Panama (Republic of)
Netherlands (Kingdom of the)
Peru
Philippines (Republic of the)
Poland (People's Republic of)
German Democratic Republic
Roumania (Socialist Republic of)
United Kingdom of Great Britain and Northern Ireland
Singapore (Republic of)
Sweden
Switzerland (Confederation of)
Czechoslovak Socialist Republic
Territories of the United States of America
Overseas Territories for the international relations of which the Government of the United Kingdom of Great Britain and Northern Ireland are responsible
Thailand
Tunisia
Union of Soviet Socialist Republics
Venezuela (Republic of)
Viet-Nam (Republic of)
Yugoslavia (Socialist Federal Republic of)

ANNEX 2

DELEGATIONS, THE CREDENTIALS OF WHICH ARE NOT YET IN ORDER

Bolivia (Republic of)*)
Egypt (Arab Republic of)*)
El Salvador (Republic of)*)
Ecuador*)
Nepal***)
Syrian Arab Republic*)
Trinidad and Tobago*)
Yemen Arab Republic**)
Zaire (Republic of)*)

---

*) Provisionally accredited in accordance with No. 631 of the Convention
**) Provisional - transfer of powers to Kuwait (State of)
***) Provisional accreditation does not comply with No. 631 of the Convention

A N N E X 3

DELEGATIONS WHICH HAVE NOT YET DEPOSITED CREDENTIALS

Austria
Congo (People's Republic of the)
Gabon Republic
Upper Volta (Republic of)
Honduras (Republic of)
Hungarian People's Republic
Iraq (Republic of)
Iceland
Kenya (Republic of)
Lebanon
Liberia (Republic of)
Libyan Arab Republic
Nigeria (Federal Republic of)
Uganda (Republic of)
Paraguay (Republic of)
Senegal (Republic of the)
Sri Lanka (Ceylon) (Republic of)
Tanzania (United Republic of)
Togolese Republic
Turkey
Uruguay (Oriental Republic of)

Papua New Guinea

INTERNATIONAL TELECOMMUNICATION UNION

MARITIME CONFERENCE

GENEVA, 1974

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COMMITTEE 6

SEVENTH REPORT BY WORKING GROUP 6A
TO COMMITTEE 6

The Working Group 6A during the meeting of 15 May 1974 and after consideration of all relative proposals agreed on the attached texts:

ARTICLE 23

MOD Title

With no objections
(See Annex 1)

ADD 849A

With no objections
(See Annex 2)

Furthermore, proposal set out in USA/54/55 Corr.2 was withdrawn

CHAPTER VII

MOD Title

With no objections
(See Annex 3)

ARTICLE 27

MOD Title

With no objections
(See Annex 4)

CHAPTER IX

MOD Title

Unanimously agreed
(See Annex 5)

H.S. YOUNG
Chairman

Annexes: 5

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A N N E X 1

MOD Title

ARTICLE 23

Operators' certificates for ship and aircraft stations and mobile earth stations in the maritime mobile-satellite service

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A N N E X 2

ADD 849A (2A) The service of every mobile earth station operating in the maritime mobile-satellite service shall be controlled by a person holding a certificate issued or recognized by the government to which the station is subject. Provided the station is so controlled, other persons besides the holder of the certificate may use the equipment.

A N N E X 3

MOD Title

Chapter VII

Working conditions in the mobile and the maritime mobile-satellite services

---

A N N E X 4

MOD Title

ARTICLE 27

Aeronautical stations and stations on board aircraft

ANNEX 5

MOD Title

Chapter IX

Radiotelegrams, radiotelephone calls and /direct-printing messages/

INTERNATIONAL TELECOMMUNICATION UNION

MARITIME CONFERENCE

GENEVA, 1974

Document No. 367-E
17 May 1974
Original : French

COMMITTEE 5

EIGHTH REPORT BY WORKING GROUP 5A TO COMMITTEE 5

Limit on the power of coast radiotelephone stations operating in the bands between 1 605 and 4 000 kHz

After examining a proposal by Greece that the power of coast stations operating in the bands between 1 605 and 4 000 kHz, the Working Group concluded that a peak envelope power of 5kW for stations located north of latitude 32°N and of 10 kW for stations located south of that latitude should be adopted.

The pertinent amendments are annexed hereto.

J. PIPONNIER
Chairman of Working Group 5A

Annex : 1

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A N N E X

ADD /1322BC/ The peak envelope power of coast radiotelephone stations operating bands allocated between 1 605 and 4 000 kHz shall not exceed :

- 5 kilowatts for coast stations located north of latitude 32°N;
- 10 kilowatts for coast stations located south of latitude 32°N.

SUP 1342

INTERNATIONAL TELECOMMUNICATION UNION

MARITIME CONFERENCE

GENEVA, 1974

Document No. 368-E
17 May 1974
Original : English

SUB-WORKING GROUP 5C-3

REPORT OF SUB-WORKING GROUP 5C/3-E
TO SUB-WORKING GROUP 5C-3

Technical standards for sharing of channels in Appendix 25 MOD to the Radio Regulations

1. The technical standards required to be established for drawing up Appendix 25 as an allotment plan, mainly relate to the following :

1.1 Sharing criteria for co-channel operations.

1.2 Sharing criteria for adjacent channel operations.

1.3 Estimation of field-strength.

1.4 Minimum signal required to be protected.

2. The following standards (A_1 and A_2) developed by I.F.R.B. and based on recent C.C.I.R. documents for sharing of frequencies may be adopted.

2.1* Signal/Interference ratio for co-channel sharing.

2.1.1 For connection to public telephone network 32 dB

2.1.2 Not for connection to public telephone network 18 dB

2.2 Signal/Interference ratio for adjacent channel sharing.

2.2.1 For connection to public telephone network 8 dB

(*Note : I.F.R.B. considers that even with a reduction of the values given in 2.1.1 and 2.1.2 by 8 dB and 5 dB respectively, satisfactory reception is possible during certain hours, seasons or phases of solar activity. For such cases the values in 2.2.1 and 2.2.2 may also be reduced by 8 dB and 5 dB respectively.)

2.2.2 Not for connection to public telephone network - 12.5 dB

2.3 The above values are applicable in case of interference from a single transmitter. However, where a large number of transmitters operate on the same channel and especially when more than one of them produce significant and comparable field-strength, the above figures may have to be increased.

3. Regarding the estimation of field-strength, any one of the following two methods may be adopted.

3.1 E standards of I.F.R.B., available in the form of several hundred graphical transperancies which represent average values for different conditions. These graphs could be used for manual estimates.

3.2 Interim method for field-strength prediction developed by C.C.I.R. as detailed in Report 252-2. This method could be adopted for computor working.

4. For any accurate estimate of field-strength, a large number of basic parameters are required to be known. Considering that the plan is required to be prepared essentially as an allotment plan, it would not be possible to estimate the field-strength with a known degree of accuracy. Further, in view of the short period of time within which the plan is required to be finalized, the estimates of field-strength in drawing up such a plan could only be approximate.

4.1 The first method mentioned in 3.1 gives field-strength values for an average ionospheric height of 320 km for Flayer propagation and an allowance of 4.6 dB for polarization and fading losses is provided. Additional absorption during winter is taken care of by increasing the absorption factor in winter and equinox periods by suitable amounts irrespective of the location of the transmitter. No additional losses have been included during night-time.

4.2 The second method mentioned in 3.2 takes into account the variations in the characteristics of the reflecting layers of the ionosphere and considers "excess system loss" which varies from 9.0 dB to 22.5 dB depending upon the time of the day, location, season and path length.

5. Considering the approximate nature of estimates involved and in view of the considerations mentioned in Paragraph 4, it is suggested that any one of the above two methods may be adopted for estimating the field-strength while preparing the allotment plan.

6. The minimum signal required to be protected, which determines the service zone, may be estimated by utilizing the atmospheric noise values detailed in Report 322 of the C.C.I.R. The A_2 standards of I.F.R.B. contain tables of this signal value for different conditions of reception, which are based on atmospheric noise data given in Report 322 and other information in relevant C.C.I.R. documents. These tables may be used for deciding the minimum signal level to be protected in the preparation of the plan.

Dr. M.K. RAO
Chairman, W.P. 5C/3-E

INTERNATIONAL TELECOMMUNICATION UNION

MARITIME CONFERENCE

GENEVA, 1974

Addendum No. 1 to
Document No. 369-E
3 June 1974
Original : French

PLENARY MEETING

REVISION OF TEXTS CONTAINED IN THE FIRST REPORT OF COMMITTEE 5

When examining the texts contained in the 3rd series of blue documents (Document No. 411) the Plenary Meeting referred the provisions in numbers MOD 36 and ADD 1321B back to Committee 5 for further consideration.

The texts unanimously adopted by Committee 5 after re-examination of these provisions are set out in Annexes 1 and 2 below.

O. HASA

Chairman

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ANNEX 1

MOD 36 Maritime Mobile Service : A mobile service between coast stations and ship stations, or between ship stations, or between associated on-board communication stations (see No. 39A); survival craft stations may also participate in this service.

ANNEX 2

ADD 1321B § 1B. Coast stations shall not occupy idle radiotelephone channels by emitting identification signals, such as those generated by "V" wheels, call slips or tapes. "Exceptionally, a coast station may, when requested by a mobile station for the purpose of establishing a radiotelephone call, emit a receiver tuning signal of not more than 10 seconds duration.

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INTERNATIONAL TELECOMMUNICATION UNION

MARITIME CONFERENCE

GENEVA, 1974

Document No. 369-E
17 May 1974
Original : English

PLENARY MEETING

FIRST REPORT OF COMMITTEE 5

The following texts were unanimously agreed in Committee 5 and are submitted to the Plenary meeting for consideration :

Annex 1, Article 1	MOD 36, ADD 39A
Annex 2, Article 5	ADD 205A, ADD 318B, ADD 318C
Annex 3, Article 35	ADD 1321B, ADD 1322AA, ADD 1322AB, MOD 1326C, MOD 1351A.1, ADD 1351C, ADD 1351C.1, MOD 1353B, MOD 1355
Annex 4	MOD Appendix 17A
Annex 5	ADD Appendix 19A
Annex 6	ADD Appendix 20DA
Annex 7	MOD Resolution No. Mar /6/
Annex 8	SUP Resolution No. Mar 13
Annex 9	MOD Resolution No. Mar /14/
Annex 10	Draft recommendation relating to the use of channels 15 and 17 of Appendix 18 for on-board communications
Annex 11	MOD Resolution No. Mar /9/

O. HAGA
Chairman

Annexes : 11

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A N N E X 1

ARTICLE 1

MOD 36 Maritime Mobile Service : A mobile service between coast stations and ship stations, or between ship stations, in which survival craft stations may also participate, or between on-board communications stations.

ADD 39A On-Board Communication Station : A low-powered mobile station in the maritime mobile service intended for use for internal communications on board a ship, or between a ship and its lifeboats and liferafts during lifeboat drills, or for internal communication within a group of vessels being pushed or towed, as well as for line handling and mooring instructions.

A N N E X 2

ARTICLE 5

kHz

Region 3
1 605-1 800
FIXED MOBILE
197

SUP 196

kHz

Region 1	Region 2	Region 3
2 850-3 025		
AERONAUTICAL MOBILE (R)		
201A	205A	

Region 1	Region 2	Region 3
5 480-5 680		
	AERONAUTICAL MOBILE (R)	
	201A 205A	
5 680-5 730		
	AERONAUTICAL MOBILE (OR)	
	201A 205A	

ADD 205A Frequencies 3 023.5 and 5 680 kHz may also be used by stations of the maritime mobile service engaged in coordinated search and rescue operations in accordance with the provisions of numbers 1326C and 1353B respectively.

ADD 318B In the maritime mobile service, the frequencies 457.525 MHz, 457.550 MHz, 457.575 MHz, 467.525 MHz, 467.550 MHz and 467.575 MHz may be used by on-board communication stations. Such use may be subject to the national regulations of the administration concerned when used in its territorial waters. Equipment for this purpose shall satisfy the characteristics set forth in Appendix 19A.

ADD 318C In the territorial waters of Canada, Philippines and the United States, the preferred frequencies for use by on-board communication stations shall be 457.525 MHz, 457.550 MHz, 457.575 MHz and 457.600 MHz paired, respectively, with 467.750 MHz, 467.775 MHz, 467.800 MHz and 467.825 MHz. Equipment for this purpose shall satisfy the technical characteristics set forth in Appendix 19A.

A N N E X 3

ARTICLE 35

ADD 1321B § 1B A coast radiotelephone station shall not emit identification signals, such as "V" wheels, call slips or tapes, to mark idle radiotelephone channels being guarded by the coast station. However, on request, a coast station may emit a receiver tuning call on condition that the duration of the call shall at no time exceed 10 seconds (see also No. 1214C).

ADD 1322AA § 2AA When linked compressor and expander systems are used they shall conform to the characteristics specified in Appendix 20DA paragraph (a).

ADD 1322AB § 2AB SSB radio equipment used in conjunction with compressor and expander systems shall conform to the characteristics specified in Radio Regulations Appendix 17A and should also conform to Appendix 20DA paragraph (b).

MOD 1326C The frequency 3 023.5 may be used for intercommunication between mobile stations when engaged in coordinated search and rescue operations including communications between these stations and participating land stations, with the carrier frequencies, classes of emission and conditions of operation defined in Appendix 27.

MOD 1351A.1 For the use of class A3B emissions, see MOD Resolution No. / Mar 6 /.

ADD 1351C A coast radiotelephone station employing class A3H[1)], A3A or A3J emissions and operating in the maritime mobile exclusive bands between 4 000 and 23 000 kHz shall use the minimum power necessary to cover its service area and shall at no time use a peak envelope power in excess of 10 kW per channel. A ship radiotelephone station operating under similar circumstances shall at no time use a peak envelope power in excess of 1.5 kW per channel.

/ ADD 1351C.1 (1) Regarding the use of class A3H emissions after 1 January 1978 see No. / /. /

MOD 1353B The carrier frequency 5 680 kHz may be used for intercommunication between mobile stations when engaged in coordinated search and rescue operations, including communication between these stations and participating land stations in accordance with the provisions of Appendix 27.

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 indicated in Appendix 17, except temporarily in cases where working conditions prohibit the use of paired frequencies in order to meet operational needs.

A N N E X 4

MOD

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 kHz and between 4 000 and 23 000 kHz

1. Classes of emission :

MOD a) for class A3A emissions the power of the carrier shall be :

Bands between 1 605 kHz and 4 000 kHz

- for coast station transmitters until 1 January 1982 and for ship station transmitters in use or to be installed before 1 January 1982 : 16 ± 2 dB below the peak evelope power,

- for coast station transmitters after 1 January 1982 and for ship station transmitters installed after 1 January 1982 : 18 ± 2 dB below the peak envelope power;

Bands between 4 000 kHz and 23 000 kHz

- for coast station transmitters until 1 January 1978 and for ship station transmitters in use or to be installed before 1 January 1978 : 16 ± 2 dB below the peak evelope power,

- for coast station transmitters after 1 January 1978 and for ship station transmitters installed after 1 January 1978 : 18 ± 2 dB below the peak envelope power.

b) for class A3J emissions the power of the carrier shall be at least 40 dB below the peak envelope power.

NOC 2. Coast and ship stations shall use only the upper sideband.

(MOD) 3. The transmitter audio-frequency band shall be 350 to 2 700 Hz with a permitted amplitude variation of 6 dB

MOD 4. The carrier frequencies shall be maintained within the following tolerances :

a) coast stations : ± 20 Hz

b) ship stations :

Bands between 1 605 kHz and 4 000 kHz

- Tolerance applicable to transmitters in use or to be installed before 1 January 1982 : ± 100 Hz; the short-term limits (of the order of 15 minutes) shall be ± 40 Hz.

- Tolerance applicable to transmitters installed after 1 January 1982 : ± 50 Hz.

Bands between 4 000 kHz and 23 000 kHz

- Tolerance applicable to transmitters in use or to be installed before 1 January 1978 : ± 100 Hz; the short-term limits (of the order of 15 minutes) shall be ± 40 Hz.

- Tolerance applicable to transmitters installed after 1 January 1978 : ± 50 Hz.

NOC 5. The unwanted frequency modulation of the carrier shall be sufficiently low to prevent harmful distortion.

NOC 6. When class A3H, A3A or A3J emissions are 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 :

a) Transmitters in use or installed before 1 January 1982[6]

(MOD)

Separation Δ in kHz between the frequency of the unwanted emission [1] and the assigned frequency [2]	Minimum attenuation below peak envelope power
$1.6 < \Delta \leq 4.8$	28 dB
$4.8 < \Delta \leq 8.0$	38 dB
$8.0 < \Delta$	43 dB without exceeding the power of 50 milliwatts

MOD Transmitters using reduced carrier or suppressed carrier emission may, as far as out-of-band emissions[3] and those spurious emissions, which are a result of the modulation process, but do not fall in the out-of-band spectrum[4] 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 kHz removed from the assigned frequency.

b) Transmitters installed after 1 January 1982[6)]

ADD

Separation Δ in kHz between the frequency of the unwanted emission[1)] and the assigned frequency[2)]	Minimum attenuation below peak envelope power
$1.5 < \Delta \leq 4.5$	31 dB
$4.5 < \Delta \leq 7.5$	38 dB
$7.5 < \Delta$	43 dB, without exceeding the power of 50 milliwatts

ADD

Transmitters using reduced carrier or suppressed carrier emission may, as far as out-of-band emissions[3)] and those spurious emissions, which are a result of the modulation process, but do not fall in the out-of-band spectrum[4)] 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 1.5 kHz removed from the assigned frequency.

ADD

1) Unwanted emission*) : Emission comprising spurious radiations[5)] and out-of-band emissions[3)].

(MOD)

2) The assigned frequency is 1 400 Hz higher than the carrier frequency (see No. 445A)

ADD

3) Out-of-band emission*) : Emission on a frequency or frequencies of the out-of-band spectrum[4)].

ADD

4) Out-of-band spectrum (of an emission)*) : The part of the power density spectrum (or the power spectrum when the spectrum consists of discrete components) of an emission which is outside the necessary bandwidth, with the exception of spurious radiations[5)].

---

*) These definitions have been adopted for the purpose of Appendix 17A only.

ADD

5) Spurious radiation (of a radio emission)*) : Radiation at a frequency, or frequencies, outside the necessary band, the level of which may be reduced without affecting the corresponding transmission of information; spurious radiation includes harmonic radiation, parasitic radiation and unwanted intermodulation products which are remote from the necessary band.

ADD

6) All administrations recognize the need to reduce the level of unwanted emissions and will therefore endeavour to ensure that the new requirements will be met by all newly designed transmitters under their jurisdiction as soon as practicable before 1 January 1982.

A N N E X 5

ADD

APPENDIX 19A

Characteristics of equipment used for on-board communications in the 450-470 MHz bands

(see No. 318B and 318C)

1. The equipment should be fitted with sufficient channels for satisfactory operation in the area of intended use.

2. The effective radiated power shall be limited to the minimum required for satisfactory operation, but in no case exceed 2 watts. Wherever practicable the equipment should be fitted with a suitable device to readily reduce the output power by at least 10 dB.

---

*) These definitions have been adopted for the purpose of Appendix 17A only.

3. In the case of equipment installed at a fixed point on the ship, the height of its antenna shall not be more than 3.5 metres above the bridge.

4. Only frequency modulation with a pre-emphasis of 6 dB/octave (phase modulation) shall be used.

5. The frequency deviation shall not exceed ± 5 kHz.

6. The frequency tolerance shall be 5 parts in 10^6.

7. The audio-frequency band shall be limited to 3 000 Hz.

8. Control, telemetry and other non-voice signals shall be coded in such a manner as to minimize the possibility of false response to interfering signals.

9. If the use of a repeater station is required on-board a ship, the following frequency pairs shall be used :

457.525 MHz	/	467.525 MHz
457.550 MHz	/	467.550 MHz
457.575 MHz	/	467.575 MHz

(see also No. 318C)

ANNEX 6

ADD

APPENDIX 20DA

LINKED COMPRESSOR AND EXPANDER SYSTEMS

(See Section I of Article 35 and Appendix 17A)

When linked compressor and expander systems are used in the International Maritime Mobile radiotelephone service;

(a) the characteristics of the linked compressor and expander equipment shall be in accordance with relevant C.C.I.R. Recommendations;

(b) for optimum performance the characteristics of SSB radio equipment used in conjunction with compressor and expander systems shall be in accordance with Appendix 17A and should, in addition, meet the following requirements :

(1) The short-term frequency stability of coast station transmitters should be within ± 2 Hz over a period of the order of fifteen minutes.

(2) The short-term frequency stability of a ship station transmitter should be within ± 5 Hz over a period of the order of fifteen minutes.

(3) To ensure sufficient overall gain stability of the system, for the duration of a call, facilities should be provided in coast station receivers to keep the end-to-end frequency error within ± 2 Hz; similarly, facilities should be provided in ship station receivers to keep end-to-end frequency error within ± 5 Hz.

(4) The permitted total amplitude variation in the radio transmitter over the 350 - 2 700 Hz audio frequency band should be 6 dB and the differential delay should not exceed 3 ms. The receiver should have at least the same standards of performance in these respects.

(5) If the pilot carrier of a type A3A emission is not used to provide a continuous signal for frequency and gain control of the receiver, for example where Type A3J emission is used, the initial tuning procedure will require the provision, for a brief period, of a suitable reference tone (e.g. 1 000 Hz ± 1 Hz) at a level of, say -10 dBm0 ± 0.5 dB.

(6) Where it is desired to use privacy equipment or speech inverters, it should be borne in mind that the upper audio frequency of the speech channel is 2 380 Hz.

ANNEX 7

MOD

RESOLUTION No. Mar /6/

Relating to the Use of Single Sideband Technique in the Radiotelephone Maritime Mobile Service Bands between 4 000 and 23 000 kHz

The World Administrative Radio Conference, Geneva, 1974

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 MHz, 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 kHz;

d) that the preliminary actions to achieve the conversion from double sideband emissions to single sideband emissions have been completed as given in Resolution No. Mar 6 of the World Administrative Radio Conference, 1967;

resolves

that, unless otherwise specified in the Final Acts of this Conference, radiotelephone stations in the maritime mobile service operating in the bands between 4 000 and 23 000 kHz shall comply with the conditions set out in the following provisions :

1. new installation of double sideband equipment in ship stations shall not be permitted;

2. coast stations shall use only single sideband emissions;

3. until 1 January, 1978, coast and ship stations equipped for single sideband operation shall be able to use A3H emissions in addition to Class A3A and A3J emissions [1];

4. exceptionally, until 1 January 1978, coast and ship stations may use class of emission A3B;

5. as from 1 January 1978, class A3A and A3J emissions only shall be authorized.

---

[1] See also Resolution No. Mar 3

ANNEX 8

SUP Resolution No. Mar 13

ANNEX 9

MOD

RESOLUTION No. Mar /14/

relating to the channel spacing of transmitting frequencies allocated to the international maritime mobile service in the band 156-174 MHz

(See Appendix 18 /Mar/ and Article 35)

The World Administrative Radio Conference, Geneva, 1974,

considering

a) the expanding use of the maritime mobile frequencies in the VHF bands between 156 MHz and 174 MHz;

b) the increasing demand for VHF channels for port operations;

c) the increasing demand for VHF channels for public correspondence in the maritime mobile service;

d) the need for VHF channels for ship movement operations;

e) the need to provide VHF channels for services other than radiotelephony, such as facsimile and narrow-band direct-printing telegraphy;

/f) the need to provide VHF channels for communication between helicopters or light aircraft and ships in connection with anti-pollution, search and rescue, ice breaking and the operation of ships;/

noting

that, in consequence of the revisions of the Radio Regulations (Geneva, 1959) made by the maritime World Administrative Radio Conference, Geneva, 1967,

a) the channel spacing for the international maritime mobile VHF radiotelephone service is being reduced from 50 kHz to 25 kHz;

b) the additional channels have been obtained by interleaving the 25 kHz channels midway between the 50 kHz channels of Appendix 18 to the Radio Regulations, Geneva, 1959, and have been numbered from 60 to 88;

c) the 25 kHz channels should be allocated on an international basis;

d) the transition from a channel spacing of 50 kHz to that of 25 kHz was scheduled as follows :

1. date by which modification of transmitters to a maximum deviation of ± 5 kHz and of receivers to increase the audio gain, where necessary, may commence ..... 1 January 1972

2. date by which the modifications specified in paragraph d) 1 shall be completed for all existing equipments ..... 1 January 1973

3. date up to which coast stations should maintain capability to receive transmissions with a maximum deviation of ± 15 kHz and after which the modification of coast station receivers should take place as early as practicable to meet the selectivity requirements for a channel spacing of 25 kHz ..... 1 January 1973

4. date by which all new equipments shall conform to 25 kHz standards ..... 1 January 1973

5. date by which all equipments shall conform to 25 kHz standards and all interleaved channels may be generally introduced ..... 1 January 1983

resolves

1. that administrations may, in areas where this is found to be necessary, authorize the use of channels 60 to 88, excluding channels 75 and 76 which were designated as guard band for channel 16;

2. that the technical characteristics of equipment for 25 kHz channel spacing in the international maritime mobile VHF service shall be in accordance with Appendix 19;

3. that, by 1 January 1983, all equipments shall conform to 25 kHz standards and all interleaved channels may be generally introduced.

ANNEX 10

DRAFT RECOMMENDATION No. Mar ...

Relating to the use of channels 15 and 17 in Appendix 18 by on-board communications stations

The World Administrative Radio Conference, Geneva, 1974,

considering

a) that channels 15 and 17 were provided by the W.A.R.C., Geneva, 1967, for use for internal operational communications on board ships within territorial waters and with an effective radiated power not in excess of 0.1 W, and that this power limitation has been increased to 1 Watt by the present Conference;

b) that considerable use has been made of those channels by a number of administrations;

c) that those channels have not been used by some administrations for on-board communication stations because of the shortage of VHF channels for other maritime mobile needs;

d) that, for the same reason, these administrations wish to have the use of those channels discontinued for on-board communication stations;

recognizing

e) that several common channels for on-board communication stations are necessary internationally to meet world-wide requirements in the future;

f) that there may be a need for frequencies enabling the use of repeaters on large vessels, such as container ships, tankers, etc.

g) that there may be additional experience required concerning the application and effectiveness of UHF channels made available by this Conference;

recommends

1. that the next World Administrative Radio Conference competent to consider such matters determine if the use of channels 15 and 17 is still necessary for on-board communication stations and, if not, the date by which such use should be terminated;

2. that the same Conference review the UHF channels being used for on-board communication stations to determine if the number of channels and their location in the radio spectrum are satisfactory to meet the requirements of such stations;

3. that the same Conference consider the need for additional allocations for use by on-board communication stations on a world-wide basis and in the territorial waters of all administrations;

4. that due consideration be given by administrations to the technical standards and functioning of such stations to ensure an effective and mutually compatible international system of operation;

invites

the C.C.I.R. to study the question whether UHF frequencies can meet all the requirements of on-board communication stations and report its findings to the next competent Administrative Radio Conference.

ANNEX 11

MOD

RESOLUTION No. Mar 9

Relating to the unauthorized use of frequencies in the bands allocated to Maritime Mobile Service

The World Administrative Radio Conference, Geneva, 1974,

considering

a) that monitoring observations of the use of frequencies in the band 2 170 - 2 194 kHz and the bands allocated exclusively to the maritime mobile service between 4 063 and 25 110 kHz continue to show that a number of frequencies in these bands are being used by stations of services other than maritime mobile service, notably by broadcasting stations of high power, some of which are operating in contravention of No. 422 of the Radio Regulations;

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;

considering in particular

d) that it is of paramount importance that the distress and safety channels should be kept free from harmful interference, since they are essential for the protection of the safety of life and property;

resolves to urge administrations

1. to ensure that stations of services other than the maritime mobile service abstain from using frequencies in distress and safety channels and their guard bands 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;

2. to pursue all efforts towards the identification and localization of any unauthorised emission capable of endangering human life and property, and to notify the I.F.R.B. of such emissions;

3. to participate in the monitoring programmes that the I.F.R.B. may organize in applying the present Resolution;

4. to request their Governments to enact such legislation as is necessary to prevent stations located off their coasts operating in contravention of No. 422 of the Radio Regulations;

invites the International Frequency Registration Board

1. to continue to organize monitoring programmes, at regular intervals, in the distress and safety channels and their guard bands and in the bands allocated exclusively to the maritime mobile service between 4 063 kHz and 25 110 kHz with a view to identifying the out-of-band stations;

2. to take the necessary steps with a view to the elimination of the emissions of out-of-band stations which cause or are likely to cause harmful interference to the maritime mobile service;

3. to seek, as appropriate, the cooperation of administrations in identifying the sources of out-of-band emissions by all available means, and in securing the cessation of these emissions.

INTERNATIONAL TELECOMMUNICATION UNION

MARITIME CONFERENCE

GENEVA, 1974

Corrigendum 1 to
Document No. 370-E
20 May 1974
Original : English

COMMITTEES 4 and 5

FIFTH REPORT OF THE JOINT WORKING GROUP 4A/5E

This document is submitted to both Committees 4 and 5. The first page should therefore be amended accordingly, as shown in the Annex.

Annex : Page 1 of Document No. 370

INTERNATIONAL TELECOMMUNICATION UNION

MARITIME CONFERENCE

GENEVA, 1974

Document No. 370-E
17 May 1974
Original: English

COMMITTEE 4

FIFTH REPORT OF THE JOINT WORKING GROUP 4A/5E

Having considered the proposals listed in Annex 3 of Document No. 320 the Joint Working Group 4A/5E unanimously recommends the following:

i) Deletion of Resolutions Nos. Mar 10 and Mar 12 and Recommendation No. Mar 7 (Enclosure 1);

ii) ADD Resolution [ ] to replace Resolution No. Mar 12 (Enclosure 2).

W.M. DUNELL
Chairman

Enclosures: 2

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ENCLOSURE 1

SUP

RESOLUTION No. Mar 10

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 kHz.

SUP

RESOLUTION No. Mar 12

Relating to the implementation of the new arrangement of radiotelegraphy and radiotelephony bands allocated to the Maritime Mobile Service between 4 000 and 27 500 kHz.

SUP

RECOMMENDATION No. Mar 7

Relating to harmonic relationship and channel spacing in the high frequency bands used by ship stations for radiotelegraphy.

ENCLOSURE 2

ADD

RESOLUTION ....

Relating to the Implementation of the New Arrangement of Radiotelegraphy and Radiotelephony Bands Allocated Exclusively to the Maritime Mobile Service between 4 000 and 27 500 kHz

The World Administrative Radio Conference, Geneva, 1974,

Considering

a) that each of the high-frequency radiotelegraphy and radiotelephony bands allocated exclusively to the Maritime Mobile Service by the Administrative Radio Conference, Geneva, 1959, and modified by World Administrative Radio Conference, Geneva, 1967, has been further modified;

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 new arrangement 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 new arrangement 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 and for the introduction of new services;

2. that administrations shall make every effort to implement the new arrangement in accordance with the time schedule shown in the Annexes.

Annexes: 2

ANNEX 1

Step of implementation (4 000 to 23 000 kHz bands)	From kHz	To kHz	Starting date	Completion date
Step 1 a) Ships vacate high traffic bands	4 172.25 - 4 178	-	As soon as possible	1 June 1976
	6 258.25 - 6 267	-		
	8 341.75 - 8 356	-		
	12 503.25 - 12 534	-		
	16 660.5 - 16 712	-		
	22 184.5 - 22 222.5			
b) Ships vacate low traffic bands and commence operating in the new A1 Morse telegraphy bands	4 187 - [4 189]	[4 189] - 4 219.4	As soon as possible	1 June 1976
	[4 219.4] - 4 231			
	6 280.5 - [6 283.5]	[6 283.5] - 6 325.4		
	[6 325.4] - 6 345.5			
	8 374 - [8 378]	[8 358] - [8 360]		
	[8 435.4] - 8 459.5	[8 378] - 8 435.4		
	12 561 [12 567]	[12 527] - [12 540]		
	[12 652.3] - 12 689	[12 567] - 12 652.3		
	16 748 - [16 756]	[16 706 - 16 720]		
	[16 859.4] - 16 917.5	[16 756] - 16 859.4		
	22 310.5 - 22 374	[22 253] - 22 310.5		

ANNEX 1 (Cont.)

Step of implementation (4 000 to 23 000 kHz bands)	From kHz	To kHz	Starting date	Completion date
Step 2 a) Transfer of stations in the coast radiotelegraph bands in accordance with Resolution No. [ ]	4 349.4 - 4 361 6 493.9 - 6 514 8 704.4 - 8 728.5 13 070.8 - 13 107.5 17 196.9 - 17 255 22 561 - 22 624.5	4 219.4 - 4 231 6 325.4 - 6 345.5 8 435.4 - 8 459.5 12 652.3 - 12 689 16 859.4 - 16 917.5 22 310.5 - 22 374	2 June 1976	31 July 1976
b) Transfer of ship calling frequencies to the new telegraphy calling frequencies		[see Appendix 15C]	2 June 1976	31 May 1977

ANNEX 1 (Cont.)

Step of implementation (4 000 to 23 000 kHz bands)		From kHz	To kHz	Starting date	Completion date
Step 3	Ships vacate the existing narrow-band direct-printing bands and ship and coast stations commence the use of the new paired and non-paired narrow-band direct-printing bands (except non-paired band in 8 MHz)	4 166 - 4 172.25 6 248 - 6 258.25 8 331.5 - 8 341.75 12 483 - 12 503.25 16 640 - 16 660.5 22 164 - 22 184.5	See Appendix 15A for paired bands and Appendix 15B for non-paired bands.	1 June 1977	30 June 1977
Step 4	Transfer ship wide-band radiotelegraph stations	4 142.5 - 4 146.6 6 216.5 - 6 224.6 8 288 - 8 300 12 431.5 - 12 439.5 16 576 - 16 596.4 22 112 - 22 139.5	4 166 - 4 170 6 248 - 6 256 8 331.5 - 8 343.5 12 483 - 12 491 16 640 - 16 660 22 164 - 22 192	1 July 1977	15 July 1977

ANNEX 1 (Cont.)

Step of implementation (4 000 to 23 000 kHz bands)	From kHz	To kHz	Starting date	Completion date
Step 5 a) Transfer simplex radiotelephony to new frequency bands	4 139.5 - 4 142.5 6 210.4 - 6 216.5 8 281.2 - 8 288 12 421 - 12 431.5 16 565 - 16 576 22 094 - 22 112	4 143.6 - 4 146.6 6 218.6 - 6 224.6 8 291.1 - 8 297.3 12 429.2 - 12 439.5 16 587.1 - 16 596.4 22 124 - 22 139.5	16 July 1977	31 December 1977
b) Ships commence use of the new non-paired narrow-band direct-printing frequencies in 8 MHz band		See Appendix 15B	16 July 1977	

ANNEX 1 (Cont.)

Step of implementation (4 000 to 23 000 kHz bands)	From kHz	To kHz	Starting date	Completion date
Step 6 Ship and coast radiotelephone stations commence using duplex channels [in accordance with Resolution ....]		Ship Radiotelephone Bands 4 139.5 - 4 143.6 6 210.4 - 6 218.6 8 281.2 - 8 291.1 12 421 - 12 429.2 16 565 - 16 587.1 22 094.5 - 22 124 Coast Radiotelephone Bands 4 357.4 - 4 361 6 506.4 - 6 514 8 718.9 - 8 728.5 13 100.8 - 13 107.5 17 232.9 - 17 255 22 596 - 22 624.5	1 January 1978	

ANNEX 2

Step of implementation 25 MHz band		From kHz	To kHz	Starting date	Completion date
Step 1	a) Ships vacate the calling frequencies	25 070 - 25 082.5	25 084 - 25 090	As soon as possible	1 June 1976
	b) Ships vacate the working frequencies	25 082.5 - 25 090	25 090 - 25 110	As soon as possible	1 June 1976
Step 2	a) Ships commence the use of narrow-band direct-printing	-	25 070 - 25 084	2 June 1976	-
	b) Ships commence the use of new calling frequencies	-	25 084 - 25 090	2 June 1976	-

INTERNATIONAL TELECOMMUNICATION UNION

MARITIME CONFERENCE

GENEVA, 1974

Document No. 371-E(Rev.2)
24 May 1974
Original : English

COMMITTEE 5

TENTH REPORT OF WORKING GROUP 5B
TO COMMITTEE 5

Working Group 5B agreed on the following items :

1) MOD APPENDIX 17 (see Annex 1)

The two resolutions mentioned in the heading are :

a) that given in Document 370

b) that which will be drafted for the implementation of Appendix 17(Rev.) and Appendix 25 MOD 2.

Concerning the reference in paragraph 4 see Annex 4.

2) ADD APPENDIX 17(Rev.) (see Annex 2)

Concerning the two resolutions mentioned in the heading see item 1 above.

Concerning the reference in paragraph 4 see Annex 4. Annex 3 contains a list of provisions which have to be modified consequential upon the implementation of Appendix 17(Rev.).

3) ADD RECOMMENDATION No. Mar2 - ... (see Annex 4)

This Recommendation is consequential upon a proposal by Indonesia.

4) SUP 1351A. 3

SUP Resolution No. Mar 3.

SUP 1322B. 1

SUP 1336A. 1

Annexes : 4

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ANNEX 1

MOD

APPENDIX 17
Mar

Channelling of the Maritime Mobile Radiotelephone Bands between 4 000 and 23 000 kHz

(See Article 35)

This Appendix will apply until 1 January 1978; however, as from 16 July 1977, the frequencies in Section B of Appendix 17(Rev.) will be in use simultaneously with those in Section C of this Appendix. (See Resolution No. /Mar2 ..../ and No. /Mar2 ..../.)

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 kHz). (Double sideband emissions cease by 1 January 1978 at the latest.)

Section B - Table of single sideband transmitting frequencies for duplex (two-frequency) operation (in kHz)

Section C - Table of single sideband transmitting frequencies for simplex (single-frequency) operation and for intership cross-band (two-frequency) operation (in kHz)

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 in pairs (see No.1355), 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 (See Recommendation No. Mar 2- ...).

5. *a)* The following series of frequencies in Section B are allocated for calling purposes:

— Series No. 24 in the 4 MHz and 8 MHz bands;

— Series No. 2 in the 6 MHz band;

— Series No. 22 in the 12, 16 and 22 MHz 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 kHz should, as far as possible, cease in order 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 at the latest.

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 Hz 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. Mar [67]) 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 kHz)

Series No.	4 MHz Band		8 MHz Band		12 MHz Band		16 MHz Band		22 MHz Band	
	Coast station frequency	Ship station frequency	Coast station frequency	Ship station frequency	Coast station frequency	Ship station frequency	Coast station frequency	Ship station frequency	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 Single Sideband Transmitting Frequencies for Duplex (two-frequency) Operation (in kHz)

Series No.	4 MHz Band				6 MHz Band			
	Coast stations		Ship stations		Coast stations		Ship stations	
	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				
5	4 374·2	4 375·6	4 075·6	4 077·0				
6	4 377·4	4 378·8	4 078·8	4 080·2				
7	4 380·6	4 382·0	4 082·0	4 083·4				
8	4 383·8	4 385·2	4 085·2	4 086·6				
9	4 387·0	4 388·4	4 088·4	4 089·8				
10	4 390·2	4 391·6	4 091·6	4 093·0				
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				
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				
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				
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 *				
25								
26								
27								
28								
29								
30								

* 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 6 204·0 kHz, see Nos. 1352B and 1353J respectively.

SECTION B *(continued)*

Table of Single Sideband Transmitting Frequencies for Duplex (two-frequency) Operation (in kHz)

Series No.	8 MHz Band				12 MHz Band			
	Coast stations		Ship stations		Coast 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	8 195·0	8 196·4	13 109·0	13 110·4	12 330·0	12 331·4
2	8 732·1	8 733·5	8 198·1	8 199·5	13 112·5	13 113·9	12 333·5	12 334·9
3	8 735·2	8 736·6	8 201·2	8 202·6	13 116·0	13 117·4	12 337·0	12 338·4
4	8 738·4	8 739·8	8 204·4	8 205·8	13 119·5	13 120·9	12 340·5	12 341·9
5	8 741·6	8 743·0	8 207·6	8 209·0	13 123·0	13 124·4	12 344·0	12 345·4
6	8 744·8	8 746·2	8 210·8	8 212·2	13 126·5	13 127·9	12 347·5	12 348·9
7	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	8 778·2	8 242·8	8 244·2	13 161·5	13 162·9	12 382·5	12 383·9
17	8 780·0	8 781·4	8 246·0	8 247·4	13 165·0	13 166·4	12 386·0	12 387·4
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	8 253·8	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				
28								
29								
30								

* The frequencies followed by an asterisk are calling frequencies (see Nos. **1352** and **1352A**).

SECTION B *(continued)*

Table of Single Sideband Transmitting Frequencies for Duplex (two-frequency) Operation (in kHz)

Series No.	16 MHz Band				22 MHz Band			
	Coast stations		Ship stations		Coast stations		Ship stations	
	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	22 629·0	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	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	22 031·5	22 032·9
11	17 290·0	17 291·4	16 495·0	16 496·4	22 660·5	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				
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 calling frequencies (see Nos. **1352** and **1352A**).

SECTION C

Table of Single Sideband Transmitting Frequencies for Simplex (single-frequency) Operation and for Intership Cross-Band (two-frequency) Operation (in kHz)

(see paragraph 4 of this Appendix)

4 MHz Band		6 MHz Band		8 MHz Band		12 MHz Band		16 MHz Band		22 MHz Band	
Carrier frequency	Assigned frequency	Carrier frequency	Assigned frequency	Carrier frequency	Assigned frequency	Carrier frequency	Assigned frequency	Carrier frequency	Assigned frequency	Carrier frequency	Assigned frequency
4 139·5	4 140·9	6 210·4	6 211·8	8 281·2	8 282·6	12 421·0	12 422·4	16 565·0	16 566·4	22 094·5	22 095·9
		6 213·5	6 214·9	8 284·4	8 285·8	12 424·5	12 425·9	16 568·5	16 569·9	22 098·0	22 099·4
						12 428·0	12 429·4	16 572·0	16 573·4	22 101·5	22 102·9
										22 105·0	22 106·4
										22 108·5	22 109·9

ANNEX 2

ADD

APPENDIX 17 Rev
Mar

Channelling of the Maritime Mobile Radiotelephone Bands
between 4 000 and 23 000 kHz

(See Article 35)

Section A of this Appendix applies as from 1 January 1978. Section B of this Appendix applies as from 16 July 1977; however until 1 January 1978, these frequencies will be in use simultaneously with those of Appendix 17 MOD, Section C. (See Resolutions No. /Mar2 .../ and No. /Mar2 .../.)

1. Channelling arrangements for the frequencies (in kHz) to be used by coast and ship stations in the bands allocated to the maritime mobile radiotelephone service are indicated in two sections as follows :

Section A- Table of single sideband transmitting frequencies for duplex (two-frequency) operation.

Section B- Table of single sideband transmitting frequencies for simplex (single-frequency) operation and for intership cross-band (two-frequency) operation.

2. The technical characteristics for single sideband transmitters are specified in Appendix 17A.

3. One or more series of frequencies from Section A (with the exception of those frequencies of Section A mentioned in paragraph 5 below) may be assigned to each coast station, which uses these frequencies associated in pairs (see No. 1355); 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 B 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. (See Recommendation No. Mar2-...).

5. The following frequencies in Section A are allocated for calling purposes :

- Channel No. 421 in the 4 MHz band;
- Channel No. 606 in the 6 MHz band;
- Channel No. 821 in the 8 MHz band;
- Channel No. 1221 in the 12 MHz band;
- Channel No. 1621 in the 16 MHz band;
- Channel No. 2221 in the 22 MHz band.

The remaining frequencies in Sections A and B are working frequencies.

6. a) Stations using single sideband emissions shall operate only on the carrier frequencies shown in Sections A and B 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 Channels Nos. 401, 601, 801, 1201, 1601 and 2201 from Section A.

7. If an administration authorizes the use of frequencies other than those indicated in Sections A and B, 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 Single Sideband Transmitting Frequencies (kHz)
for Duplex (two frequency) Operation

Channel No.	4 MHz Band			
	Coast Stations		Ship Stations	
	Carrier frequencies	Assigned frequencies	Carrier frequencies	Assigned frequencies
401	4 357.4	4 358.8	4 063.0	4 064.4
402	4 360.5	4 361.9	4 066.1	4 067.5
403	4 363.6	4 365.0	4 069.2	4 070.6
404	4 366.7	4 368.1	4 072.3	4 073.7
405	4 369.8	4 371.2	4 075.4	4 076.8
406	4 372.9	4 374.3	4 078.5	4 079.9
407	4 376.0	4 377.4	4 081.6	4 083.0
408	4 379.1	4 380.5	4 084.7	4 086.1
409	4 382.2	4 383.6	4 087.8	4 089.2
410	4 385.3	4 386.7	4 090.9	4 092.3
411	4 388.4	4 389.8	4 094.0	4 095.4
412	4 391.5	4 392.9	4 097.1	4 098.5
413	4 394.6	4 396.0	4 100.2	4 101.6
414	4 397.7	4 399.1	4 103.3	4 104.7
415	4 400.8	4 402.2	4 106.4	4 107.8
416	4 403.9	4 405.3	4 109.5	4 110.9
417	4 407.0	4 408.4	4 112.6	4 114.0
418	4 410.1	4 411.5	4 115.7	4 117.1
419	4 413.2	4 414.6	4 118.8	4 120.2
420	4 416.3	4 417.7	4 121.9	4 123.3
421	4 419.4*)	4 420.8*)	4 125.0*)	4 126.4*)

Channel No.	4 MHz Band			
	Coast Stations		Ship Stations	
	Carrier frequencies	Assigned frequencies	Carrier frequencies	Assigned frequencies
422	4 422.5	4 423.9	4 128.1	4 129.5
423	4 425.6	4 427.0	4 131.2	4 132.6
424	4 428.7	4 430.1	4 134.3	4 135.7
425	4 431.8	4 433.2	4 137.4	4 138.8
426	4 434.9	4 436.3	4 140.5	4 141.9

*) The frequencies followed by an asterisk are calling frequencies (see Nos. 1352 and 1352A)

1 For the conditions of use of the frequency 4 125.0 kHz, (see Nos. / /)

Channel No.	6 MHz band			
	Coast stations		Ship stations	
	Carrier frequencies	Assigned frequencies	Carrier frequencies	Assigned frequencies
601	6 506.4	6 507.8	6 200.0	6 201.4
602	6 509.5	6 510.9	6 203.1	6 204.5
603	6 512.6	6 514.0	6 206.2	6 207.6
604	6 515.7	6 517.1	6 209.3	6 210.7
605	6 518.8	6 520.2	6 212.4	6 213.8
606	6 521.9 *)	6 523.3 *)	6 215.5 *)	6 216.9 *)

*) The frequencies followed by an asterisk are calling frequencies (see Nos. 1352 and 1352A).

1 For the conditions of use of the frequency 6 215.5 kHz, see Nos. / /.

Channel No.	8 MHz band			
	Coast stations		Ship stations	
	Carrier frequencies	Assigned frequencies	Carrier frequencies	Assigned frequencies
801	8 718.9	8 720.3	8 195.0	8 196.4
802	8 722.0	8 723.4	8 198.1	8 199.5
803	8 725.1	8 726.5	8 201.2	8 202.6
804	8 728.2	8 729.6	8 204.3	8 205.7
805	8 731.3	8 732.7	8 207.4	8 208.8
806	8 734.4	8 735.8	8 210.5	8 211.9
807	8 737.5	8 738.9	8 213.6	8 215.0
808	8 740.6	8 742.0	8 216.7	8 218.1
809	8 743.7	8 745.1	8 219.8	8 221.2
810	8 746.8	8 748.2	8 222.9	8 224.3
811	8 749.9	8 751.3	8 226.0	8 227.4
812	8 753.0	8 754.4	8 229.1	8 230.5
813	8 756.1	8 757.5	8 232.2	8 233.6
814	8 759.2	8 760.6	8 235.3	8 236.7
815	8 762.3	8 763.7	8 238.4	8 239.8
816	8 765.4	8 766.8	8 241.5	8 242.9
817	8 768.5	8 769.9	4 244.6	8 246.0
818	8 771.6	8 773.0	8 247.7	8 249.1
819	8 774.7	8 776.1	8 250.8	8 252.2
820	8 777.8	8 779.2	8 253.9	8 255.3

Channel No.	8 MHz band			
	Coast stations		Ship stations	
	Carrier frequencies	Assigned frequencies	Carrier frequencies	Assigned frequencies
821	8 780.9*)	8 782.3*)	8 257.0*)	8 258.4*)
822	8 784.0	8 785.4	8 260.1	8 261.5
823	8 787.1	8 788.5	8 263.2	8 264.6
824	8 790.2	8 791.6	8 266.3	8 267.7
825	8 793.3	8 794.7	8 269.4	8 270.8
826	8 796.4	8 797.8	8 272.5	8 273.9
827	8 799.5	8 800.9	8 275.6	8 277.0
828	8 802.6	8 804.0	8 278.7	8 280.1
829	8 805.7	8 807.1	8 281.8	8 283.2
830	8 808.8	8 810.2	8 284.9	8 286.3
831	8 811.9	8 813.3	8 288.0	8 289.4

*) The frequencies followed by an asterisk are calling frequencies (see Nos. 1352 and 1352A).

Channel No.	12 MHz band			
	Coast stations		Ship stations	
	Carrier frequencies	Assigned frequencies	Carrier frequencies	Assigned frequencies
1 201	13 100.8	13 102.2	12 330.0	12 331.4
1 202	13 103.9	13 105.3	12 333.1	12 334.5
1 203	13 107.0	13 108.4	12 336.2	12 337.6
1 204	13 110.1	13 111.5	12 339.3	12 340.7
1 205	13 113.2	13 114.6	12 342.4	12 343.8
1 206	13 116.3	13 117.7	12 345.5	12 346.9
1 207	13 119.4	13 120.8	12 348.6	12 350.0
1 208	13 122.5	13 123.9	12 351.7	12 353.1
1 209	13 125.6	13 127.0	12 354.8	12 356.2
1 210	13 128.7	13 130.1	12 357.9	12 359.3
1 211	13 131.8	13 133.2	12 361.0	12 362.4
1 212	13 134.9	13 136.3	12 364.1	12 365.5
1 213	13 138.0	13 139.4	12 367.2	12 368.6
1 214	13 141.1	13 142.5	12 370.3	12 371.7
1 215	13 144.2	13 145.6	12 373.4	12 374.8
1 216	13 147.3	13 148.7	12 376.5	12 377.9
1 217	13 150.4	13 151.8	12 379.6	12 381.0
1 218	13 153.5	13 154.9	12 382.7	12 384.1
1 219	13 156.6	13 158.0	12 385.8	12 387.2
1 220	13 159.7	13 161.1	12 388.9	12 390.3

Channel No.	12 MHz band			
	Coast stations		Ship stations	
	Carrier frequencies	Assigned frequencies	Carrier frequencies	Assigned frequencies
1 221	13 162.8 *)	13 164.2 *)	12 392.0 *)	12 393.4 *)
1 222	13 165.9	13 167.3	12 395.1	12 396.5
1 223	13 169.0	13 170.4	12 398.2	12 399.6
1 224	13 172.1	13 173.5	12 401.3	12 402.7
1 225	13 175.2	13 176.6	12 404.4	12 405.8
1 226	13 178.3	13 179.7	12 407.5	12 408.9
1 227	13 181.4	13 182.8	12 410.6	12 412.0
1 228	13 184.5	13 185.9	12 413.7	12 415.1
1 229	13 187.6	13 189.0	12 416.8	12 418.2
1 230	13 190.7	13 192.1	12 419.9	12 421.3
1 231	13 193.8	13 195.2	12 423.0	12 424.4
1 232	13 196.9	13 198.3	12 426.1	12 427.5

*) The frequencies followed by an asterisk are calling frequencies (see Nos. 1352 and 1352A).

Channel No.	16 MHz band			
	Coast stations		Ship stations	
	Carrier frequencies	Assigned frequencies	Carrier frequencies	Assigned frequencies
1 601	17 232.9	17 234.3	16 460.0	16 461.4
1 602	17 236.0	17 237.4	16 463.1	16 464.5
1 603	17 239.1	17 240.5	16 466.2	16 467.6
1 604	17 242.2	17 243.6	16 469.3	16 470.7
1 605	17 245.3	17 246.7	16 472.4	16 473.8
1 606	17 248.4	17 249.8	16 475.5	16 476.9
1 607	17 251.5	17 252.9	16 478.6	16 480.0
1 608	17 254.6	17 256.0	16 481.7	16 483.1
1 609	17 257.7	17 259.1	16 484.8	16 486.2
1 610	17 260.8	17 262.2	16 487.9	16 489.3
1 611	17 263.9	17 265.3	16 491.0	16 492.4
1 612	17 267.0	17 268.4	16 494.1	16 495.5
1 613	17 270.1	17 271.5	16 497.2	16 498.6
1 614	17 273.2	17 274.6	16 500.3	16 501.7
1 615	17 276.3	17 277.7	16 503.4	16 504.8
1 616	17 279.4	17 280.8	16 506.5	16 507.9
1 617	17 282.5	17 283.9	16 509.6	16 511.0
1 618	17 285.6	17 287.0	16 512.7	16 514.1
1 619	17 288.7	17 290.1	16 515.8	16 517.2
1 620	17 291.8	17 293.2	16 518.9	16 520.3

Channel No.	16 MHz band			
	Coast stations		Ship stations	
	Carrier frequencies	Assigned frequencies	Carrier frequencies	Assigned frequencies
1 621	17 294.9 *)	17 296.3 *)	16 522.0 *)	16 523.4 *)
1 622	17 298.0	17 299.4	16 525.1	16 526.5
1 623	17 301.1	17 302.5	16 528.2	16 529.6
1 624	17 304.2	17 305.6	16 531.3	16 532.7
1 625	17 307.3	17 308.7	16 534.4	16 535.8
1 626	17 310.4	17 311.8	16 537.5	16 538.9
1 627	17 313.5	17 314.9	16 540.6	16 542.0
1 628	17 316.6	17 318.0	16 543.7	16 545.1
1 629	17 319.7	17 321.1	16 546.8	16 548.2
1 630	17 322.8	17 324.2	16 549.9	16 551.3
1 631	17 325.9	17 327.3	16 553.0	16 554.4
1 632	17 329.0	17 330.4	16 556.1	16 557.5
1 633	17 332.1	17 333.5	16 559.2	16 560.6
1 634	17 335.2	17 336.6	16 562.3	16 563.7
1 635	17 338.3	17 339.7	16 565.4	16 566.8
1 636	17 341.4	17 342.8	16 568.5	16 569.9
1 637	17 344.5	17 345.9	16 571.6	16 573.0
1 638	17 347.6	17 349.0	16 574.7	16 576.1
1 639	17 350.7	17 352.1	16 577.8	16 579.2
1 640	17 353.8	17 355.2	16 580.9	16 582.3
1 641	17 356.9	17 358.3	16 584.0	16 585.4

*) The frequencies followed by an asterisk are calling frequencies (see Nos. 1352 and 1352A).

Channel No.	22 MHz band			
	Coast stations		Ship stations	
	Carrier frequencies	Assigned frequencies	Carrier frequencies	Assigned frequencies
2 201	22 596.0	22 597.4	22 000.0	22 001.4
2 202	22 599.1	22 600.5	22 003.1	22 004.5
2 203	22 602.2	22 603.6	22 006.2	22 007.6
2 204	22 605.3	22 606.7	22 009.3	22 010.7
2 205	22 608.4	22 609.8	22 012.4	22 013.8
2 206	22 611.5	22 612.9	22 015.5	22 016.9
2 207	22 614.6	22 616.0	22 018.6	22 020.0
2 208	22 617.7	22 619.1	22 021.7	22 023.1
2 209	22 620.8	22 622.2	22 024.8	22 026.2
2 210	22 623.9	22 625.3	22 027.9	22 029.3
2 211	22 627.0	22 628.4	22 031.0	22 032.4
2 212	22 630.1	22 631.5	22 034.1	22 035.5
2 213	22 633.2	22 634.6	22 037.2	22 038.6
2 214	22 636.3	22 637.7	22 040.3	22 041.7
2 215	22 639.4	22 640.8	22 043.4	22 044.8
2 216	22 642.5	22 643.9	22 046.5	22 047.9
2 217	22 645.6	22 647.0	22 049.6	22 051.0
2 218	22 648.7	22 650.1	22 052.7	22 054.1
2 219	22 651.8	22 653.2	22 055.8	22 057.2
2 220	22 654.9	22 656.3	22 058.9	22 060.3

Channel No.	22 MHz band			
	Coast stations		Ship stations	
	Carrier frequencies	Assigned frequencies	Carrier frequencies	Assigned frequencies
2 221	22 658.0 *)	22 659.4 *)	22 062.0 *)	22 063.4 *)
2 222	22 661.1	22 662.5	22 065.1	22 066.5
2 223	22 664.2	22 665.6	22 068.2	22 069.6
2 224	22 667.3	22 668.7	22 071.3	22 072.7
2 225	22 670.4	22 671.8	22 074.4	22 075.8
2 226	22 673.5	22 674.9	22 077.5	22 078.9
2 227	22 676.6	22 678.0	22 080.6	22 082.0
2 228	22 679.7	22 681.1	22 083.7	22 085.1
2 229	22 682.8	22 684.2	22 086.8	22 088.2
2 230	22 685.9	22 687.3	22 089.9	22 091.3
2 231	22 689.0	22 690.4	22 093.0	22 094.4
2 232	22 692.1	22 693.5	22 096.1	22 097.5
2 233	22 695.2	22 696.6	22 099.2	22 100.6
2 234	22 698.3	22 699.7	22 102.3	22 103.7
2 235	22 701.4	22 702.8	22 105.4	22 106.8
2 236	22 704.5	22 705.9	22 108.5	22 109.9
2 237	22 707.6	22 709.0	22 111.6	22 113.0
2 238	22 710.7	22 712.1	22 114.7	22 116.1
2 239	22 713.8	22 715.2	22 117.8	22 119.2
2 240	22 716.9	22 718.3	22 120.9	22 122.3

*) The frequencies followed by an asterisk are calling frequencies (see Nos. 1352 and 1352A).

SECTION B

Table of single sideband transmitting frequencies (in kHz) for simplex (single-frequency) operation and for intership, crossband (two-frequency) operation

(see paragraph 4 of this Appendix)

4 MHz band

Carrier frequency	Assigned frequency
4 143.6	4 145.0

6 MHz band

Carrier frequencies	Assigned frequencies
6 218.6	6 220.0
6 221.6	6 223.0

8 MHz band

Carrier frequencies	Assigned frequencies
8 291.1	8 292.5
8 294.2	8 295.6

12 MHz band

Carrier frequencies	Assigned frequencies
12 429.2	12 430.6
12 432.3	12 433.7
12 435.4	12 436.8

16 MHz band

Carrier frequencies	Assigned frequencies
16 587.1	16 588.5
16 590.2	16 591.6
16 593.3	16 594.7

22 MHz band

Carrier frequencies	Assigned frequencies
22 124.0	22 125.4
22 127.1	22 128.5
22 130.2	22 131.6
22 133.3	22 134.7
22 136.4	22 137.8

A N N E X 3

LIST OF RADIO REGULATIONS AFFECTED BY THE CHANGES TO APPENDIX 17

ARTICLE 7

RR 447
RR 448
RR 449
RR 456

ARTICLE 9

RR 544
RR 550
RR 545
RR 548

ARTICLE 28

RR 997

ARTICLE 28A

RR 999E

ARTICLE 33

RR 1236
RR 1238A
RR 1249
RR 1251
RR 1251A
RR 1295

ARTICLE 35

RR 1352
RR 1352A
RR 1352.1
RR 1352B
RR 1353
RR 1353A
RR 1355
RR 1356
RR 1357

The following example is a proposal for the modification of the relevant provisions as listed above :

MOD 1352 § 14. (1) Ship stations may use the following carrier frequencies for calling in radiotelephony :

4 136.3[1] kHz
6 204.0 kHz
8 268.4 kHz
12 403.5 kHz
16 533.5 kHz
22 073.5 kHz

As from 1 January 19.., the above carrier frequencies are replaced by the following carrier frequencies :

4 125.0[1] kHz
6 215.5 kHz
8 257.0 kHz
12 392.0 kHz
16 522.0 kHz
22 062.0 kHz

ANNEX 4

ADD

RECOMMENDATION No. Mar2 - ...

Relating to the frequencies in Appendix 17, Section C, and Appendix 17(Rev.), Section B, provided for world-wide use by ships of all categories as well as coast stations

The World Administrative Maritime Radio Conference, Geneva, 1974,

considering

a) that the frequencies indicated in the table of single-sideband transmitting frequencies for simplex (single frequency) operation and for intership cross-band (two frequency) operation are not yet in use on a world-wide basis for communications between ship and coast stations;

b) that there is a need for world-wide communications for ocean-going vessels with coast stations of any administration;

recommends

1. that administrations, as far as possible, provide a service at their main coast radiotelephone stations on these frequencies;

2. that administrations notify the Secretary General details of those services for publication in the List of Coast Stations in accordance with Nos. 815 and 924 of the Radio Regulations.

INTERNATIONAL TELECOMMUNICATION UNION

MARITIME CONFERENCE

GENEVA, 1974

Document No. 371-E(Rev.1)
22 May 1974
Original : English

COMMITTEE 5

TENTH REPORT OF WORKING GROUP 5B
TO COMMITTEE 5

Working Group 5B agreed on the following items :

1) MOD APPENDIX 17 (see Annex 1)

The two resolutions mentioned in the heading are :

a) that given in Document 370

b) that which will be drafted for the implementation of Appendix 17(Rev.) and Appendix 25 MOD 2.

Concerning the reference in paragraph 4 see Annex 4.

2) ADD APPENDIX 17(Rev.) (see Annex 2)

Concerning the two resolutions mentioned in the heading see item 1 above.

Concerning the reference in paragraph 4 see Annex 4. Annex 3 contains a list of provisions which have to be modified consequential upon the implementation of Appendix 17(Rev.).

3) ADD RECOMMENDATION No. Mar2 - ... (see Annex 4)

This Recommendation is consequential upon a proposal by Indonesia.

4) SUP 1351A. 3

SUP Resolution No. Mar 3.

E. GEORGE
Chairman

Annexes : 4

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ANNEX 1

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APPENDIX 17

Mar

Channelling of the Maritime Mobile Radiotelephone Bands between 4 000 and 23 000 kHz

(See Article 35 and Resolutions No. Mar2- ... and No. Mar2- ...)

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 kHz). (It is required that double sideband emissions cease by 1 January 1978).

Section B - Table of single sideband transmitting frequencies for duplex (two-frequency) operation (in kHz)

Section C - Table of single sideband transmitting frequencies for simplex (single-frequency) operation and for intership cross-band (two-frequency) operation (in kHz)

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 in pairs (see No.1355), 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 (See Recommendation No. Mar 2- ...).

5. *a)* The following series of frequencies in Section B are allocated for calling purposes:

— Series No. 24 in the 4 MHz and 8 MHz bands;

— Series No. 2 in the 6 MHz band;

— Series No. 22 in the 12, 16 and 22 MHz 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 kHz should, as far as possible, cease in order 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 Hz 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. Mar [6]) 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 kHz)

Series No.	4 MHz Band		8 MHz Band		12 MHz Band		16 MHz Band		22 MHz Band	
	Coast station frequency	Ship station frequency	Coast station frequency	Ship station frequency	Coast station frequency	Ship station frequency	Coast station frequency	Ship station frequency	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 Single Sideband Transmitting Frequencies for Duplex (two-frequency) Operation (in kHz)

Series No.	4 MHz Band				6 MHz Band			
	Coast stations		Ship stations		Coast stations		Ship stations	
	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				
5	4 374·2	4 375·6	4 075·6	4 077·0				
6	4 377·4	4 378·8	4 078·8	4 080·2				
7	4 380·6	4 382·0	4 082·0	4 083·4				
8	4 383·8	4 385·2	4 085·2	4 086·6				
9	4 387·0	4 388·4	4 088·4	4 089·8				
10	4 390·2	4 391·6	4 091·6	4 093·0				
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				
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				
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				
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 *				
25								
26								
27								
28								
29								
30								

* 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 6 204·0 kHz, see Nos. [1352B and 1353] respectively.

SECTION B *(continued)*

Table of Single Sideband Transmitting Frequencies for Duplex (two-frequency) Operation (in kHz)

Series No.	16 MHz Band				22 MHz Band			
	Coast stations		Ship stations		Coast stations		Ship stations	
	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	22 629·0	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	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	22 031·5	22 032·9
11	17 290·0	17 291·4	16 495·0	16 496·4	22 660·5	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				
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 calling frequencies (see Nos. **1352** and **1352A**).

SECTION B *(continued)*

Table of Single Sideband Transmitting Frequencies for Duplex (two-frequency) Operation (in kHz)

Series No.	8 MHz Band				12 MHz Band			
	Coast stations		Ship stations		Coast 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	8 195·0	8 196·4	13 109·0	13 110·4	12 330·0	12 331·4
2	8 732·1	8 733·5	8 198·1	8 199·5	13 112·5	13 113·9	12 333·5	12 334·9
3	8 735·2	8 736·6	8 201·2	8 202·6	13 116·0	13 117·4	12 337·0	12 338·4
4	8 738·4	8 739·8	8 204·4	8 205·8	13 119·5	13 120·9	12 340·5	12 341·9
5	8 741·6	8 743·0	8 207·6	8 209·0	13 123·0	13 124·4	12 344·0	12 345·4
6	8 744·8	8 746·2	8 210·8	8 212·2	13 126·5	13 127·9	12 347·5	12 348·9
7	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	8 778·2	8 242·8	8 244·2	13 161·5	13 162·9	12 382·5	12 383·9
17	8 780·0	8 781·4	8 246·0	8 247·4	13 165·0	13 166·4	12 386·0	12 387·4
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	8 253·8	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				
28								
29								
30								

* The frequencies followed by an asterisk are calling frequencies (see Nos. **1352** and **1352A**).

SECTION C

Table of Single Sideband Transmitting Frequencies for Simplex (single-frequency) Operation and for Intership Cross-Band (two-frequency) Operation (in kHz)

(see paragraph 4 of this Appendix)

4 MHz Band		6 MHz Band		8 MHz Band		12 MHz Band		16 MHz Band		22 MHz Band	
Carrier frequency	Assigned frequency	Carrier frequency	Assigned frequency	Carrier frequency	Assigned frequency	Carrier frequency	Assigned frequency	Carrier frequency	Assigned frequency	Carrier frequency	Assigned frequency
4 139·5	4 140·9	6 210·4	6 211·8	8 281·2	8 282·6	12 421·0	12 422·4	16 565·0	16 566·4	22 094·5	22 095·9
		6 213·5	6 214·9	8 284·4	8 285·8	12 424·5	12 425·9	16 568·5	16 569·9	22 098·0	22 099·4
						12 428·0	12 429·4	16 572·0	16 573·4	22 101·5	22 102·9
										22 105·0	22 106·4
										22 108·5	22 109·9

ANNEX 2

ADD

APPENDIX 17 Rev
Mar

Channelling of the Maritime Mobile Radiotelephone Bands
between 4 000 and 23 000 kHz

(See Article 35 and Resolutions No. Mar2 - ... and
No. Mar2 - ...)

1. Channelling arrangements for the frequencies (in kHz) to be used by coast and ship stations in the bands allocated to the maritime mobile radiotelephone service are indicated in two sections as follows :

Section A- Table of single sideband transmitting frequencies for duplex (two-frequency) operation.

Section B- Table of single sideband transmitting frequencies for simplex (single-frequency) operation and for intership cross-band (two-frequency) operation.

2. The technical characteristics for single sideband transmitters are specified in Appendix 17A.

3. One or more series of frequencies from Section A (with the exception of those frequencies of Section A mentioned in paragraph 5 below) may be assigned to each coast station, which uses these frequencies associated in pairs (see No. 1355); 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 B 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. (See Recommendation No. Mar2-...).

5. The following series of frequencies in Section A are allocated for calling purposes :

- Series No. 421 in the 4 MHz band;
- Series No. 606 in the 6 MHz band;
- Series No. 821 in the 8 MHz band;
- Series No. 1221 in the 12 MHz band;
- Series No. 1621 in the 16 MHz band;
- Series No. 2221 in the 22 MHz band.

The remaining frequencies in Sections A and B are working frequencies.

6. a) Stations using single sideband emissions shall operate only on the carrier frequencies shown in Sections A and B 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 A.

7. If an administration authorizes the use of frequencies other than those indicated in Sections A and B, 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 Single Sideband Transmitting Frequencies (in kHz)
for Duplex (two frequency) Operation

Series No.	4 MHz Band	
	Ship Stations Carrier frequency	Coast Stations Carrier frequency
401	4063.0	4357.4
402	4066.1	4360.5
403	4069.2	4363.6
404	4072.3	4366.7
405	4075.4	4369.8
406	4078.5	4372.9
407	4081.6	4376.0
408	4084.7	4379.1
409	4087.8	4382.2
410	4090.9	4385.3
411	4094.0	4388.4
412	4097.1	4391.5
413	4100.2	4394.6
414	4103.3	4397.7
415	4106.4	4400.8
416	4109.5	4403.9
417	4112.6	4407.0
418	4115.7	4410.1
419	4118.8	4413.2
420	4121.9	4416.3
421	4125.0*)	4419.4*)

422	4128.1	4422.5
423	4131.2	4425.6
424	4134.3	4428.7
425	4137.4	4431.8
426	4140.5	4434.9

*) The frequencies followed by an asterisk are calling frequencies (see Nos. 1352 and 1352A)

1 For the conditions of use of the frequency 4 125.0 kHz, (see Nos. / /)

Series No.	6 MHz Band	
	Ship Stations Carrier frequency	Coast Stations Carrier frequency
601	6200.0	6506.4
602	6203.1	6509.5
603	6206.2	6512.6
604	6209.3	6515.7
605	6212.4	6518.8
606	6215.5 *)	6521,9*)

*) The frequencies followed by an asterisk are calling frequencies (see Nos. 1352 and 1352A)

1 For the conditions of use of the frequency 6 215.5 kHz, (see Nos. / /)

Series No.	8 MHz Band	
	Ship Stations Carrier frequency	Coast Stations Carrier frequency
801	8195.0	8718.9
802	8198.1	8722.0
803	8201.2	8725.1
804	8204.3	8728.2
805	8207.4	8731.3
806	8210.5	8734.4
807	8213.6	8737.5
808	8216.7	8740.6
809	8219.8	8743.7
810	8222.9	8746.8
811	8226.0	8749.9
812	8229.1	8753.0
813	8232.2	8756.1
814	8235.3	8759.2
815	8238.4	8762.3
816	8241.5	8765.4
817	8244.6	8768.5
818	8247.7	8771.6
819	8250.8	8774.7
820	8253.9	8777.8
821	8257.0*)	8780.9*)
822	8260.1	8784.0
823	8263.2	8787.1
824	8266.3	8790.2
825	8269.4	8793.3
826	8272.5	8796.4

827	8275.6	8799.5
828	8278.7	8802.6
829	8281.8	8805.7
830	8284.9	8808.8
831	8288.0	8811.9

*) The frequencies followed by an asterisk are calling frequencies (see Nos. 1352 and 1352A).

Series No	12 MHz Band	
	Ship Stations Carrier frequency	Coast Stations Carrier frequency
1201	12330.0	13100.8
1202	12333.1	13103.9
1203	12336.2	13107.0
1204	12339.3	13110.1
1205	12342.4	13113.2
1206	12345.5	13116.3
1207	12348.6	13119.4
1208	12351.7	13122.5
1209	12354.8	13125.6
1210	12357.9	13128.7
1211	12361.0	13131.8
1212	12364.1	13134.9
1213	12367.2	13138.0
1214	12370.3	13141.1
1215	12373.4	13144.2
1216	12376.5	13147.3
1217	12379.6	13150.4
1218	12382.7	13153.5
1219	12385.8	13156.6
1220	12388.9	13159.7
1221	12392.0*)	13162.8*)
1222	12395.1	13165.9
1223	12398.2	13169.0
1224	12401.3	13172.1
1225	12404.4	13175.2
1226	12407.5	13178.3

1227	12410.6	13181.4
1228	12413.7	13184.5
1229	12416.8	13187.6
1230	12419.9	13190.7
1231	12423.0	13193.8
1232	12426.1	13196.9

*) The frequencies followed by an asterisk are calling frequencies (see Nos. 1352 and 1352A).

Series No.	16 MHz Band	
	Ship Stations Carrier frequency	Coast Stations Carrier frequency
1601	16460.0	17232.9
1602	16463.1	17236.0
1603	16466.2	17239.1
1604	16469.3	17242.2
1605	16472.4	17245.3
1606	16475.5	17248.4
1607	16478.6	17251.5
1608	16481.7	17254.6
1609	16484.8	17257.7
1610	16487.9	17260.8
1611	16491.0	17263.9
1612	16494.1	17267.0
1613	16497.2	17270.1
1614	16500.3	17273.2
1615	16503.4	17276.3
1616	16506.5	17279.4
1617	16509.6	17282.5
1618	16512.7	17285.6
1619	16515.8	17288.7
1620	16518.9	17291.8
1621	16522.0*)	17294.9*)
1622	16525.1	17298.0
1623	16528.2	17301.1
1624	16531.3	17304.2
1625	16534.4	17307.3
1626	16537.5	17310.4

1627	16540.6	17313.5
1628	16543.7	17316.6
1629	16546.8	17319.7
1630	16549.9	17322.8
1631	16553.0	17325.9
1632	16556.1	17329.0
1633	16559.2	17332.1
1634	16562.3	17335.2
1635	16565.4	17338.3
1636	16568.5	17341.4
1637	16571.6	17344.5
1638	16574.7	17347.6
1639	16577.8	17350.7
1640	16580.9	17353.8
1641	16584.0	17356.9

*) The frequencies followed by an asterisk are calling frequencies (see Nos. 1352 and 1352A).

Series No.	22 MHz Band	
	Ship Stations Carrier frequency	Coast Stations Carrier frequency
2201	22000.0	22596.0
2202	22003.1	22599.1
2203	22006.2	22602.2
2204	22009.3	22605.3
2205	22012.4	22608.4
2206	22015.5	22611.5
2207	22018.6	22614.6
2208	22021.7	22617.7
2209	22024.8	22620.8
2210	22027.9	22623.9
2211	22031.0	22627.0
2212	22034.1	22630.1
2213	22037.2	22633.2
2214	22040.3	22636.3
2215	22043.4	22639.4
2216	22046.5	22642.5
2217	22049.6	22645.6
2218	22052.7	22648.7
2219	22055.8	22651.8
2220	22058.9	22654.9
2221	22062.0 *)	22658.0 *)
2222	22065.1	22661.1
2223	22068.2	22664.2
2224	22071.3	22667.3
2225	22074.4	22670.4
2226	22077.5	22673.5
2227	22080.6	22676.6

2228	22003.7	22679.7
2229	22086.8	22682.8
2230	22089.9	22685.9
2231	22093.0	22689.0
2232	22096.1	22692.1
2233	22099.2	22695.2
2234	22102.3	22698.3
2235	22105.4	22701.4
2236	22108.5	22704.5
2237	22111.6	22707.6
2238	22114.7	22710.7
2239	22117.8	22713.8
2240	22120.9	22716.9

*) The frequencies followed by an asterisk are calling frequencies (see Nos. 1352 and 1352A).

SECTION B

Table of Single Sideband Transmitting Frequencies (in kHz) for Simplex (single frequency) Operation and for Intership, Cross-band (two frequency) Operation.

(see paragraph 4 of this Appendix)

4 MHz Band
Carrier frequency

4143.6

6 MHz Band
Carrier frequencies

6218.6
6221.6

8 MHz Band
Carrier frequencies

8291.1
8294.2

12 MHz Band
Carrier frequencies

12429.2
12432.3
12435.4

16 MHz Band
Carrier frequencies

16587.1
16590.2
16593.3

22 MHz Band
Carrier frequencies

22124.0
22127.1
22130.2
22133.3
22136.4

A N N E X 3

LIST OF RADIO REGULATIONS AFFECTED BY THE CHANGES TO APPENDIX 17

ARTICLE 7

RR 447
RR 448
RR 449
RR 456

ARTICLE 9

RR 544
RR 550
RR 545
RR 548

ARTICLE 28

RR 997

ARTICLE 28A

RR 999E

ARTICLE 33

RR 1236
RR 1238A
RR 1249
RR 1251
RR 1251A
RR 1295

ARTICLE 35

RR 1352
RR 1352A
RR 1352.1
RR 1352A.2
RR 1352B
RR 1353
RR 1353A
RR 1355
RR 1356
RR 1357

The following example is a proposal for the modification of the relevant provisions as listed above :

MOD 1352 § 14. (1) Ship stations may use the following carrier frequencies for calling in radiotelephony :

4 136.3[1] kHz
6 204.0 kHz
8 268.4 kHz
12 403.5 kHz
16 533.5 kHz
22 073.5 kHz

As from 1 January 19.., the above carrier frequencies are replaced by the following carrier frequencies :

4 125.0[1] kHz
6 215.5 kHz
8 257.0 kHz
12 392.0 kHz
16 522.0 kHz
22 062.0 kHz

ANNEX 4

ADD

RECOMMENDATION No. Mar2 - ...

Relating to the frequencies in Appendix 17, Section C, and Appendix 17(Rev.), Section B, provided for world-wide use by ships of all categories as well as coast stations

The World Administrative Radio Conference, Geneva, 1974,

considering

a) that the frequencies indicated in the table of single-sideband transmitting frequencies for simplex (single frequency) operation and for intership cross-band (two frequency) operation are not yet in use on a world-wide basis for communications between ship and coast stations;

b) that there is a need for world-wide communications for ocean-going vessels with coast stations of any administration;

recommends

1. that administrations, as far as possible, provide a service at their main coast radiotelephone stations on these frequencies;

2. that administrations notify the Secretary General details of those services for publication in the list of coast stations in accordance with No. 924 of the Radio Regulations.

INTERNATIONAL TELECOMMUNICATION UNION

MARITIME CONFERENCE

GENEVA, 1974

Document No. 371-E
20 May 1974
Original : English

COMMITTEE 5

TENTH REPORT OF WORKING GROUP 5B
TO COMMITTEE 5

Working Group 5B agreed on the following items :

1) MOD APPENDIX 17 (see Annex 1)

Concerning the reference in paragraph 4 see Annex 4.

2) ADD APPENDIX 17(Rev.) (see Annex 2)

Concerning the reference in paragraph 4 see Annex 4. Annex 3 contains a list of provisions which have to be modified consequential upon the implementation of Appendix 17(Rev.)

3) ADD RECOMMENDATION No. Mar2-... (see Annex 4)

This Recommendation is consequential upon a proposal by Indonesia.

4) SUP 1351A. 3

SUP Resolution No. Mar 3.

E. GEORGE
Chairman

Annexes : 4

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ANNEX 1

MOD

APPENDIX 17

Mar

Channelling of the Maritime Mobile Radiotelephone Bands between 4 000 and 23 000 kHz

(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 kHz). (It is required that double sideband emissions cease by 1 January 1978).

Section B - Table of single sideband transmitting frequencies for duplex (two-frequency) operation (in kHz)

Section C - Table of single sideband transmitting frequencies for simplex (single-frequency) operation and for intership cross-band (two-frequencies) operation (in kHz)

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 in pairs (see No. [illegible]), 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 (See Recommendation No. Mar 2- ...).

5. *a)* The following series of frequencies in Section B are allocated for calling purposes:

— Series No. 24 in the 4 MHz and 8 MHz bands;

— Series No. 2 in the 6 MHz band;

— Series No. 22 in the 12, 16 and 22 MHz 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 kHz should, as far as possible, cease in order 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 Hz 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. Mar [67] 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 kHz)

Series No.	4 MHz Band		8 MHz Band		12 MHz Band		16 MHz Band		22 MHz Band	
	Coast station frequency	Ship station frequency	Coast station frequency	Ship station frequency	Coast station frequency	Ship station frequency	Coast station frequency	Ship station frequency	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 Single Sideband Transmitting Frequencies for Duplex (two-frequency) Operation (in kHz)

Series No.	4 MHz Band				6 MHz Band			
	Coast stations		Ship stations		Coast stations		Ship stations	
	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				
5	4 374·2	4 375·6	4 075·6	4 077·0				
6	4 377·4	4 378·8	4 078·8	4 080·2				
7	4 380·6	4 382·0	4 082·0	4 083·4				
8	4 383·8	4 385·2	4 085·2	4 086·6				
9	4 387·0	4 388·4	4 088·4	4 089·8				
10	4 390·2	4 391·6	4 091·6	4 093·0				
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				
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				
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				
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 *				
25								
26								
27								
28								
29								
30								

* 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 6 204·0 kHz, see Nos. 1352B and 1353J respectively.

SECTION B *(continued)*

Table of Single Sideband Transmitting Frequencies for Duplex (two-frequency) Operation (in kHz)

Series No.	16 MHz Band				22 MHz Band			
	Coast stations		Ship stations		Coast stations		Ship stations	
	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	22 629·0	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	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	22 031·5	22 032·9
11	17 290·0	17 291·4	16 495·0	16 496·4	22 660·5	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				
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 calling frequencies (see Nos. **1352** and **1352A**).

SECTION B *(continued)*

Table of Single Sideband Transmitting Frequencies for Duplex (two-frequency) Operation (in kHz)

Series No.	8 MHz Band				12 MHz Band			
	Coast stations		Ship stations		Coast 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	8 195·0	8 196·4	13 109·0	13 110·4	12 330·0	12 331·4
2	8 732·1	8 733·5	8 198·1	8 199·5	13 112·5	13 113·9	12 333·5	12 334·9
3	8 735·2	8 736·6	8 201·2	8 202·6	13 116·0	13 117·4	12 337·0	12 338·4
4	8 738·4	8 739·8	8 204·4	8 205·8	13 119·5	13 120·9	12 340·5	12 341·9
5	8 741·6	8 743·0	8 207·6	8 209·0	13 123·0	13 124·4	12 344·0	12 345·4
6	8 744·8	8 746·2	8 210·8	8 212·2	13 126·5	13 127·9	12 347·5	12 348·9
7	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	8 778·2	8 242·8	8 244·2	13 161·5	13 162·9	12 382·5	12 383·9
17	8 780·0	8 781·4	8 246·0	8 247·4	13 165·0	13 166·4	12 386·0	12 387·4
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	8 253·8	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				
28								
29								
30								

* The frequencies followed by an asterisk are calling frequencies (see Nos. **1352** and **1352A**).

SECTION C

Table of Single Sideband Transmitting Frequencies for Simplex (single-frequency) Operation and for Intership Cross-Band (two-frequency) Operation (in kHz)

4 MHz Band		6 MHz Band		8 MHz Band		12 MHz Band		16 MHz Band		22 MHz Band	
Carrier frequency	Assigned frequency	Carrier frequency	Assigned frequency	Carrier frequency	Assigned frequency	Carrier frequency	Assigned frequency	Carrier frequency	Assigned frequency	Carrier frequency	Assigned frequency
4 139·5	4 140·9	6 210·4	6 211·8	8 281·2	8 282·6	12 421·0	12 422·4	16 565·0	16 566·4	22 094·5	22 095·9
		6 213·5	6 214·9	8 284·4	8 285·8	12 424·5	12 425·9	16 568·5	16 569·9	22 098·0	22 099·4
						12 428·0	12 429·4	16 572·0	16 573·4	22 101·5	22 102·9
										22 105·0	22 106·4
										22 108·5	22 109·9

A N N E X 2

ADD

APPENDIX 17 Rev
Mar

Channelling of the Maritime Mobile Radiotelephone Bands between 4 000 and 23 000 kHz

(See Article 35)

1. Channelling arrangements for the frequencies (in kHz) to be used by coast and ship stations in the bands allocated to the maritime mobile radiotelephone service are indicated in two sections as follows :

Section A- Table of single sideband transmitting frequencies for duplex (two-frequency) operation.

Section B- Table of single sideband transmitting frequencies for simplex (single-frequency) operation and for intership cross-band (two-frequency) operation.

2. The technical characteristics for single sideband transmitters are specified in Appendix 17A.

3. One or more series of frequencies from Section A (with the exception of those frequencies of Section A mentioned in paragraph 5 below) may be assigned to each coast station, which uses these frequencies associated in pairs (see No. 1355); 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 B 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. (See Recommendation No. Mar2-...).

5. The following series of frequencies in Section A are allocated for calling purposes :

- Series No. 21 in the 4 MHz, 8 MHz, 12 MHz, 16 MHz and 22 MHz bands;

- Series No. 6 in the 6 MHz band.

The remaining frequencies in Sections A and B are working frequencies.

6. a) Stations using single sideband emissions shall operate only on the carrier frequencies shown in Sections A and B 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 A.

7. If an administration authorizes the use of frequencies other than those indicated in Sections A and B, 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 Single Sideband Transmitting Frequencies (in kHz)
for Duplex (two frequency) Operation

Series No.	4 MHz Band	
	Ship Stations Carrier frequency	Coast Stations Carrier frequency
1	4063.0	4357.4
2	4066.1	4360.5
3	4069.2	4363.6
4	4072.3	4366.7
5	4075.4	4369.8
6	4078.5	4372.9
7	4081.6	4376.0
8	4084.7	4379.1
9	4087.8	4382.2
10	4090.9	4385.3
11	4094.0	4388.4
12	4097.1	4391.5
13	4100.2	4394.6
14	4103.3	4397.7
15	4106.4	4400.8
16	4109.5	4403.9
17	4112.6	4407.0
18	4115.7	4410.1
19	4118.8	4413.2
20	4121.9	4416.3
21	4125.0*)	4419.4*)

22	4128.1	4422.5
23	4131.2	4425.6
24	4134.3	4428.7
25	4137.4	4431.8
26	4140.5	4434.9

*) The frequencies followed by an asterisk are calling frequencies (see Nos. 1352 and 1352A)

1 For the conditions of use of the frequency kHz, (see Nos.)

Series No.	6 MHz Band	
	Ship Stations Carrier frequency	Coast Stations Carrier frequency
1	6200.0	6506.4
2	6203.1	6509.5
3	6206.2	6512.6
4	6209.3	6515.7
5	6212.4	6518.8
6	6215.5 *)	6521.9 *)

*) The frequencies followed by an asterisk are calling frequencies (see Nos. 1352 and 1352A)

1 For the conditions of use of the frequency kHz, (see Nos.)

Series No.	8 MHz Band	
	Ship Stations Carrier frequency	Coast Stations Carrier frequency
1	8195.0	8718.9
2	8198.1	8722.0
3	8201.2	8725.1
4	8204.3	8728.2
5	8207.4	8731.3
6	8210.5	8734.4
7	8213.6	8737.5
8	8216.7	8740.6
9	8219.8	8743.7
10	8222.9	8746.8
11	8226.0	8749.9
12	8229.1	8753.0
13	8232.2	8756.1
14	8235.3	8759.2
15	8238.4	8762.3
16	8241.5	8765.4
17	8244.6	8768.5
18	8247.7	8771.6
19	8250.8	8774.7
20	8253.9	8777.8
21	8257.0*)	8780.9*)
22	8260.1	8784.0
23	8263.2	8787.1
24	8266.3	8790.2
25	8269.4	8793.3
26	8272.5	8796.4

27	8275.6	8799.5
28	8278.7	8802.6
29	8281.8	8805.7
30	8284.9	8808.8
31	8288.0	8811.9

*) The frequencies followed by an asterisk are calling frequencies (see Nos. 1352 and 1352A).

Series No	12 MHz Band	
	Ship Stations Carrier frequency	Coast Stations Carrier frequency
1	12330.0	13100.8
2	12333.1	13103.9
3	12336.2	13107.0
4	12339.3	13110.1
5	12342.4	13113.2
6	12345.5	13116.3
7	12348.6	13119.4
8	12351.7	13122.5
9	12354.8	13125.6
10	12357.9	13128.7
11	12361.0	13131.8
12	12364.1	13134.9
13	12367.2	13138.0
14	12370.3	13141.1
15	12373.4	13144.2
16	12376.5	13147.3
17	12379.6	13150.4
18	12382.7	13153.5
19	12385.8	13156.6
20	12388.9	13159.7
21	12392.0*)	13162.8*)
22	12395.1	13165.9
23	12398.2	13169.0
24	12401.3	13172.1
25	12404.4	13175.2
26	12407.5	13178.3

27	12410.6	13181.4
28	12413.7	13184.5
29	12416.8	13187.6
30	12419.9	13190.7
31	12423.0	13193.8
32	12426.1	13196.9

*) The frequencies followed by an asterisk are calling frequencies (see Nos. 1352 and 1352A).

Series No.	16 MHz Band	
	Ship Stations Carrier frequency	Coast Stations Carrier frequency
1	16460.0	17232.9
2	16463.1	17236.0
3	16466.2	17239.1
4	16469.3	17242.2
5	16472.4	17245.3
6	16475.5	17248.4
7	16478.6	17251.5
8	16481.7	17254.6
9	16484.8	17257.7
10	16487.9	17260.8
11	16491.0	17263.9
12	16494.1	17267.0
13	16497.2	17270.1
14	16500.3	17273.2
15	16503.4	17276.3
16	16506.5	17279.4
17	16509.6	17282.5
18	16512.7	17285.6
19	16515.8	17288.7
20	16518.9	17291.8
21	16522.0*)	17294.9*)
22	16525.1	17298.0
23	16528.2	17301.1
24	16531.3	17304.2
25	16534.4	17307.3
26	16537.5	17310.4

27	16540.6	17313.5
28	16543.7	17316.6
29	16546.8	17319.7
30	16549.9	17322.8
31	16553.0	17325.9
32	16556.1	17329.0
33	16559.2	17332.1
34	16562.3	17335.2
35	16565.4	17338.3
36	16568.5	17341.4
37	16571.6	17344.5
38	16574.7	17347.6
39	16577.8	17350.7
40	16580.9	17353.8
41	16584.0	17356.9

*) The frequencies followed by an asterisk are calling frequencies (see Nos. 1352 and 1352A).

Series No.	22 MHz Band	
	Ship Stations Carrier frequency	Coast Stations Carrier frequency
1	22000.0	22596.0
2	22003.1	22599.1
3	22006.2	22602.2
4	22009.3	22605.3
5	22012.4	22608.4
6	22015.5	22611.5
7	22018.6	22614.6
8	22021.7	22617.7
9	22024.8	22620.8
10	22027.9	22623.9
11	22031.0	22627.0
12	22034.1	22630.1
13	22037.2	22633.2
14	22040.3	22636.3
15	22043.4	22639.4
16	22046.5	22642.5
17	22049.6	22645.6
18	22052.7	22648.7
19	22055.8	22651.8
20	22058.9	22654.9
21	22062.0*)	22658.0*)
22	22065.1	22661.1
23	22068.2	22664.2
24	22071.3	22667.3
25	22074.4	22670.4
26	22077.5	22673.5
27	22080.6	22676.6

28	22083.7	22679.7
29	22086.8	22682.8
30	22089.9	22685.9
31	22093.0	22689.0
32	22096.1	22692.1
33	22099.2	22695.2
34	22102.3	22698.3
35	22105.4	22701.4
36	22108.5	22704.5
37	22111.6	22707.6
38	22114.7	22710.7
39	22117.8	22713.8
40	22120.9	22716.9

*) The frequencies followed by an asterisk are calling frequencies (see Nos. 1352 and 1352A).

SECTION B

Table of Single Sideband Transmitting Frequencies (in kHz) for Simplex (single-frequency) Operation and for Intership, Cross-band (two frequency) Operation.

4 MHz Band
Carrier frequency

4143.6

6 MHz Band
Carrier frequencies

6218.6
6221.6

8 MHz Band
Carrier frequencies

8291.1
8294.2

12 MHz Band
Carrier frequencies

12429.2
12432.3
12435.4

16 MHz Band
Carrier frequencies

16587.1
16590.2
16593.3

22 MHz Band
Carrier frequencies

22124.0
22127.1
22130.2
22133.3
22136.4

A N N E X 3

LIST OF RADIO REGULATIONS AFFECTED BY THE CHANGES TO APPENDIX 17

ARTICLE 7

RR 447
RR 448
RR 449
RR 451
RR 456

ARTICLE 9

RR 544
RR 550
RR 573

ARTICLE 28

RR 997

ARTICLE 28A

RR 999E

ARTICLE 32

RR 1173

ARTICLE 33

RR 1236
RR 1238A
RR 1249
RR 1251
RR 1251A
RR 1295

ARTICLE 35

RR 1352
RR 1352A
RR 1352.1
RR 1352A.2
RR 1352B.
RR 1353
RR 1353A
RR 1355
RR 1356
RR 1357

The following example is a proposal for the modification of the relevant provisions as listed above :

MOD 1352 § 14. (1) Ship stations may use the following carrier frequencies for calling in radiotelephony :

4 136.3[1] kHz
6 204.0 kHz
8 268.4 kHz
12 403.5 kHz
16 533.5 kHz
22 073.5 kHz

As from 1 January 19.., the above carrier frequencies are replaced by the following carrier frequencies :

4 125.0[1] kHz
6 215.5 kHz
8 257.0 kHz
12 392.0 kHz
16 522.0 kHz
22 062.0 kHz

ANNEX 4

ADD

RECOMMENDATION No. Mar2 - ...

Relating to the frequencies in Appendix 17, Section C, and Appendix 17(Rev.), Section B, provided for world-wide use by ships of all categories as well as coast stations

The World Administrative Maritime Radio Conference, Geneva, 1974,

considering

a) that the frequencies indicated in the table of single-sideband transmitting frequencies for simplex (single frequency) operation and for intership cross-band (two frequency) operation are not yet in use on a world-wide basis for communications between ship and coast stations;

b) that there is a need for world-wide communications for ocean-going vessels with coast stations of any administration;

recommends

that administrations, as far as possible, provide for a service from their main coast stations on these frequencies in the 6 MHz, 8 MHz and 12 MHz bands.

INTERNATIONAL TELECOMMUNICATION UNION

MARITIME CONFERENCE

GENEVA, 1974

Document No. 372-E
20 May 1974
Original : English

COMMITTEE 5

Note by the Chairman of Sub-Working Group 5C-3

INFORMATION TO DELEGATES

As an indication of progress made on the revision of Appendix 25 by the Working Party 5C-3/F the attached Annex shows the partially completed 12 - 13 MHz band. This is representative of the progress made on the other bands. The Annex contains the allotments based on assignments in service and work is continuing to insert the new requirements.

It should be noted that

- the allotments listed in the Annex are based on assignments in service;
- the references for these assignments have been the Master International Frequency Register and the List of Coast Stations;
- the work to date has been to carry out the instructions under items 1.1 to 1.4 of the guidelines Document DT/54(Rev.2);
- work is continuing to complete the instructions of items 1.5.1 and 1.5.2 of the guidelines;
- there are 105 new requirements to be inserted into this band.

It should be emphasized that the Annex is incomplete and there are some omissions of assignments that are in service; however, notwithstanding these omissions this Document is issued for information purposes only.

E.D.W. CHARME
Chairman

Annex : 1

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A N N E X E - A N N E X - A N E X O

12 MHz band

Channel number

1	2	3	4	5
ARG	BER	AUS (E)	COG	USA (E)
INS	FJI	CLM	F	IRN
PNR	G	DNK	J	UKR
UKR	URS (SA)	NOR	MRC	URS (Eu)
URS (Eu)	HNG	PAK	MRT	ALS
" (NW)	MRC	S	MTN	HWA
" (FE)	J	URS (FE)	MOZ	E
E	GHA	VEN	TMP	J
ETH	DDR	ETH	MAC	PNZ
DAH	USA (E)	GRC	DDR	
CAN (N)	CHN	MDR	PNR	
		POR		

6	7	8	9	10
AUS (W)	ATN	D	AFS	USA (E)
B	CAN (E)&(W)	ARG (N)	BEL	INS
CUB	CPV	USA (W):	MEX	EGY
ISL	GNP	IND (N)	NZL	URS (NW)
I	HKG	J	TUR	" (NAsia)
PHL	IND (S)	YUG	B	URG
DDR	HOL	CUB	E	HNG
J	POR	HWA	J	DNK
G	SUR	ALS	CAN (E)&(W)	S
	ARG	CHN		NOR
	HNG			
	AZR			
	MDR			

12 MHz Band

11	12	13	14	15
CUB DNK MLA URS(NW) " (Far East) " (Eu) E J PAQ CHL	D URS(Eu) " (Far East) " (NW) GIB MAU PNZ J G USA(S)	BEL ISR SNG ARG TCH USA(W) I PTR HWA	CAN(W)& (E) ETH MCO NOR AUS GRC PNZ G DNK GUM TMP	J ROU E ISL PTR SEY HWA HOL USA(W)& (E) PNZ ALS GUM MDW
16	17	18	19	20
FNL ISR GUM CHN ALS MRC POL USA(W) HWA G	S DNK NOR IRQ J E GNP PRG URS(FE)	I GUM USA(E) USA(W) BEL D HWA	HOL MRC PHL J DNK NOR S UKR URS(Eu) " (NW) " (Far East)	POL ISL BER FJI SNG G J GRC

12 MHz Band

21	22	23	24	25
Calling	F	GRC	SUI	D
	URS (NW)	DNK	G	LBN
	" (N Asia)	GUM	HNG	ISL
	MRT	USA(E)	J	GRC
	ROU	NOR	PTR	PNG
	J	MRC	USA(W)	NIG
	MEX	CHL	AFS	CHN
	ARG	CHN	NZL	
	AGL		ALS	

26	27	28	29	30
E	GRC	HNG	URS(Eu)	G
FNL	HWA	G	URS(NW)	J
TCH	AUS	GUM	URS(Far East)	SUI
J	PNZ	CNR	URS(N. Asia)	BGD
AUS	USA(E)	E	F	PTR
USA(E)	POL	J	KEN	USA(W)
DNK	HKG	CUB	POL	FNL
AZR	F	USA(W)	AUS	ARG
PTR	ALS	URS(Eu)	ISR	I
	PTR	UKR	J	PNZ
	PRG	ETH		MTN
	CHN	CHL		
		HWA		

12 MHz Band

31	32			
POL	G			
HKG	USA(W)			
ALS	GRC			
F	ARG			
ETH	USA(E)			
GUM	J			
AUS	DDR			
USA(E)	IRQ			
GRC	PTR			
PRG	PNZ			
CHN	URS (S. Asia)			

INTERNATIONAL TELECOMMUNICATION UNION

MARITIME CONFERENCE

GENEVA, 1974

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20 May 1974
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COMMITTEE 6

NOTE FROM THE CHAIRMAN COMMITTEE 4 TO CHAIRMAN COMMITTEE 6

Attention of the Chairman of Committee 6 is invited to paragraph 3 on page 1 and the text proposed for Section V.D.2, Sub-section h) on page 6 of Document 359. He is requested to refer this question for advice to the appropriate Working Group of Committee 6 as soon as possible.

Capt. V.R.Y. WINKELMAN
Chairman

INTERNATIONAL TELECOMMUNICATION UNION

MARITIME CONFERENCE

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COMMITTEE 5

PROHIBITION OF THE EMISSION OF IDENTIFICATION SIGNALS ON IDLE CHANNELS

1. Committee 6 has considered the text of No. 1321B as proposed by Committee 5 together with the suggestion that a cross reference to No. 1321B should be inserted in No. 1214C.

2. Committee 6 has declined to include a cross reference in No. 1214C.

3. Furthermore Committee 6 recommends to Committee 5 that No. 1321B be amended as follows :

   a) Delete the final sentence and the reference to No. 1214C;

   b) Add the following sentence :

   "Exceptionally, a coast station may, when requested by a mobile station for the purpose of establishing a radiotelephone call, emit a receiver tuning call of not more than 10 seconds duration."

W.W. SCOTT
Chairman
Committee 6

INTERNATIONAL TELECOMMUNICATION UNION

MARITIME CONFERENCE

GENEVA, 1974

Document No. 375-E
20 May 1974
Original : English

COMMITTEES 5 AND 6

STATEMENT OF PRINCIPLE
RELATING TO THE USE OF THE FREQUENCY 156.8 MHz

1. The annexed statement of principle relating to the use of the frequency 156.8 MHz has been adopted by Committee 6.

2. This statement should be used for guidance in the further consideration of proposals relating to the use of 156.8 MHz.

W.W. SCOTT
Chairman
Committee 6

Annex: 1

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A N N E X

STATEMENT OF PRINCIPLE

The frequency 156.8 MHz is the international distress, safety and calling frequency for radiotelephony for stations of the maritime mobile service when using frequencies in the authorized bands between 156 and 174 MHz. Administrations should consider the early implementation of a watch on the frequency 156.8 MHz along the coast of their country. Ship stations when operating in the areas served by such facilities should, where practicable, maintain watch on 156.8 MHz for receiving by any appropriate means distress, safety and calling communications, where this can be achieved without prejudice to ships' needs.

It is used for the distress signal and call and distress traffic, for the urgency signal, urgency traffic and the safety signal and for call and reply. Safety messages shall be transmitted where practicable on a working frequency after a preliminary announcement on 156.8 MHz. The class of emission to be used for radiotelephony on the frequency 156.8 MHz shall be F3 (see Appendix 19).

Ship stations fitted only with VHF radiotelephone equipment operating in the authorized bands between 156 and 174 MHz should when at sea maintain watch on 156.8 MHz.

INTERNATIONAL TELECOMMUNICATION UNION

MARITIME CONFERENCE

GENEVA, 1974

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20 May 1974
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COMMITTEE 6

State of Israel

PROPOSALS FOR THE WORK OF THE CONFERENCE

MOD 863A ... does not exceed 1-1.5 kilowatt.
(last line)

Reasons : To bring up the power to the maximum power authorized for ship stations.

INTERNATIONAL TELECOMMUNICATION UNION

MARITIME CONFERENCE

GENEVA, 1974

Corrigendum No. 1 to
Document No. 377-E
21 May 1974
Original : English

PLENARY MEETING

SECOND REPORT OF COMMITTEE 4 TO THE PLENARY MEETING

On page 3 of Document No. 377, in Annex 2 the words "ARTICLE 28C" should be modified to read "ARTICLE 28B".

INTERNATIONAL TELECOMMUNICATION UNION

MARITIME CONFERENCE

GENEVA, 1974

Document No. 377-E
20 May 1974
Original : English

PLENARY MEETING

SECOND REPORT OF COMMITTEE 4 TO THE PLENARY MEETING

Having considered Documents 280 and 327 at its 6th and 7th meetings, on Friday, 10 May 1974, and on Thursday, 16 May 1974, respectively, Committee 4 unanimously recommended adoption of :

i)	Article 28A ADD 999F	(Annex 1)
ii)	ADD Article 28C	(Annex 2)
iii)	ADD Article 29A	(Annex 3)
iv)	ADD Draft Resolution No. ...	(Annex 4)
v)	SUP Recommendation No. Mar 8	(Annex 5)

Capt. V.R.Y. WINKELMAN
Chairman

Annexes : 5

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A N N E X 1

ARTICLE 28A

before 999A ADD — Section I

after 999E ADD — Section II

ADD 999F § 5. A digital selective calling system, which is in full conformity with the relevant Recommendations of the C.C.I.R., taking into account all operational, technical and compatibility aspects which might be involved may be used.

A N N E X 2

ARTICLE 28C

Narrow-band direct-printing telegraphy

Section I

ADD 999BA § 1. The characteristics of the narrow-band direct-printing equipment shall be in accordance with Appendix 20B.

ADD 999BB Frequencies assigned to coast stations shall be indicated in the List of Coast Stations. The list shall also indicate any other useful information concerning the service performed by each coast station.

Section II

Bands between 405 and 535 kHz

ADD 999BC § 2. (1) All ship stations equipped with narrow-band direct-printing telegraph apparatus to work in the authorized bands between 405 and 535 kHz shall be able to send and receive class F1 emissions on at least two working frequencies (see No. 1123 Mar) (Note).

ADD 999BD Narrow-band direct-printing telegraphy is forbidden in the band 490 - 510 kHz

Bands between 1 605 and 4 000 kHz

ADD 999BE § 3. All ship stations equipped with narrow-band direct-printing telegraph apparatus to work in the authorized bands between 1 605 and 4 000 kHz shall be able to send and receive class F1 emissions on at least two working frequencies.

ADD 999BF Narrow-band direct-printing telegraphy is forbidden in the band 2 170 - 2 194 kHz.

Bands between 4 000 and 27 500 kHz

ADD 999BG § 4. All ship stations equipped with narrow-band direct-printing telegraph apparatus to work in the authorized bands between 4 000 and 27 500 kHz shall be able to send and receive class F1 emissions on at least two frequencies in each band as required by their service. These frequencies are normally associated in pairs, as indicated in Appendix 15A.

/ Bands between 156 and 174 MHz /

/ ADD 999BH § 5. All ship stations equipped with narrow-band direct-printing telegraph apparatus may work in the authorized bands between 156 and 174 MHz and shall conform to the provisions of Appendix 18 /

Note : In the European Maritime Area usage of F1 emissions is subject to special agreements between interested and affected administrations.

A N N E X 3

ADD

ARTICLE 29A

Procedures for narrow-band direct-printing telegraphy in the maritime mobile service*)

Section I

General

1062A § 1. Narrow-band direct-printing telegraphy may be used, e.g.

1062B a) between ship stations and coast stations;

1062C b) between ship stations;

1062D c) between ship stations and national or international telex subscribers via coast stations /(radiotelex calls)/; and

1062E d) between ship stations and special equipment positions on land via coast stations and private or leased circuits.

1062F § 2. Narrow-band direct-printing telegraphy shall be in accordance with Article 28C.

1062G § 3. The procedures detailed in this Article should be employed, except in cases of distress, urgency or safety.

1062H § 4. (1) The traffic may be exchanged with or without the use of error-correcting equipment.

1062I (2) Where communication is between two stations the ARQ mode should be used when available.

1062J (3) When transmissions are made from one coast or ship station to two or more other stations the forward error-correcting mode should be used when available.

1062K § 5. The services in use by each station open to public correspondence shall be indicated in the List of Coast Stations and in the List of Ship Stations, including information on charging.

---

*) Note : Reference may also be made to the relevant C.C.I.R. Recommendations.

1062L ⌜§ 6. Where transmission over the general international network of telecommunication channels is involved, the provisions laid down in the Telegraph Regulations and the relevant C.C.I.T.T. Recommendations should be taken into account.⌟

Section II

Procedures for manual operation

1062M A. Ship to coast station

1062N § 7. (1) The operator of the ship station establishes communication with the coast station by manual telegraphy, telephony or by other means using normal calling procedures. The operator then requests direct-printing communication, exchanges information regarding the frequencies to be used and, when applicable, gives the ship's direct-printing selective calling number in accordance with Appendix 20B.

1062Ø (2) The operator of the coast station then establishes direct-printing communication on the frequency agreed using the relevant identification of the ship.

1062P § 8. (1) Alternatively the operator of the ship station, using the direct-printing equipment, calls the coast station on a predetermined coast station receive frequency using the identification of the coast station in accordance with Appendix 20B.

1062Q (2) The operator of the coast station then establishes direct-printing communication on the corresponding coast station transmit frequency.

1062R B. Coast station to ship

1062S § 9. (1) The operator of the coast station calls the ship station by manual telegraphy, telephony or other means using normal calling procedures.

1062T (2) The operator of the ship station then applies the procedures laid down in § 7 (1) or § 8 (1) above.

1062U C. Intership

1062V § 10. (1) The operator of the calling ship station establishes communication with the called ship station in accordance with the procedures laid down in § 7 (1) above (substituting called ship for coast station).

1062W (2) The operator of the called ship station then establishes direct-printing communication on the frequency agreed using the relevant identification of the calling ship.

Section III

Procedures for automatic operation

1062X A. Ship to coast station

1062Y § 11. (1) The ship station calls the coast station on a predetermined coast station receive frequency using the direct-printing equipment and the identification of the coast station in accordance with Appendix 20B.

1062Z (2) The coast station's direct-printing equipment detects the call and the coast station responds directly on the corresponding coast station transmit frequency either automatically or under manual control.

1062AA B. Coast station to ship

1062AB § 12. (1) The coast station calls the ship on a predetermined coast station transmit frequency using the direct-printing equipment and the ship's selective calling number in accordance with Appendix 20B.

1062AC (2) The ship station's direct-printing equipment keeping watch on the predetermined coast station transmit frequency detects the call, whereupon the reply is given in one of the following ways :

1062AD a) the ship station replies either immediately on the corresponding coast station receive frequency or at a later stage using the procedures laid down in § 8 above;

1062AE b) the ship station's transmitter is automatically started on the corresponding coast station receive frequency and the direct-printing equipment responds by sending appropriate signals to indicate readiness to receive traffic automatically.

Section IV

Message format

1062AF § 13. Where the appropriate service facilities are provided by the coast station traffic may be exchanged to and from the telex network;

1062AG (1) In a conversational mode where the stations concerned are connected directly either automatically or under manual control.

1062AH (2) In a store-and-forward mode where traffic is stored at the coast station until the circuit to the called station can be established either automatically or under manual control.

1062AI § 14. In the shore to ship direction the format of the message should conform to normal telex network practice.

1062AJ § 15. In the ship to shore direction the format of the message should conform to normal telex network practice with the addition of a preamble as follows :

1062AK (1) In the conversational mode the preamble shall consist of the characters DIRTLXyz+ typed in sequence and preceded by at least one carriage return, where y is the telex destination code in accordance with relevant C.C.I.T.T. Recommendations, z is the land subscriber's telex number and the symbol + indicates end of sequence.

1062AL (2) In the store-and-forward mode the preamble shall consist of the characters TLXyz+ typed in sequence preceded by at least one carriage return, where y is the telex destination code in accordance with relevant C.C.I.T.T. Recommendations, z is the land subscriber's telex number and the symbol + indicates end of sequence.

Section V

Procedures for operation in the forward-error-correcting mode

1062AM § 16. (1) Messages may, by prior arrangements, be sent in the forward-error-correcting mode from a coast station or a ship to one or more ship stations where:

1062AN a) a receiving ship station is not permitted or not able to use its transmitter;

1062AØ b) communications are intended for more than one ship;

1062AP c) unattended reception of the forward-error-correcting mode is required and automatic acknowledgement is not necessary.

1062AQ (2) In such cases, the ship station receivers should be tuned to the appropriate coast or ship station transmit frequency.

1062AR § 17. All messages in the forward-error-correcting mode should be preceded by carriage return or line feed signals.

1062AS § 18. Ship stations may acknowledge the reception of messages in the forward-error-correcting mode by manual telegraphy, telephony or by other means.

A N N E X 4

ADD

DRAFT RESOLUTION No. ...

Relating to the introduction of a digital selective calling system to meet the requirements of the maritime mobile service

The World Administrative Maritime Radio Conference, Geneva, 1974,

considering

a) that there is an urgent need for a single digital selective calling system to provide for the world-wide requirements of the maritime mobile service;

b) that I.M.C.O. has indicated to the C.C.I.R. and to this Conference its requirements for distress and safety for a digital selective calling system (I.M.C.O. Resolution No. A283, VIII);

c) that Articles /7, 19, 28A, 32, 33 and 35/ of the Radio Regulations provide for the use of such a system;

d) that the C.C.I.R. has prepared a draft recommendation covering the operational characteristics in response to C.C.I.R. Question 9/8;

e) that the C.C.I.R. is currently studying the technical characteristics in response to C.C.I.R. Question 9/8;

f) that the technical criteria of systems as set out in the Radio Regulations are mainly based upon the Recommendations of the C.C.I.R.;

g) that Plenary Assemblies of the C.C.I.R. are held triennially whereas Administrative Radio Conferences, which are empowered to modify the Radio Regulations making substantial use of the Recommendations of the C.C.I.R., are in practice held less frequently and with much less regularity;

is of the opinion

a) that the Plenary Assemblies of the C.C.I.R. are likely to make appropriate recommendations as to the technical criteria of a single digital selective calling system;

b) that administrations should be afforded the opportunity to take advantage of the current C.C.I.R. Recommendations on selective calling systems for the maritime mobile service;

therefore resolves that

1. the C.C.I.R. be invited to complete its studies and establish recommendations for the technical characteristics of a digital selective calling system in response to Question 9/8 as soon as possible;

2. each Plenary Assembly of the C.C.I.R. should arrange for the Secretary-General of the I.T.U. to be informed of those recommendations of the C.C.I.R. which affect the technical and operational criteria relating to the introduction of a single digital selective calling system for the maritime mobile service;

3. following the distribution to administrations of the relevant C.C.I.R. texts, the Secretary-General shall write to administrations asking them to indicate within one hundred and twenty days, to which of the C.C.I.R. recommendations or to which specific technical criteria defined in the recommendations referred to in 1 above they agree for use in the application of the pertinent provisions of the Radio Regulations;

4. after this period the Secretary-General shall distribute to administrations a summary of the responses received.

ANNEX 5

SUP

RECOMMENDATION No. Mar 8

INTERNATIONAL TELECOMMUNICATION UNION

MARITIME CONFERENCE

GENEVA, 1974

Document No. 378-E
20 May 1974
Original : French

COMMITTEE 5

Togolese Republic

APPENDIX 25 MOD

The following requirements of Togo should be taken into account in the Frequency Allotment Plan for coast radiotelephone stations operating in the exclusive bands of the maritime mobile service between 4 000 and 23 000 kHz (Appendix 25 MOD) :

Frequency band MHz	4	6	8	12	16	22
Number of channels	1	1	1	1	1	1

INTERNATIONAL TELECOMMUNICATION UNION

MARITIME CONFERENCE

GENEVA, 1974

Document No. 379-E
20 May 1974
Original : English

COMMITTEE 5

People's Republic of Bangladesh

Revision of Appendix 25

SPECIFIC REQUIREMENT OF FREQUENCIES FOR COAST HF RADIOTELEPHONE STATIONS IN BANGLADESH

The People's Republic of Bangladesh has ambitious plans for the development of its coast HF radiotelephone facilities during its first Five Years Plan (1974-1979). Present and prospective frequency requirements of Bangladesh for its two coast stations, in the revised Frequency Allotment Plan for coast radiotelephone stations operating in the exclusive maritime mobile bands between 4 000 and 23 000 kHz, are as follows :

Frequency bands in MHz	4	6	8	12	16	22
No. of SSB channels at Chittagong coast station	4	4	4	4	4	5
No. of SSB channels at Khulna coast station	3	3	3	4	5	5

INTERNATIONAL TELECOMMUNICATION UNION

MARITIME CONFERENCE

GENEVA, 1974

Document No. 380-E
20 May 1974
Original : English

COMMITTEE 5

United Republic of Tanzania

PROPOSALS FOR THE WORK OF THE CONFERENCE

The requirements of the United Republic of Tanzania that should be taken into consideration in the revision of the Frequency Allotment Plan for Coast Radiotelephone Stations operating in the Exclusive Maritime Mobile Bands (Appendix 25 MOD to the Radio Regulations) are as follows :

Frequency in MHz	4	6	8	12	16	22
Number of SSB channels	1	-	1	1	-	-

INTERNATIONAL TELECOMMUNICATION UNION

MARITIME CONFERENCE

GENEVA, 1974

Corregendum No. 1 to
Document No. 381-E
23 May 1974
Original : English

COMMITTEE 5

Republic of Kenya

PROPOSALS FOR THE WORK OF THE CONFERENCE

In response to the appeal in Committee 5C on Tuesday, 21 May 1974, the Republic of Kenya has revised its additional requirements as detailed below :

Frequency bands in MHz	4	6	8	12	16	22
Number of additional SSB channels	1	1	3	3	1	1

INTERNATIONAL TELECOMMUNICATION UNION

MARITIME CONFERENCE

GENEVA, 1974

Document No. 381-E
20 May 1974
Original : English

COMMITTEE 5

Republic of Kenya

PROPOSALS FOR THE WORK OF THE CONFERENCE

The requirements of the Republic of Kenya that should be taken into consideration in the revision of the Frequency Allotment Plan for coast radiotelephone stations operating in the exclusive maritime mobile bands (Appendix 25 MOD to the Radio Regulations) are as follows :

Frequency bands in MHz	4	6	8	12	16	22
Number of SSB channels	3	1	6	4	2	2

INTERNATIONAL TELECOMMUNICATION UNION

MARITIME CONFERENCE

GENEVA, 1974

Document No. 382-E
20 May 1974
Original : English

COMMITTEE 6

TENTH REPORT OF WORKING GROUP 6B TO COMMITTEE 6

(OPERATION)

Proposal F/65/10

Working Group 6B considered the above proposal and unanimously recommends the text of the draft Recommendation given in the Annex to this Report.

Annex : 1

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A N N E X

DRAFT RECOMMENDATION

On the choice of a frequency in the band 1 605 kHz - 3 800 kHz to be reserved for safety requirements

The World Maritime Administrative Radio Conference, Geneva, 1974,

considering

a) that MF radiotelephony is of increasing usefulness for the safety of ships of all tonnage since :

i) according to the provisions of the International Conference on Safety of Life at Sea, 1960, cargo ships of 300 tons gross tonnage and upwards but less than 1 600 tons gross tonnage, unless fitted with a radiotelegraph station, shall be fitted with a radiotelephone station;

ii) I.M.C.O. Resolution A(VII)/217 recommends that ships compulsorily fitted with either a radiotelegraph (i.e. 1 600 tons gross tonnage and upwards) or a radiotelephone installation shall have in addition facilities for listening continuously, while at sea, on the radiotelephone distress frequency; that radiotelegraph ships should be encouraged to carry a radiotelephone transmitter capable of operating on the 2 MHz band; and that administrations should consider introducing a national requirement concerning the carriage of a radiotelephone distress frequency watch receiver by ships to which the Convention does not apply.

b) that the normal range of such equipment, of the order of 200 nautical miles, is particularly suited to the requirements of safety at sea;

c) that, notwithstanding, the watch on the MF radiotelephone distress frequency is rendered very difficult in many areas by the large number of routine traffic calls sent on that frequency;

d) that similar difficulties would occur even if more advanced watch and alarm systems than those used at present were adopted;

e) that MF radiotelephone traffic, in some areas is constantly increasing;

invites

the C.C.I.R. to arrange, as a matter of urgency, for this question to be studied by its appropriate study groups;

recommends

that the next world administrative radio conference determine in the light of the results of the work of the C.C.I.R.,

1. a frequency reserved for transmitting :

- distress calls and messages and,
- possibly, urgency signals and messages, safety signals and certain safety messages,

to the exclusion of any routine traffic call;

2. a frequency, different from the preceding, for voice or selective calling for routine traffic.

Each of these frequencies should be protected by a suitable guard band forbidden to all emissions.

INTERNATIONAL TELECOMMUNICATION UNION

MARITIME CONFERENCE

GENEVA, 1974

Document No. 383-E
22 May 1974
Original : English

COMMITTEE 6

ELEVENTH REPORT OF WORKING GROUP 6B

TO COMMITTEE 6

(OPERATION)

1. Article 7, Section IV

ADD 457B	unanimously recommended for adoption as given in Annex 1

2. Article 35, Section IV

ADD 1368A MOD 1371 ADD 1371A	unanimously recommended for adoption as given in Annex 2

3. Article 36, Section I

ADD 1381A	unanimously recommended for adoption as given in Annex 3

4. Proposal DDR/128/5

MOD 1476B	Working Group 6B considered this proposal, but was unable to reach a decision. This proposal is reproduced in Annex 4 for consideration by Committee 6.

Annexes : 4

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A N N E X 1

Add Sub-Title :

Ship Movement Service

ADD 457B The ship movement service should be restricted to the International Maritime Mobile Bands between 156 - 174 MHz.

A N N E X 2

ADD 1368A § 20A. A coast station in the ship movement service in an area where 156.80 MHz is being used for distress, urgency and safety, shall, during its working hours, keep an additional watch on the ship movement frequencies indicated in heavy type in the List of Coast Stations.

MOD 1371 § 22. Communications in the port operations service 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 from this service.

ADD 1371A § 22bis. Communications in the ship movement service shall be restricted to those relating to the movement of ships. Public correspondence messages are excluded from this service.

A N N E X 3

ADD 1381A (1bis) No provision of this Regulation prevents the use by aircraft or ships engaged in search and rescue operations, in exceptional circumstances, of any means at their disposal to assist a mobile station in distress.

ANNEX 4

DDR/128/5 [MOD 1476B (a) for medium frequencies, i.e. 2 182 kc/s[1]

[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 between one and five seconds; this signal is only permitted until 1 January 1980.]

INTERNATIONAL TELECOMMUNICATION UNION

MARITIME CONFERENCE

GENEVA, 1974

Corrigendum No. 1 to
Document No. 384-E
24 May 1974
Original : English

COMMITTEE 6

SUMMARY RECORD

OF THE

FOURTH MEETING OF COMMITTEE 6

Replace the first paragraph on page 3 by the following :

"The delegate of the People's Republic of China was of the opinion that backwardness in the field of maritime telecommunication techniques in the majority of the developing countries was one of the misfortunes left them by old and new colonialism and imperialism. In order to assist them in changing such backwardness, his delegation supported the I.T.U. in adopting certain measures for technical cooperation and assistance. He believed that the technical cooperation and assistance rendered should be such as to help the recipient countries to develop by self-reliance and independently. The projects of cooperation and assistance should be those selected and determined by the recipient countries according to their national situation and needs."

INTERNATIONAL TELECOMMUNICATION UNION

MARITIME CONFERENCE

GENEVA, 1974

Document No. 384-E
20 May 1974
Original : English

COMMITTEE 6

SUMMARY RECORD

OF THE

FOURTH MEETING OF COMMITTEE 6

(OPERATION)

Friday, 10 May 1974, at 1515 hrs

Chairman : Mr. W.W. SCOTT (Canada)

Subjects discussed		Document No.
1.	Technical assistance in the field of maritime telecommunications	273 Rev.
2.	Summary record of second meeting of Committee 6	292
3.	Verbal progress report - Chairman of Working Group 6A	-
4.	Third report of Working Group 6A	293
5.	Verbal progress report - Chairman of Working Group 6B	-
6.	Second report of Working Group 6B	294
7.	Verbal progress report - Chairman of Working Group 6C	-
8.	Third report of Working Group 6C	286

1. Technical assistance in the field of maritime telecommunications (Document 273(Rev.))

The Deputy Secretary-General, introducing the document, stressed that the United Nations in general and the U.N.D.P. in particular, attached considerable importance to the long-term aspects of shipping problems. Meanwhile, with the cooperation of I.T.U. and I.M.C.O., certain preliminary project activities had been carried out in various regions, with the assistance of the U.N.D.P., with a view to improving the ship-to-shore radiocommunication facilities. The document explained the developments including the special engagements to be made shortly in Africa to provide direct assistance to the administrations and to assist regional coordination. These projects were separate from others which had been authorized either under national or regional activities of U.N.D.P. in regard to radio frequency management and monitoring, and general training programmes of interest to various users of the radio spectrum. He emphasized that the extent to which the I.T.U. could take action depended on governmental decisions and priorities in the programmed use of U.N.D.P. funds. The offices of the Headquarters were available to discuss various project activities with any delegations as they may desire.

The representative of I.M.C.O. expressed his appreciation of the close cooperative relations existing between the I.T.U. and I.M.C.O. The latter had undertaken activities in line with the objectives outlined in section III of the document, including a port operations project in Jordan and a maritime training centre project in Brazil.

The representative of the I.F.R.B. suggested altering the wording of the title of the document to read : "Note on I.T.U. Technical Cooperation provided by the General Secretariat in the field of maritime telecommunications."

The suggestion was approved.

The delegate of Cyprus expressed his appreciation of the document.

The delegate of Mauritius said his country would welcome any assistance provided by the I.T.U. and U.N.D.P., particularly in respect of the establishment of a new coastal station.

He suggested that the Conference might make a recommendation to the I.T.U. and U.N.D.P. concerning the implementation of projects in the field under discussion.

The delegate of the People's Republic of China believed that backwardness in the field of maritime telecommunication techniques was a sequel of colonialism and imperialism. The I.T.U. must bear in mind that the developing countries not only needed technical assistance but also assistance in attaining self-reliance and independence. His delegation supported the content of the document. Projects should be selected on the basis of recipient countries' real needs. He wished to return to the matter on a later occasion.

The Chairman said he understood it to be agreed that a draft Resolution on the implementation of I.T.U./U.N.D.P. action be prepared for submission to the Committee at a future meeting and subsequent submission to the Conference in plenary session.

2. Summary record of second meeting of Committee 6 (Document 292)

The record was examined page by page.

There were no comments on pages 1 - 5.

The representative of I.T.F. called for the replacement in the seventh paragraph of page 6 of the phonetic writing "PRU-DAWNCE" by "PRU-DAWNS".

The correction was approved.

The delegate of Spain called for the redrafting of the first paragraph of page 7 to bring it into line with the decision taken to amend the French text only of the text in question.

The suggestion was approved.

The summary record of the second meeting of Committee 6, as amended, was adopted.

3. Verbal progress report - Chairman of Working Group 6A

The Chairman of Working Group 6A said the Working Group had held two further meetings following completion of its Third Report. During the first of those meetings, it had considered ten proposals concerning Article 13A and a draft report on the discussion was being prepared. During the second meeting, the terms of reference of Ad Hoc Working Group 4/6 had been agreed upon, Document 54, Corrigendum 2 introduced, and ten proposals examined.

Sub-Working Group 6A-1 had completed its task and he understood that the difficulties arising in respect of Articles 22, 23 and 24 had been ironed out. Sub-Working Group 6A-2 was scheduled to hold its first meeting on Monday, 13 May, at 0930 hours and should be able to complete its work rapidly.

The delegate of the United Kingdom, supported by the delegate of the Union of Soviet Socialist Republics, pointing out that delegations would require to send the same expert to attend meetings of Ad Hoc Working Group 4/6 and Sub-Working Group 6A-1, requested the Chairman of Working Group 6A to adjust the timetable with a view to avoiding the holding of meetings of those two bodies simultaneously.

After a brief discussion, it was agreed that the first meeting of Sub-Working Group 6A-2 would be held on Monday, 13 May, at 1800 hours.

4. Third report of Working Group 6A (Document 293)

The Chairman pointed out a correction to be made to the French text only. On page 3, under Annex 3, Article 3, ADD 1214B, the words "des stations communiquent" should be replaced by the words "la station communique".

Page 1

The delegate of Norway said that after reconsideration of the use of the word "may" in Annex 3, Article 3, ADD 1214B, his delegation now accepted the text adopted by Working Group 6A.

Page 3

The delegate of the United States of America, referring to Annex 3, Article 3, ADD 1214B, said it had been brought to his attention that in certain ionospheric transition periods it was sometimes necessary to transmit simultaneously on two frequencies to ensure reception, for example, between coastguard stations and vessels on various types of government service. He regretted reopening the matter at the present stage, but wished to suggest the replacement of the words "may not" by the words "should not normally". The present wording would prohibit simultaneous transmission altogether.

The Chairman believed there had been a consensus in the Group that some leeway should be allowed for exceptional circumstances.

The delegate of the United Kingdom confirmed that point.

The delegate of Norway, supported by the delegate of Denmark, while agreeing that circumstances might arise in which simultaneous transmission became essential, could not accept the United States suggestion which allowed too much latitude for such transmission.

After a brief discussion, the delegate of Canada suggested the replacement of the words "may not" by the words "should not".

The suggestion was approved.

The delegate of France suggested the following consequential rewording of the French text : "Il convient que l'émission simultanée de plusieurs fréquences ne soit pas autorisée lorsq'une station communique avec une autre station."

The delegate of Sweden, referring to Annex 4, Article 33, ADD 1214C, recalled that the aim of the original Swedish proposal from which the present text stemmed had been to reduce interference between stations using the same frequencies. The present text did not meet that aim and he suggested that it be replaced by the following : "A station shall not emit a continuous carrier between calls or when traffic is not on hand."

The delegate of Norway suggested replacing the word "continuous" by the word "any".

The delegate of Sweden suggested the deletion of the words "or when traffic is not on hand".

After a brief discussion, it was agreed to replace the text of Annex 4, Article 33, ADD 1214C by the following : "A station shall not emit any carrier between calls."

The representative of the I.F.R.B. suggested the insertion in brackets before the texts of ADD 1214A, 1214B and 1214C of sub-paragraph indications (1A), (1B) and (1C) respectively (and the consequential deletion of the reference to sub-paragraph (1) before the text of ADD 1214A) pending completion of the Editorial Committee's work.

The suggestion was approved.

Document 293, as amended, was adopted.

5. Verbal progress report by the Chairman of Working Group 6B

The Chairman of Working Group 6B said that the Working Group had had one further meeting since its last report to the Committee, and had held six meetings in all. Work had continued in the five sub-groups, and in addition a drafting group (6B-6) had been formed to develop a recommendation based upon the proposal of France (65/10), concerning separate frequencies for safety purposes and for routine calling in the band 1 605 kHz to 3 800 kHz.

During the coming week Working Group 6B would consider proposals dealing with reduction of traffic on 2 182 kHz, an alternative distress frequency to 500 kHz and 2 182 kHz, Emergency Position Indicating Radiobeacons, Navigational Warnings and various operational procedures in Articles 33, 35 and 36.

6. Second report of Working Group 6B (Document 294)

The Chairman announced that a minor change should be made on page 3 of the French text of Document 294. Under Annex II, ADD 1466, "(3C)" should be amended to read "(3B)".

Document 294, thus amended, was approved without comment.

7. Verbal progress report by the Chairman of Working Group 6C

The Chairman of Working Group 6C said that the Working Group had held its seventh meeting that morning. It had completed the items on its agenda for that week and had started on the following week's agenda. Good progress had been made, and it was hoped to complete the work assigned by the Conference, including the drafting of reports to Committee 6, by the end of the following week.

8. Third report of Working Group 6C (Document 286)

The Chairman announced that a minor amendment should be made on page 4 of the English, French and Spanish versions of Document 286. Under MOD 1511 (2), the asterisk at the beginning of the sentence should be deleted. In the English version the asterisk should be re-inserted in the third line of paragraph (2), after "channels". In the French text the asterisk should be re-inserted at the beginning of the third line of paragraph (2) before "les", and in the Spanish just before the word "los" at the end of the second line.

Document 286, thus amended, was approved without comment.

The meeting rose at 1630 hours.

The Secretary :
A. MACLENNAN

The Chairman :
W.W. SCOTT

INTERNATIONAL TELECOMMUNICATION UNION

MARITIME CONFERENCE

GENEVA, 1974

Document No. 385-E
20 May 1974
Original : English

PLENARY MEETING

FIFTH REPORT OF COMMITTEE 6
(OPERATION)

ARTICLE 5

ADD	205A	
MOD	273	

ARTICLE 28

MOD	969	
ADD	969A	

ARTICLE 33

ADD	1214C	(Confirmation of text - see Third Report)
MOD	1258A Mar	
MOD	1290 Mar	

ARTICLE 34

ADD	1297A	

ARTICLE 35

MOD	1326 Mar	
MOD	1326C Mar	
MOD	1353B Mar	

ARTICLE 36

ADD	1466AA	
MOD	1490	

ARTICLE 40

MOD	Title	

ARTICLE 40A

ADD	1559AA - 1559BW	

APPENDIX 13A

ADD QUX Code

APPENDIX 21

MOD Title

APPENDIX 21A

ADD New Appendix

RECOMMENDATION No. Mar "C"

ADD Recommendation No. Mar "C"
relating to the agreement of temporary provisions covering the operational and technical usage of the Maritime Mobile-Satellite Services

RECOMMENDATION No. Mar ...

ADD Recommendation No. Mar ...
relating to the introduction of an additional tone after the radiotelephone alarm signal transmitted by coast stations

1. All proposals relating to these items were considered.

2. The Committee unanimously adopted the texts which appear in the annex to this report.

W.W. SCOTT
Chairman

Annex: 1

A N N E X

ARTICLE 5

Section IV

Table of Frequency Allocations - 10 kHz to 275 GHz

ADD 205A The text adopted by Committee 6 has been referred to Committee 5. (Document No. 386)

MOD 273 The text adopted by Committee 6 has been referred to Committee 5. (Document No. 386)

ARTICLE 28

Section II

Special Provisions regarding Safety

MOD 969 The text adopted by Committee 6 has been referred to Committee 5. (Document No. 386)

ADD 969A The text adopted by Committee 6 has been referred to Committee 5. (Document No. 386)

ARTICLE 33

Section I

General Provisions

Note A ADD 1214C (1C) A station shall not transmit any carrier between calls.

Section III

Calls, Reply to Calls and Signals Preparatory to Traffic

MOD 1258A Mar (4) However, a brief exchange of traffic not to exceed one minute 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.

Section V

Duration and control of Working

MOD 1290 Mar § 25. (1) Calling, and signals preparatory to traffic, shall not exceed one minute when made on the carrier frequency 2 182 kHz or on 156.80 MHz, except in cases of distress, urgency or safety to which the provisions of Article 36 apply.

ARTICLE 34

ADD 1297A (3) The provisions of this Article relating to the intervals between calls shall not be applicable to a station in the maritime mobile service operating under conditions involving distress urgency or safety.

Note A - For the Editorial Committee

Confirmation of the text for No. 1214C adopted by Committee 6 (see Document No. 311).

ARTICLE 35

Section II

Bands between 1 605 and 4 000 kHz

MOD 1326 The text adopted by Committee 6 has been referred to Committee 5. (Document No. 386)

MOD 1326C Mar The text adopted by Committee 6 has been referred to Committee 5. (Document No. 386)

Section III

Bands between 4 000 and 23 000 kHz

MOD 1353B Mar The text adopted by Committee 6 has been referred to Committee 5. (Document No. 386)

ARTICLE 36

Section VIII

Radiotelegraph and Radiotelephone Alarm Signals

Note B ADD 1466AA (2A) Where the radiotelephone alarm signal is employed by coast stations, the signal shall be that described in Nos. 1465 and 1466, which may be followed by a single tone of 1 300 Hz for 10 seconds.

Section X

Safety Signal

MOD 1490 § 52. (1) The safety signal indicates that the station is about to transmit a message containing an important navigational or important meteorological warning.

Note B - For the Editorial Committee

This provision ADD 1466AA should be inserted between Nos. 1466 and 1466A.

MOD

ARTICLE 40

Accounting for Radiotelegrams, Radiotelephone calls and [ ]1) (except in the Maritime Mobile Service- see Article 40A)

ADD

ARTICLE 40A

Accounting for Radiotelegrams, Radiotelephone calls and [ ] in the Maritime Mobile Service

Section I. General

1559AA §1. The following are definitions of certain terms used in Article 40A :

-Accounting authority

Any organization notified by an administration to the Secretary General for inclusion in the List of Ship Stations as being responsible for settling maritime accounts for some or all of the ship stations licensed by that administration. An accounting authority may be the administration itself. a private operating agency, a ship station licensee or an operating enterprise authorized by a ship station licensee to receive and settle accounts on his behalf.

-Land-line charges

Charges relating to transmission over the general national and international network of telecommunication channels.

1559AB §2. In principle, land station and mobile station charges shall not be entered in the international telegraph and telephone accounts.

1559AC §3. The following charges shall be included in the accounts :

---

1) Note for the Editorial Committee

[ ] = direct printing messages has been used throughout the section of this report dealing with Art. 40, Art. 40A and the ARR. The wording of the phrase between the square brackets is subject to change following further consideration in Committee 6.

(1) In the case of radiotelegrams radiotelephone calls and [ ] originating on mobile stations

- the land station charges,
- the land-line charges,
- the accessory charges for radiotelegrams which have to be considered in the accounting and
- the supplementary charges for radictelephone calls with special facilities.

1559AD (2) In the case of radiotelegrams, radiotelephone calls and [ ] destined for mobile stations and passing through a land station of another country,

- the land station charges,
- the mobile station charges.

1559AE (3) As far as the transmission over the general international network of the telecommunication channels is concerned, the provisions laid down in the Telegraph and Telephone Regulations taking into account C.C.I.T.T. Recommendations and Instructions shall apply to radiotelegrams, radiotelephone calls and [ ].

1559AF (4) The land-line charges shall be included in the international telegraph and telephone accounts and shall be accounted for according to the provisions of the Regulations mentioned in No. 1559AE, taking into account C.C.I.T.T. Recommendations and Instructions.

1559AG §4. Administrations reserve to themselves the right to make, between themselves and with the recognized private operating agencies concerned, different arrangements with a view to the adoption of other accounting systems, more specifically the adoption, as far as practicable, of the system by which the land station and mobile station charges follow the radiotelegrams, radiotelephone calls and [ ] from country to country through the medium of the telegraph and telephone accounts.[1] Such arrangements are subject to previous agreement between the administrations concerned.

1559AG.1 [1] Canada and the United States of America request that this system be adopted to the greatest possible extent in relations between themselves and other countries.

1559AH § 5. In the absence of a different arrangement in accordance with the provisions of No. 1559AG, the accounts relating to these charges are prepared monthly by the administrations to which the land stations are subject and are forwarded by them to the administrations or accounting authorities concerned.

1559AI §6. The country on whose territory is established a land station serving as intermediary for the exchange of radiotelegrams, radiotelephone calls and [ ] between a mobile station and another country, is considered, as far as the application of land-line charges is considered, as the country of origin or destination and not as a transit country.

1559AJ §7. (1) Where the enterprise operating the land station is not the administration of the country, this enterprise may replace the administration of that country as far as accounts are concerned. In this event the provisions of the whole of Article 40A shall apply to such enterprise in the same manner as to an administration.

1559AK (2) When the provisions of No. 1082 are not followed, and the operating enterprise controlling the mobile station is not known, accounts should be sent to the administration to which the mobile station is subject, for forwarding to the appropriate accounting authority for settlement.

1559AL (3) If the appropriate accounting authority does not meet its obligations, the administration which has issued the licence for the ship station should assist, as far as possible, the creditor administration in its efforts to have the accounts settled.

1559AM (4) In the general interest of Administrations the number of accounting authorities shall be kept to the minimum required for the efficient settlement of accounts.

Section II. Establishment of Accounts for Radiotelegrams

1559AN §8. (1) In the case of radiotelegrams originating in mobile stations, the administration to which the land station is subject shall debit the administration to which the mobile station of origin is subject (or, if appropriate, the accounting authority) with :

- the land station charges,
- the land-line charges,
- the total charges collected for prepaid replies,
- any accessory charges for special services.

1559AO (2) So far as concerns transmission over the general network of telecommunication channels, see 1559AE and 1559AF.

1559AP §9. (1) For radiotelegrams to a country other than that to which the land station belongs, the land-line charges to be settled in accordance with the above provisions shall be the charges shown in the table of rates relating to international telegraph correspondence, or those fixed by special arrangements between the administrations and/or recognized private operating agencies of adjacent countries and published by those administrations or recognized private operating agencies.

1559AQ (2) The land-line charge applicable to radiotelegrams to a country other than that to which the land station belongs may be the collection charge fixed or applied by the administration or recognized private operating agency to which the land station belongs.

1559AR (3) However, account must be taken of the fact that a seven-word minimum charge is levied for every radiotelegram; for press radiotelegrams this minimum is fourteen words.

1559AS §10. (1) In the case of radiotelegrams addressed to mobile stations, the administration to which the office of origin is subject shall be debited direct by the administration to which the land station is subject, with the land station and mobile station charges but only where the radiotelegram has been transmitted to the mobile station. In the case provided for in No. 2132 of the Additional Radio Regulations, however, the administration to which the office of origin is subject shall be debited with the land station charge by the administration to which the land station is subject.

1559AT (2) When the radiotelegram has been transmitted, the administration to which the land station is subject credits the administration to which the mobile station of destination is subject (or, if appropriate, the accounting authority) :

1559AU a) with the mobile station charge;

1559AV b) if occasion arises, with

- the total charge collected for prepaid replies,
- any accessory charges for special services.

1559AW §11. When the charge for a radiotelegram is paid for wholly or partly by means of a reply voucher, the radiotelegram shall be treated for accounting purposes as if the charge had been paid in cash.

1559AX §12. Radiotelegrams exchanged between mobile stations:

1559AY

a) without the intervention of land stations :

except when other arrangements have been made, the enterprise to which the station of destination is subject debits the enterprise to which the station of origin is subject with all charges collected, less the charges due to this latter station ;

1559AZ b) through the medium of a single land station : the administration to which the land station is subject debits the administration to which the mobile station of origin is subject (or, if appropriate, the accounting authority) with all the charges collected, less the charges due to that mobile station. Thereafter the provisions of Nos. 1559AT to 1559AV are applied.

1559BA c) through the medium of two land stations : the administration to which the first land station is subject debits the administration to which the mobile station of origin is subject (or, if appropriate, the accounting authority) with all the charges collected, less the charges due to that mobile station. Thereafter the provisions of Nos. 1559AS to 1559AV and 1559 AE are applied, the first land station being regarded as the office of origin as far as the accounts are concerned.

Section III. Establishment of Accounts for Radiotelephone Calls

1559BB §13. In the case of radiotelephone calls originating in mobile stations, the administration to which the land station is subject debits the administration to which the mobile station of origin is subject (or, if appropriate, the accounting authority) with :

- the land station charges,
- the land-line charges,
- where appropriate, the supplementary charges for radiotelephone calls with special facilities.

So far as concerns transmission over the general network of telecommunication channels, see 1559AE and 1559AF.

1559BC §14. The land-line charge applicable to radiotelephone calls to a country other than that to which the land station belongs is the collection charge fixed or applied by the administration or recognized private operating agency to which the land station belongs.

1559BD §15. (1) In the case of radiotelephone calls destined for mobile stations and originating in the country to which the land station belongs, the administration to which the land station is subject credits the administration to which the mobile station of destination is subject (or, if appropriate, the accounting authority) with the mobile station charges.

1559BE (2) In the case of radiotelephone calls destined for mobile stations and originating in a country other than that to which the land station belongs :

1559BF a) the administration to which the land station is subject :

- debits the administration or recognized private operating agency of the country of origin with the land station and mobile station charges,

- credits the administration to which the mobile station of destination is subject (or, if appropriate, the accounting authority) with the mobile station charges;

1559BG b) so far as concerns transmission over the general network of telecommunication channels, see 1559AE and 1559AF.

1559BH § 16. The provisions of Nos. 1559AX to 1559BA relative to the accounting for radiotelegrams exchanged between mobile stations shall be followed in the case of radiotelephone calls exchanged between mobile stations.

1559BI § 17. For accounting purposes, collect radiotelephone calls shall be regarded as originating in the country or mobile station of destination.

Section IV. Establishment of Accounts for [ ]

1559BJ §18. In the case of [ ] originating in mobile stations, the administration to which the land station is subject debits the administration to which the mobile station of origin is subject (or, if appropriate, the accounting authority) with :

- the land station charges,
- the land-line charges.

So far as concerns transmission over the general network of telecommunication channels, see 1559AE and 1559AF.

1559BK §19. The land-line charge applicable to [ ] to a country other than that to which the land station belongs is the collection charge fixed or applied by the administration or recognized private operating agency to which the land station belongs.

1559BL (1) In the case of [ ] destined for mobile stations and originating in the country to which the land station belongs, the administration to which the land station is subject credits the administration to which the mobile station of destination is subject (or, if appropriate, the accounting authority) with the mobile station charges.

1559BM (2) In the case of [ ] destined for mobile stations and originating in a country other than that to which the land station belongs :

1559BN a) the administration to which the land station is subject :

- debits the administration or recognized private operating agency of the country of origin with the land station and mobile station charges,
- credits the administration to which the mobile station of destination is subject (or, if appropriate, the accounting authority) with the mobile station charges;

1559BO b) so far as concerns transmission over the general network of telecommunication channels, see 1559AE and 1559AF.

1559BP §2o. The provisions of Nos 1559AX to 1559BA relative to the accounting for radiotelegrams exchanged between mobile stations shall be followed in the case of [ ] exchanged between mobile stations.

1559BQ §21. For accounting purposes, collect [ ] shall be regarded as originating in the country or mobile station of destination.

Section V. Exchange and Verification of Accounts, Payment of Balances

1559 BR §22. Exchange and verification of accounts will be carried out in accordance with the Telegraph and Telephone Regulations taking into account C.C.I.T.T. Recommendations, subject to the special rules in Nos. 1559BS, 1559BT and 1559BU.

1559BS §23. Radiotelegrams, radiotelephone calls and [ ] shall be entered individually with all necessary particulars, in the monthly accounts which serve as a basis for the accounting mentioned in this Article. The entries in accounts shall be spaced in such a way that the duplicate of the account can be divided and used by the administration to which the mobile stations are subject, or by other appropriate accounting authority, for the accounting with the mobile station licensee.
Furthermore the entries shall be grouped under mobile station name and call sign, with a total charge shown for each mobile station. A specimen statement is given in Appendix 21A. The accounts, in duplicate, are forwarded before the end of the third month following that to which the accounts relate.

1559BT §24. In principle an account shall be considered as accepted without the need for specific notification of acceptance to the accounting authority which sent it. However, any accounting authority shall have the right to question the contents of an account during the period of six months after receipt of the account.

1559BU §25. The periods mentioned in Nos. 1559BS and 1559BT may be exceeded when exceptional difficulties occur in the transmission of the documents by post between the land stations and the administrations to which they are subject. However. the debtor accounting authority may refuse the settlement and adjustment of accounts presented more than eighteen months after the date of handing-in of the radiotelegrams or the date of establishment of the radiotelephone calls or [ ] to which the accounts relate.

Section VI. Period of Retention of Accounting Records

1559BV §26. (1) The originals of radiotelegrams and documents relating to radiotelegrams, radiotelephone calls and [ ] retained by the administrations and/or recognized private operating agencies shall be held, with all necessary precautions from the point of view of secrecy, until the settlement of the relative accounts and, in any case, for at least six months counting from the month in which the accounts were sent.

1559BW (2) However, should an administration or recognized private operating agency deem it desirable to destroy such documents before the above-mentioned period, and hence is not in a position to carry out an inquiry in respect of the services for which it is responsible, such administration or recognized private operating agency shall bear all the consequences both as regards refund of charges and any difference in the accounts in question which might otherwise have been observed.

ADD

APPENDIX 13A

After QUW :

ADD

Abbre-viation	Question	Answer or Advice
QUX	Do you have any navigational warnings or gale warnings in force?	I have the following navi-gational warn-ings or gale warnings in force :

B. List of Signals according to the Nature of Questions, Answer or Advice.

In sub-section "Meteorology" after QUH:

ADD

Abbre-viation	Question	Answer or Advice
QUX	Do you have any navigational warnings or gale warnings in force?	I have the following navi-gational warn-ings or gale warnings in force :

In Sub-section "Safety" after QOE :

ADD

Abbre-viation	Question	Answer or Advice
QUX	Do you have any navigational warnings or gale warnings in force?	I have the following navi-gational warn-ings or gale warnings in force :

MOD

APPENDIX 21

Specimen Form of Statement of Account for Radiotelegrams, Radiotelephone Calls (except in the Maritime Mobile Service - see Appendix 21A)

(See Article 40)

ADD

APPENDIX 21A

(See page 20)

ADD

APPENDIX 21A

Specimen Form of Statement of Account for Radiotelegrams, Radiotelephone Calls and [ ] in the Maritime Mobile Service

(See Article 40A)

Account between country A and country B

in respect of (radiotelegraph / radiotelephone / [ ])

during month of .....

Date	Land Station	Origin	Call Sign	Destination	Number of		Category	Credit or Debit of Country A in gold francs		Remarks
					Words	Minutes		Credit	Debit	

ADD

RECOMMENDATION No. Mar "C"

relating to the agreement of temporary provisions covering the operational and technical usage of the Maritime Mobile-Satellite Services

The World Maritime Administrative Radio Conference, Geneva, 1974,

Note C

[having provided for a minimal number of provisions in the Radio Regulations to introduce the maritime mobile-satellite service in an orderly manner]

considering

a) that, as yet, Administrations have gained little or no experience of operating a maritime mobile-satellite service.

Note C

b) that, consequently, firm Radio Regulations covering the [detailed] technical and operational aspects of such a system cannot yet be formulated; and

c) that, nevertheless, temporary administrative, technical and operational provisions may become necessary before the next appropriate Administrative Radio Conference;

recommends

that Administrations participating in a maritime mobile-satellite service should agree temporary administrative technical and operational provisions, notify them to the Secretary-General, and invite other Administrations to adopt them, without prejudice, whilst gaining experience to allow the formulation of firm Radio Regulations at the next appropriate Administrative Radio Conference.

Note C - For the Editorial Committee

The text between brackets [ ] is subject to confirmation following further consideration in Committee 6.

ADD RECOMMENDATION No. Mar ...

Relating to the introduction of an additional tone after the radiotelephone alarm signal transmitted by coast stations

The World Administrative Radio Conference, Geneva, 1974.

considering

that coast stations hear numerous radiotelephone alarm signals which cannot be identified because either no voice announcement follows the two tone alarm or because the announcement is unreadable due to low modulation or interference;

the obligation of coast stations to take action to identify all alarm signals heard and to alert search and rescue services for subsequent action;

that many of these radiotelephone alarm signals heard, emanate from coast stations at considerable distance from the receiving coast stations and are made prior to the announcement of MAYDAY RELAY messages;

that it could be of considerable assistance to administrations if the radiotelephone alarm signal transmitted by coast stations could be distinguished from that transmitted by ship stations;

recognizing

that any characteristics necessary to distinguish the radiotelephone alarm signal transmitted by coast stations from that transmitted by ship stations should not affect the normal reception of the radiotelephone alarm signal;

that proposals have been made to this Conference for the characteristics of the radiotelephone alarm signal transmitted by coast stations to be modified to have a single tone follow the radiotelephone alarm signal, and that practical tests conducted in the North Sea area during the course of the Conference indicate that 1 300 Hz for a period of 10 seconds is suitable;

that the cost of making modifications to existing equipment in coast stations should be low;

recommends

that to enable radiotelephone alarm signals transmitted by coast stations to be readily distinguished from the radiotelephone alarm signal transmitted by ship stations, administrations should be encouraged to add a single tone of 1 300 Hz, for a period of 10 seconds, after the radiotelephone alarm signal transmitted by their coast stations (see No. 1466AA).

INTERNATIONAL TELECOMMUNICATION UNION

MARITIME CONFERENCE

GENEVA, 1974

Document No. 386-E
20 May 1974
Original : English

COMMITTEE 5

NOTE
OF
COMMITTEE 6

Provisions for Inclusion in Articles 5, 27, 28 and 35

1. The attention of Committee 5 is invited to the following texts adopted by Committee 6.

ARTICLE 5

Section IV

Table of Frequency Allocations - 10 kHz to 275 GHz

ADD 205A The frequencies 3 023.5 kHz and 5 680 kHz may also be used by stations of the mobile service engaged in coordinated search and rescue operations, in accordance with the conditions specified in Nos. 1326C and 1353B respectively.

MOD 273 In this band, the frequency 121.5 MHz is the aeronautical emergency frequency and where required the frequency 123.1 MHz is the aeronautical frequency auxiliary to 121.5 MHz; mobile stations of the maritime mobile service may communicate on these frequencies for safety purposes with stations of the aeronautical mobile service

ARTICLE 27

MOD 952 (2) For this purpose stations on board aircraft should use the frequencies allocated to the maritime mobile or maritime mobile-satellite services. However, having regard to interference which may be caused by aircraft stations at high altitudes, frequencies in the maritime mobile bands above 30 MHz shall not be used by aircraft stations with the exception of those frequencies between 156 MHz and 174 MHz specified in Appendix 18 which may be used provided that the following conditions are observed:

ADD 952A (a) the altitude of the aircraft stations shall not exceed 1000 feet (~300m), except for reconnaissance aircraft participating in ice-breaking operations where an altitude of 1500 feet (~450m), is allowed;

ADD 952B (b) the power of aircraft station transmitters shall not exceed 5 watts, however, a power of one watt or less shall be used to the maximum extent possible;

ADD 952C (c) aircraft stations shall use the channels designated for their use in Appendix 18;

ADD 952D (d) aircraft station transmitters shall comply with the technical characteristics given in Appendix 19;

ADD 952E (e) the communications of an aircraft station shall be brief and limited to operations in which the maritime mobile stations are primarily involved, and where there is a requirement for direct communications between the aircraft and the ship or coast station;

MOD 953 (3) The frequencies 156.30 MHz and 156.80MHz may be used by aircraft stations for safety purposes only.

ARTICLE 28

Section II

Special Provisions regarding Safety

MOD 969 (2) For these purposes only, they may use the aeronautical emergency frequency 121.5 MHz and the aeronautical auxiliary frequency 123.1 MHz, using class A3 emissions for both frequencies. They shall then comply with any special arrangements between the governments concerned by which the aeronautical mobile service is regulated.

ADD 969A (3) For search and rescue scene-of-action coordination purposes, the aeronautical frequencies 3 023.5 kHz and 5 680 MHz may be used by mobile stations including communications between these stations and participating land stations, in accordance with any special arrangements by which the aeronautical mobile service is regulated. (See Nos. 1326C and 1353B).

ARTICLE 35

Section II

Bands between 1 605 and 4 000 kHz

MOD 1326 (4) Any coast station using the carrier frequency 2 182 kHz for distress purposes shall be able to transmit the radiotelephone alarm signal described in Nos. 1465 and 1466. The signal described in 1466AA is also authorized for use by coast stations. (See also Nos. 1471, 1472 and 1473.)

MOD 1326C Mar The frequency 3 023.5 kHz may be used for intercommunication between mobile stations when engaged in coordinated search and rescue operations, including communication between these stations and participating land stations in accordance with the provisions of Appendix 27 and in particular those relating to the carrier and class of emission.

Section III

Bands between 4 000 and 23 000 kHz

MOD 1353B Mar The carrier frequency 5 680 kHz may be used for intercommunication between mobile stations when engaged in coordinated search and rescue operations, including communication between these stations and participating land stations in accordance with the provisions of Appendix 27 and in particular those relating to the class of emission.

W.W. SCOTT
Chairman
Committee 6

INTERNATIONAL TELECOMMUNICATION UNION

MARITIME CONFERENCE

GENEVA, 1974

Corrigendum No. 1 to
Document No. 387-E
23 May 1974
Original : English

COMMITTEE 4
COMMITTEE 5

SIXTH REPORT OF THE JOINT WORKING GROUP 4A/5E

In Annex 4, on pages 11 and 12, the line for 25 MHz band should be deleted and replaced by the enclosed Table.

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Assignable frequencies to ships in the 25 MHz band

Limit	Assignable frequencies for ship stations, telegraphy, calling frequencies g) h) i)	Limit	Assignable frequencies for ship stations narrow-band direct-printing telegraph and data transmission systems, at speeds not exceeding 100 bauds (non-paired) b)	Limit	Assignable frequencies for ship stations, A1 Morse telegraphy e) f)	Limit
25 070		25 076	25 076.3 - 25 089.8 28 frequencies spaced 0.5	25 090.1	25 091.5 - 25 108.5 35 frequencies spaced 0.5	25 110

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INTERNATIONAL TELECOMMUNICATION UNION

MARITIME CONFERENCE

GENEVA, 1974

Document No. 387-E
20 May 1974
Original : English

COMMITTEE 4
COMMITTEE 5

SIXTH REPORT OF THE JOINT WORKING GROUP 4A/5E

1. Having considered Documents DT/92 (Enclosure 3), DT/94 and DT/71 (Rev.) the Joint Working Group 4A/5E unanimously recommends adoption of :

   i) ADD Resolution / / to replace Recommendation No. Mar 7 (Annex 1);

   ii) ADD Resolution / / to replace Resolution No. Mar 10 (Annex 2);

   iii) ADD new Resolution / / (Annex 3);

   iv) MOD Appendix 15 (Annex 4).

2. Items iii) and iv) above concern radiotelegraphy and radiotelephony. They are therefore submitted to both Committees 4 and 5.

3. At the time of preparation of this Document the conclusions of the Working Group 4/6-Ad Hoc (Calling) are not yet available. Limits shown on page 12 of Annex 4 and footnotes ADD g), ADD h) and ADD i) on page 14 of the same Annex 4 are therefore provisional and will need to be reviewed.

Annexes : 4

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A N N E X 1

ADD

RESOLUTION ....

Relating to the Implementation of the New Channelling Arrangement in the Maritime Al Morse Radiotelegraphy Bands between 4 000 and 27 500 kHz

The World Administrative Radio Conference, Geneva, 1974,

Considering

a) the Recommendation No. Mar 7 of the W.A.R.C., Geneva, 1967, that administrations study the problems relating to the future use of harmonic relationship in ships' radio equipment;

b) that this Conference has made possible the use by ships of calling and working frequencies for Al Morse telegraphy not based upon their harmonic relationship;

c) the desirability of implementing the new channelling arrangement as soon as possible;

Recognizing

a) the necessity to provide an amortization period for radio equipment dependent upon the harmonic relationship of calling and working frequencies;

b) that developments and advances in technique, and in frequency synthesizers in particular, have led to more stable and reliable radiocommunication equipment;

Resolves

1. that ships dependent upon harmonically related calling and working frequency assignments made prior to the effective date of these Regulations, may continue to use such assignments that fall within the ship calling and working bands for Al Morse telegraphy as shown in Appendix 15;

2. that, as soon as possible, ships should utilize equipment which is capable of operating in accordance with the new channelling arrangement contained in Appendix 15D for the frequencies required for their service;

3. that, after 1 January 1976, new installations of equipment shall be capable of operating in accordance with the new channelling arrangement contained in Appendix 15D for the frequencies required for their service.

ANNEX 2

ADD

RESOLUTION .....

Relating to the Transfer of certain Frequency Assignments to Stations operating in the Bands allocated exclusively to the Coast Radiotelegraphy in the Maritime Mobile Service between 4 000 and 23 000 kHz

The World Administrative Radio Conference, Geneva, 1974,

Considering

a) that the frequency band limits for coast radiotelegraphy have been modified as a result of the revision of Appendices 15 and 17 of the RadioRegulations;

b) that the new limits of the frequency bands for coast radiotelegraphy are:

4 219.4 - 4 349.4 kHz
6 325.4 - 6 493.9 kHz
8 435.4 - 8 704.4 kHz
12 652.3 - 13 070.8 kHz
16 859.4 - 17 196.9 kHz
22 310.5 - 22 561 kHz

Recognizing

that the new arrangement of the frequency usage within the frequency bands allocated to the maritime mobile service should be carried out in several steps and that the transfer of certain frequency assignments in the coast radiotelegraphy bands governs any subsequent arrangements and should therefore be one of the steps of the new arrangement;

Resolves

1. that the frequency assignments to stations in the coast radiotelegraphy bands which, on 1 June 1976 are recorded in the Master International Frequency Register, shall be transferred as follows:

- any frequency assignment f in the 4 349.4 - 4 361 kHz band shall be transferred to the frequecy f-130 kHz;
- any frequency assignment f in the 6 493.9 - 6 514 kHz band shall be transferred to the frequency f-168.5 kHz;

- any frequency assignment f in the 8 704.4 - 8 728.5 kHz band shall be transferred to the frequency f-269 kHz;
- any frequency assignment f in the 13 070.8 - 13 107.5 kHz band shall be transferred to the frequency f-418.5 kHz;
- any frequency assignment f in the 17 196.9 - 17 255 kHz band shall be transferred to the frequency f-337.5 kHz;
- any frequency assighment f in the 22 561 - 22 624.5 kHz band shall be transferred to the frequency f-250.5 kHz;

2. that between 2 June and 31 July 1976, administrations shall transfer the transmitting frequencies of their 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;

3. provided that the notices received by the I.F.R.B. in accordance with paragraph 2 above do not contain any changes 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;

4. that on 1 August 1976, 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;

5. that thirty days after 1 August 1976, the I.F.R.B. shall send to those administrations which have not yet notified the transfer of frequency assignments to their stations in accordance with paragraphs 1 and 2 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;

6. that if, 120 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 2 above, the corresponding provisional new entry shall be deleted from the Master Register. The original entry shall be retained, without a date in Column 2 and with a suitable remark in the Remarks Column. The administration concerned shall be informed of this action; if, however, the administration concerned notifies the transfer during the 120 days period, the provisions of paragraph 3 above shall apply;

7. 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.

ANNEX 3

ADD

RESOLUTION ..

Relating to the Implementation of the Rearrangement of the Coast Radiotelegraphy and Radiotelephony Bands

The World Administrative Radio Conference, Geneva, 1974,

Considering

a) that each of the high-frequency radiotelegraphy and radiotelephony bands allocated exclusively to the maritime mobile service by the Administrative Radio Conference, Geneva, 1959, was modified by World Administration Radio Conference, Geneva, 1967;

b) that these Conferences set up procedures, to be followed by administrations, relating to the implementation of the rearrangement;

c) that the I.F.R.B. was provided with instructions necessary to carry out those procedures;

Recognizing

a) that certain administrations have not yet applied these procedures for some of their frequency assignments and that these assignments are now located within the bands allocated to other maritime mobile services;

b) that, as a result, harmful interference is likely to be caused to assignments operating in accordance with the provisions of these Regulations;

Resolves

1. that those assignments which fall under the above categories shall be treated as follows :

   a) the I.F.R.B. will send relevant extracts from the Master Register to the administrations concerned, within 30 days of the date of coming into force of the Final Acts of this Conference, advising them that in accordance with the terms of this Resolution the assignments concerned shall have to be transferred to the appropriate bands within a period of 180 days after the despatch of the extracts;

   b) if the administration concerned does not notify the transfer within the prescribed period, the original entry shall be retained in the Master Register without a date in Column 2 and with a suitable remark in the Remarks Column. The administration shall be advised of this action.

2. that if the administration so desires, the I.F.R.B. shall render such assistance as will be necessary to the administration concerned. In so doing the I.F.R.B. will apply the provisions of Nos. 629 to 633 of the Radio Regulations.

A N N E X 4

APPENDIX 15

MOD Table of frequencies to be used in the bands between 4 and 27.5 MHz allocated exclusively to the Maritime Mobile Service

(See Articles 32 and 35)

In the Table :

MOD a) where appropriate, 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;

(MOD) - regularly spaced, the number of assignable frequencies and the spacing in kHz being indicated in italics;

SUP ~~b) the vertical arrows indicate the harmonic relationship between the frequencies assigned in the different bands.~~

Table of frequencies to be used in the bands between 4 and 27,5 MHz allocated exclusively to the Maritime Mobile Service
(See Articles 32 and 35)

Bands MHz	Limits	Assignable frequencies for ship stations, telephony, duplex operation a)	Limits	Assignable frequencies for ship stations and coast stations, telephony, simplex operation a)	Limits	Assignable frequencies for ship stations, narrow-band direct-printing telegraph and data transmission systems, at speeds not exceeding 100 bauds (non-paired) b)
4	4 063	4 064.4 ... 4 141.9 26 frequencies spaced 3.1	4 143.6	4 145 1 frequency spaced 3	4 146.6	
6	6 200	6 201.4 ... 6 216.9 6 frequencies spaced 3.1	6 218.6	6 220 ... 6 223 2 frequencies spaced 3	6 224.6	
8	8 195	8 196.4 ... 8 289.4 31 frequencies spaced 3.1	8 291.1	8 292.5 ... 8 295.6 2 frequencies spaced 3.1	8 297.3	8 297.6 ... 8 299.6 5 frequencies spaced 0.5
12	12 330	12 331.4 ... 12 427.5 32 frequencies spaced 3.1	12 429.2	12 430.6 ... 12 436.8 3 frequencies spaced 3.1	12 439.5	
16	16 460	16 461.4 ... 16 585.4 41 frequencies spaced 3.1	16 587.1	16 588.5 ... 16 594.7 3 frequencies spaced 3.1	16 596.4	
22	22 000	22 001.4 ... 22 122.3 40 frequencies spaced 3.1	22 124	22 125.4 ... 22 137.8 5 frequencies spaced 3.1	22 139.5	

Limits	Assignable frequencies for ship stations, wide-band telegraphy, facsimile and special transmission systems	Limits	Assignable frequencies for ship stations, oceanographic data transmission c)	Limits	Assignable frequencies for ship stations, wide-band telegraphy, facsimile and special transmission systems
4 146.6	4 143.6 ... 4 160.6 4 frequencies spaced 4	4 162.5	4 162.9 ... 4 165.6 10 frequencies spaced 0.3	4 166	4 168 1 frequency spaced 4
6 224.6	6 226.6 ... 6 242.6 5 frequencies spaced 4	6 244.5	6 244.9 ... 6 247.6 10 frequencies spaced 0.3	6 248	6 250 ... 6 254 2 frequencies spaced 4
8 300	8 302 ... 8 326 7 frequencies spaced 4	8 328	8 328.4 ... 8 331.1 10 frequencies spaced 0.3	8 331.5	8 333.5 ... 8 341.5 3 frequencies spaced 4
12 439.5	12 441.5 ... 12 477.5 10 frequencies spaced 4	12 479.5	12 479.9 ... 12 482.6 10 frequencies spaced 0.3	12 483	12 485 ... 12 489 2 frequencies spaced 4
16 596.4	16 598.4 ... 16 634.4 10 frequencies spaced 4	16 636.5	16 636.9 ... 16 639.6 10 frequencies spaced 0.3	16 640	16 642 ... 16 658 5 frequencies spaced 4
22 139.5	22 142 ... 22 158 5 frequencies spaced 4	22 160.5	22 160.9 ... 22 163.6 10 frequencies spaced 0.3	22 164	22 166 ... 22 190 7 frequencies spaced 4

Limits	Assignable frequencies for ship stations, narrow-band direct-printing telegraph and data transmission systems at speeds not exceeding 100 bauds, paired with those in 452A d)	Limits	Assignable frequencies for ship stations, narrow-band direct-printing telegraph and data transmission systems, at speeds not exceeding 100 bauds (non-paired) b)
4 170	4 170.5 ... 4 177.5 15 frequencies spaced 0.5	4 177.75	4 178 ... 4 179.5 4 frequencies spaced 0.5
6 256	6 256.5 ... 6 268 24 frequencies spaced 0.5	6 268.25	6 268.5 ... 6 269.5 3 frequencies spaced 0.5
8 343.5	8 344 ... 8 357.5 28 frequencies spaced 0.5	8 357.75	
12 491	12 491.5 ... 12 520.5 59 frequencies spaced 0.5	12 520.75	12 521 ... 12 526.5 12 frequencies spaced 0.5
16 660	16 660.5 ... 16 695.5 71 frequencies spaced 0.5	16 695.75	16 696 ... 16 705.5 20 frequencies spaced 0.5
22 192	22 192.5 ... 22 226.5 69 frequencies spaced 0.5	22 227	
		25 070	25 070.3 ... 25 083.8 28 frequencies spaced 0.5

Limits	Assignable frequencies for ship stations, A1 Morse telegraphy e)	Limits	Assignable frequencies for ship stations, telegraphy, calling frequencies g) h) i)	Limits	Assignable frequencies for ship stations, A1 Morse telegraphy e) f)	Limits
4 179.75		[4 179.75]	frequencies spaced	[4 189]	... 4 219 frequencies spaced 0.5	4 219.4
6 269.75		[6 269.75]	frequencies spaced	[6 283.5]	... 6 324.75 frequencies spaced 0.75	6 325.4
8 357.75	8 358.5 ... [8 359.5] [3] frequencies spaced 0.5	[8 359.5]	frequencies spaced	[8 378]	... 8 435 frequencies spaced 0.5	8 435.4
12 526.75	12 528 ... [12 538.5] [22] frequencies spaced 0.5	[12 539.6]	frequencies spaced	[12 567]	... 12 651 frequencies spaced 0.5	12 652.3
16 705.8	16 707 ... [16 719] [25] frequencies spaced 0.5	[16 719.3]	frequencies spaced	[16 756]	... 16 858 frequencies spaced 0.5	16 859.4
22 227		[22 227]	frequencies spaced	[22 253]	... 22 309 frequencies spaced 0.5	22 310.5
25 084.1		[25 084.1]	frequencies spaced	[25 090]	25 091.5 ... 25 108.5 35 frequencies spaced 0.5	25 110

Assignable frequencies for coast stations, wide-band and Al Morse telegraphy, facsimile, special and data transmission systems and direct-printing telegraphy systems	Limits	Assignable frequencies for Coast stations, narrow-band direct-printing telegraph and data transmission systems d)	Limits	Assignable frequencies for coast stations, telephony, duplex operation a)	Limits
	4 349.4	4 350 ... 4 357 15 frequencies spaced 0.5	4 357.4	4 358.8 ... 4 436.3 26 frequencies spaced 3.1	4 438
	6 493.9	6 494.5 ... 6 506 24 frequencies spaced 0.5	6 506.4	6 507.8 ... 6 523.3 6 frequencies spaced 3.1	6 525
	8 704.4	8 705 ... 8 718.5 28 frequencies spaced 0.5	8 718.9	8 720.3 ... 8 813.3 31 frequencies spaced 3.1	8 815
	13 070.8	13 071.5 ... 13 100.5 59 frequencies spaced 0.5	13 100.8	13 102.2 ... 13 198.3 32 frequencies spaced 3.1	13 200
	17 196.9	17 197.5 ... 17 232.5 71 frequencies spaced 0.5	17 232.9	17 234.3 ... 17 358.3 41 frequencies spaced 3.1	17 360
	22 561	22 561.5 ... 22 595.5 69 frequencies spaced 0.5	22 596	22 597.4 ... 22 718.3 40 frequencies spaced 3.1	22 720

MOD a) For details see Appendix 17.

MOD b) For details see Appendix 15B.

MOD c) 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. Mar 20.

MOD d) For details see Appendix 15A.

ADD e) In these frequency bands allocated to ship stations for A1 Morse telegraphy working, at speeds not exceeding 40 bauds, administrations may assign additional frequencies, interleaved between the extreme assignable frequencies. Any frequencies so assigned shall be multiples of 100 Hz. Administrations shall ensure a uniform distribution of such assignments throughout the band and avoid as far as possible the assignment of the two 100 Hz frequencies, immediately adjacent to the harmonically related assignable frequencies indicated in Appendix 15D.

ADD f) For details see Appendix 15D.

ADD /(g)/ The frequencies 4 186.5, 6 279.75, 8 373, 12 559.5, 16 746 and 22 262.5 kHz may also be assigned as special calling frequencies. Administrations should, if possible, abstain from assigning these frequencies as normal calling frequencies. (See Nos. 1013E and 1013E.1)/

ADD /(h)/ For details see Appendix 15C./

ADD /(i)/ For the conditions of use of 8 364 kHz, see No. 1179./

INTERNATIONAL TELECOMMUNICATION UNION

MARITIME CONFERENCE

GENEVA, 1974

Document No. 388-E
21 May 1974
Original : French

COMMITTEE 4

SECOND REPORT BY WORKING GROUP 4C
TO COMMITTEE 4

Draft amendment of Appendix 3

10 - 535 kHz band

Two proposals concerning this frequency band are under consideration by the Working Group, one to reduce existing tolerances so that they correspond with the performance of present-day equipment and the other to maintain existing tolerances and to add notes 1) and k) on coast stations and ship stations respectively. Both notes refer to the transmitters used for direct-printing telegraphy or data transmission. After discussion, a majority expressed itself in favour of maintaining the existing tolerances and adding notes 1) and k).

The table in amended Appendix 3 is given in Annex A below and the Working Group 4C recommends that it be adopted.

1 605 - 4 000 kHz band

The Working Group has only one proposal concerning this working band. It requests the addition of notes 1) and k) on coast stations and ship stations, respectively, and amends the tolerances applicable to survival craft transmitters and to emergency position-indicating radiobeacons.

Several delegations consider the proposed tolerance of 20 instead of 300 parts in 10^6 difficult to respect. Agreement has been reached on a tolerance of 100 parts in 10^6, applicable as from 1 January 1982.

The delegation of the U.S.S.R. states that it is not against this tolerance of 100 parts in 10^6 but asks that for stations using class A3 emissions the tolerance of 300 parts in 10^6 should be retained and that a note should be included concerning this provision. Several delegations support the proposal and have requested that the tolerance should apply also to class A3H emissions.

The table in amended Appendix 3 is shown in Annex B below and Working Group 4C recommends that it be adopted. The note proposed by the U.S.S.R. delegation is given in Annex D (x) below and the Working Group recommends that it also should be adopted.

4 - 29.7 MHz band

All proposals concerning this frequency band relate solely to ship stations. When it examined the proposals, the Working Group was unanimously in favour of abolishing the distinction between low-traffic and high-traffic ships and a majority was in favour of abolishing the distinction between transmitters whose power is not more than 50 W and those whose power is more than 50 W.

A proposal that point 1) "Class A1 emissions" should include Class A3 emissions is supported by several delegations and has not raised any objection. The amended texts read as follows :

1) Class A1 and A3 emissions

2) Emissions other than class A1 or A3.

With regard to the tolerance applicable to class A1 and A3 emissions, a majority is in favour of 50 parts in 10^6, but several delegations pointed out that the subject was also being discussed in other Working Groups and they preferred to see the figures included in square brackets for the time being.

With regard to the tolerance for emissions other than class A1 or A3, a majority favoured 100 Hz which also should be shown in square brackets for the time being.

All of these amendments are contained in Annex C below and the Working Group 4C recommends their adoption.

NOTES REFERRING TO THE TABLE OF FREQUENCY TOLERANCES

a) The Working Group is unanimously in favour of deleting note a).

c) Study Group 5 deleted this note; Working Group 4C confirms this deletion.

j) There are several proposals requesting the deletion of this note, but the Roumanian delegation recalls that, when it accepted the tolerance of 50 parts in 10^6, it asked that note j) should be replaced by another note. This new proposal was discussed and supported by several delegations. The text proposed by the Roumanian delegation is given in Annex D (y)) below. Several delegations recalled that the tolerance of 50 parts in 10^6 is still being discussed by other Working Groups and for the time being is shown in square brackets and they have asked that this note also should be shown in square brackets.

i) Relates to the tolerance of transmitters of ship radiotelephone stations (see Document 332 of Working Group 5B).

k) A majority was in favour of a tolerance of 40 Hz and the deletion of the note appearing in brackets "(with a maximum deviation of 40 Hz for short periods of the order of 15 minutes)".

l) Several delegations, referring to the document from Working Group 4B (Appendix 20B), were in favour of a tolerance of 15 Hz. One delegation wished to retain 40 Hz. The majority finally decided in favour of a tolerance of 15 Hz.

m) The Working Group was unanimously in favour of deleting Note m).

ADD o) Concerns the date of coming into force of the new tolerance of 100 parts in 10^6 applicable to survival craft stations and emergency position-indicating radiobeacons.

The majority of the Working Group was against the addition of the new note contained in the Norwegian delegation's proposal dealing with the tolerance for ship stations with synthesized transmitters.

The deleted, modified or new texts for these notes are set out in Annex D to this document and the Working Group 4C recommends that they be adopted.

Annexes : 4

ANNEX A

Band : 10 to 535 kc/s		
2. Land Stations :		
a) Coast Stations :		
- power 200 W or less	500	500 l)
- power above 200 W	200	200 l)
3. Mobile Stations :		
a) Ship Stations	1 000	1 000 k)

ANNEX B

Band : 1 605 to 4 000 kc/s		
2. Land Stations		
- power 200 W or less	100	100 h) l)
- power above 200 W	50	50 h) l)
3. Mobile Stations		
a) Ship Stations	200	200 i) k)
b) Survival Craft Stations	-	100 o) x)
b A) Emergency Position-Indicating Radiobeacons	-	100 o) x)

ANNEX C

Band : 4 to 29,7 Mc/s		
2. Land Stations :		
a) Coast Stations :		
- power 500 W or less	50	50 h) 1)
- power above 500 W and less than or equal to 5 kW	50*	30* h) 1)
- power above 5 kW	50	15 h) 1)
3. Mobile Stations :		
a) Ship Stations :		
/1) Classes A1 and A3 emissions/		/50/ y)
/2) Emissions other than classes A1 and A3/		/100 Hz/ i) k)
b) Survival Craft Stations	200	200

ANNEX D

NOTES REFERRING TO TABLE OF FREQUENCY TOLERANCES

SUP a)

SUP c)

MOD i) For ship station single sideband radiotelephone transmitters the tolerance is :

- 100 Hz for transmitters in use or to be installed before 1 January 1978;
- 50 Hz for transmitters installed after 1 January 1978.

(See also MOD Appendix 17A).

SUP j)

MOD k) For ship station transmitters used for direct-printing telegraphy or for data transmissions, the tolerance is 40 Hz. This tolerance is applicable to equipment installed after 1 January 1976 and to all equipment after 1 January 1985.

MOD l) For coast station transmitters used for direct-printing telegraphy and for data transmission the tolerance is 15 Hz. This tolerance is applicable to equipment installed after 1 January 1976 and to all equipment after 1 January 1985.

SUP m)

ADD o) Applicable to all transmitters after 1 January 1982. The tolerance of 300 parts in 10^6 may continue to be applied to transmitters until 1 January 1982.

ADD x) For the transmitters of survival craft stations and emergency position-indicating radiobeacons using A3 and A3H classes of emission the tolerance is 300 parts in 10^6.

/ADD y) Tolerance for class A1 transmitters.

- applicable to transmitters in service or installed before 1 January 1978 : 200 parts in 10^6;
- applicable to transmitters put into service after 1 January 1978 : 50 parts in 10^6./

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Document No. 389-E
21 May 1974

PLENARY MEETING

B.2

2nd SERIES OF TEXTS SUBMITTED BY THE
EDITORIAL COMMITTEE TO THE PLENARY MEETING

The following texts are submitted to the Plenary Meeting for first reading :

Source	Document No.	Title
C6	358	RR Article 1 : Nos, 3, 14, 18
C6	358	Article 21 : Title, Nos. 838, 839, 842-844
C6	358	Chapter VI : Title
C6	358	Article 22 : No. 847A
C6	358	Article 23 : Nos. 851, 856A, 857A, 860A, 861, 862, 863A, 864, 865, 866A-866I, 870A-870K, 893A, 894, 905A, 907, 907A, 908, 909
C6	358	Article 24 : Nos. 914-917
C6	311	Article 33 : Nos. 1214, 1214A, 1214B, 1214C, 1216
C6	358	Article 33 : Nos. 1225-1228
C6	311	Article 35 : Nos. 1335A, 1349, 1349.1, 1350
C6	311	Article 36 : Nos. 1466B, 1466C
C6	358	Appendix 13A : Codes QOL, QOM, QOR
C6	358	Resolution Mar 16 (SUP)
C6	358	Recommendation C

P. CHASPOUL
Chairman of the
Editorial Committee

Annex : 20 pages

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B.2

/ ARTICLE 1 /

Section I. General Terms

B.2 MOD 3 General Network of Telecommunication Channels : The whole of the existing telecommunication channels open to public correspondence, with the exception of the telecommunication channels of the mobile service, of the maritime mobile-satellite service and of the fixed-satellite service when used for connection between one or more earth stations and a satellite used for the maritime mobile-satellite service.

B.2 MOD 14 Radiotelegram : A telegram, originating in or intended for a mobile station or a mobile earth station in the maritime mobile-satellite service, transmitted on all or part of its route over the radiocommunication channels of a mobile service or of the maritime mobile-satellite service.

B.2 MOD 18 Radiotelephone Call : A telephone call, originating in or intended for a mobile station or a mobile earth station in the maritime mobile-satellite service, transmitted on all or part of its route over the radiocommunication channels of a mobile service or of the maritime mobile-satellite service.

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ANNEX RR

Revision of Article 21 of the Radio Regulations

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Article 21 of the Radio Regulations shall be amended as follows :

MOD

Inspection of mobile stations and mobile earth stations in the maritime mobile-satellite service

B.2

MOD 838 § 1. (1) The governments or appropriate administrations of countries which a mobile station or a mobile earth station in the maritime mobile-satellite service visits, may require the production of the licence for examination. The operator of the station, or the person responsible for the station, shall facilitate this examination. The licence shall be kept in such a way that it can be produced upon request. As far as possible, the licence, or a copy certified by the authority which has issued it, should be permanently exhibited in the station.

B.2

MOD 839 (2) The inspectors shall have in their possession an identity card or badge, issued by the competent authority, which they shall show on request of the master or person responsible for the ship, aircraft or other vehicle carrying the mobile station or the mobile earth station in the maritime mobile-satellite service.

B.2

MOD 842 § 2. (1) When a government or an administration has found it necessary to adopt the course indicated in No. 840, or when the operators' certificates cannot be produced, the government or administration to which the mobile station or mobile earth station in the maritime mobile-satellite service is subject shall be so informed without delay. In addition, the procedure specified in Article 16 is followed when necessary.

B.2

MOD 843 (2) Before leaving, the inspector shall report the result of his inspection to the master, or the person responsible for the ship, aircraft or other vehicle carrying the mobile station or mobile earth station in the maritime mobile-satellite service. If any breach of the conditions imposed by these Regulations is observed, the inspector shall make this report in writing.

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MOD 844 § 3. The Members / and Associate Members / of the Union undertake not to impose upon foreign mobile stations or upon foreign mobile earth stations in the maritime mobile-satellite service which are temporarily within their territorial waters or make a temporary stay in their territory, technical and operating conditions more severe than those contemplated in these Regulations. This undertaking in no way affects arrangements which are made under international agreements relating to maritime or air navigation, and which are therefore not covered by these Regulations.

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ANNEX RR

Revision of the title of Chapter VI of the Radio Regulations

B.2

The title of Chapter VI shall be amended as follows :

MOD

Personnel of Stations in the Mobile Service and the Maritime Mobile-Satellite Service

B.2

Revision of Article 22 of the Radio Regulations

Article 22 of the Radio Regulations shall be amended as follows :

B.2

MOD 847A § 4. The authority and obligations imposed by Nos. 845, 846 and 847 shall also apply to personnel of mobile earth stations in the maritime mobile-satellite service.

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ANNEX RR

Revision of Article 23 of the Radio Regulations

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

Section I. General Provisions

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(MOD) 851 /~~replace Mc/s by MHz~~/

B.2

ADD 856A (1A) However, in the maritime mobile service the certificates issued after*) ..... shall bear the photograph of the holder and the holder's date of birth.

ADD 857A (3) However, in the maritime mobile service all certificates not in one of the working languages of the Union and issued after*) ..... shall carry at least the following information in one of these working languages :

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- the name and date of birth of the holder,
- the title of the certificate and its date of issue,
- if applicable, the number and period of validity of the certificate,
- the issuing administration.

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MOD Section II. Classes and Categories of Certificates except for the Operators of Ship Stations

SUP 860A Mar

B.2

MOD 861 Mar § 6. (1) The holder of a first or second class radiotelegraph operator's certificate may carry out the radiotelegraph or radiotelephone service of any aircraft station.

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*) Two years after the date of entry into force of the Final Acts.

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MOD 862 (2) The holder of a radiotelephone operator's general certificate may carry out the radiotelephone service of any aircraft station.

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SUP 863A
Mar

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MOD 864 (4) The holder of a radiotelephone operator's restricted certificate may carry out the radiotelephone service of any aircraft station operating on frequencies allocated exclusively to the aeronautical mobile service, 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 by Appendix 3.

B.2

MOD 865 (5) The radiotelephone service of aircraft stations for which only a restricted radiotelephone operator's certificate is required may be carried out by an operator holding a radiotelegraph operator's special certificate.

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ADD

Section IIA. Categories of Certificates for Ship Station Operators

866A § 7A. (1) There are four categories of certificates for radiotelegraph operators[1], namely :

B.2

- the radiocommunication operator's general certificate,

B.2

- the first class radiotelegraph operator's certificate,

- the second class radiotelegraph operator's certificate,

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- the radiotelegraph operator's special certificate.

866A.1 [1] As regards the employment of operators holding the different certificates, see Article 24.

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866B (2) There are two categories of radiotelephone operator's[1] certificates, general and restricted.

866C § 7B. (1) The holder of radiocommunication operator's general certificate, or of a first class or second class radiotelegraph operator's certificate, may carry out the radiotelegraph or radiotelephone service of any ship station.

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866D (2) The holder of a radiotelephone operator's general certificate may carry out the radiotelephone service of any ship station.

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866E (3) The holder of a radiotelephone operator's restricted certificate may carry out the radiotelephone service of any ship station, 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.

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866F (4) The radiotelephone operator's restricted certificate may be limited exclusively to one or more of the maritime mobile frequency bands. In such cases the certificate shall be suitably endorsed.

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866G (5) The radiotelegraph service of ships for which a radiotelegraph installation is not made compulsory by international agreements, as well as the radiotelephone service of ship stations for which only a radiotelephone operator's restricted certificate is required, may be carried out by the holder of a radiotelegraph operator's special certificate.

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866H (6) However, where the conditions specified in No. 893A are satisfied, the radiotelegraph service of ships for which a radiotelegraph installation is not made compulsory by international agreements, as well as the radiotelephone service of any ship station, may be carried out by the holder of a radiotelegraph operator's special certificate.

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866B.1 [1] As regards the employment of operators holding the different certificates, see Article 24.

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B.2 866I § 7C. Exceptionally, the second class radiotelegraph operator's certificate as well as the radiotelegraph operator's special certificate may be limited exclusively to the radiotelegraph service. In such cases the certificate shall be suitably endorsed.

B.2 Section III. Conditions for the Issue of Operators' Certificates

ADD 870A (3) However, with respect to the maritime mobile service, administrations should also take whatever steps they consider necessary to ensure the continued proficiency of operators while in service.

B.2

ADD A. Radiocommunication Operator's General Certificate for the Maritime Mobile Service

ADD 870B § 9A. The radiocommunication operator's general certificate for the maritime mobile service is issued to candidates who have given proof of the technical and professional knowledge and qualifications enumerated below :

B.2

ADD 870C a) Knowledge of the principles of electricity and the theory of radio and of electronics sufficient to meet the requirements specified in Nos.870D, 870E and 870F.

B.2

Add 870D b) Theoretical knowledge of modern radiocommunication equipment, including marine radiotelegraph and radiotelephone transmitters and receivers, marine antenna systems, automatic alarm devices, radio equipment for life-boats and other survival craft, direction-finding equipment, together with all auxiliary items including power supply (such as motors, alternators, generators, inverters, rectifiers and accumulators), as well as a general knowledge of the principles of other apparatus generally used for radionavigation, with particular reference to maintaining the equipment in service.

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B.2 ADD 870E c) Practical knowledge of the operation, adjustment and maintenance of the apparatus mentioned in No. 870D, including the taking of direction-finding bearings and knowledge of the principles of the calibration of radio direction-finding apparatus.

B.2 ADD 870F d) Practical knowledge necessary for the location and remedying (using appropriate testing equipment and tools) of faults in the apparatus mentioned in No. 870D which may occur during a voyage.

ADD 870G 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 a 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.

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ADD 870H f) Ability to send correctly and to receive correctly by radiotelephone.

B.2 ADD 870I 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.

B.2 ADD 870J h) A sufficient knowledge of world geography, especially the principal shipping routes and the most important telecommunication routes.

ADD 870K 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.

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B.2 MOD B. First class radiotelegraph operator's certificate

C. Second class radiotelegraph operator's certificate

B.2 D. Radiotelegraph operator's special certificate

E. Radiotelephone operator's certificate

B.2 ADD 893A (3) In the maritime mobile service each administration concerned shall fix the other conditions for obtaining this certificate. However, except as provided for in No. 866I, the conditions specified in Nos. 894, 895, 896, 897 and 898 shall be satisfied for such a certificate issued to ship station operators after .....*)

B.2 MOD 894 § 13. The radiotelephone operator's general certificate is issued to candidates who have given proof of the knowledge and professional qualifications enumerated below (see also Nos. 861, 862, 866C, 866D, 866G and 866H) :

B.2 ADD 905A § 15A. However, in the maritime mobile service a radiotelephone operator's restricted certificate shall show whether it is also limited as provided for in No. 866F.

Section IV. Qualifying Service

B.2 MOD 907 Mar § 17. (1) The holder of a radiocommunication operator's general certificate or 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).

B.2 ADD 907A (2) However, before becoming chief or sole operator of a ship station of the fourth category (see No. 932) which is required by international agreements to carry a radiotelegraph operator, the holder of a radiocommunication operator's general certificate or a first or second class radiotelegraph operator's certificate shall have had adequate experience as operator on board ship at sea.

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*) The date of entry into force of the Final Acts.

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MOD 908 Mar (3) Before becoming chief operator of a ship station of the second or third category (see Nos. 931 and 931A), the holder of a radiocommunication operator's general certificate or 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.

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MOD 909 Mar (4) Before becoming chief operator of a ship station the first category (see No. 930), the holder of a radiocommunication operator's general certificate or 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.

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/ ARTICLE 24 /

MOD 914 Mar

a) ship stations of the first category, except in the case provided for in No. 918 : a chief operator holding a radicommunication operator's general certificate or a first class radio-telegraph operator's certificate;

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MOD 915 Mar

b) ship stations of the second and third categories, except in the case provided for in No. 918 : a chief operator holding a radiocommunication operator's general certificate or a first or second class radiotelegraph operator's certificate;

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MOD 916 Mar

c) ship stations of the fourth category, except in the cases provided for in Nos. 917 and 918 : one operator holding a radiocommunication operator's general certificate or a first or second class radiotelegraph operator's certificate;

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MOD 917

d) ship stations in which a radiotelegraph installation is provided but not prescribed by international agreements : one operator holding a radiocommunication operator's general certificate or a first or second class radiotelegraph operator's certificate, or a radiotelegraph operator's special certificate;

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ANNEX RR

Revision of Article 33 of the Radio Regulations

B.2 Article 33 of the Radio Regulations shall be amended as follows :

Section I. General Provisions

MOD 1214 § 4. (1) Devices providing for the emission of a signal to indicate that a call is in progress on a channel may be used in this service on a non interference basis to the service provided by coast stations.

B.2

ADD 1214A (1A) The use of automatic calling and identification devices is not permitted.

ADD 1214B (1B) A station should not transmit a communication to another station on two or more frequencies simultaneously.

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ADD 1214C /(1C) A station shall not radiate a carrier wave between communications./

MOD 1216 § 5. (1) Stations of the maritime mobile service
Mar equipped for radiotelephony may transmit and receive radiotelegrams by means of radiotelephony. Coast stations providing such service, and open for public correspondence, shall be indicated in the List of Coast Stations.

B.2

Section III. Calls, Reply to Calls and Signals Preparatory to Traffic

MOD 1225 § 8. (1) A radiotelephone ship station calling a coast station should use for the call, in order of preference :

B.2

MOD 1226 a) a working frequency on which the coast station
Mar is keeping watch;

MOD 1227 b) the carrier frequency 2 182 kHz;

SUP 1228
Mar

B.2

B.2

B.2

B.2

ANNEX RR

B.2

Revision of Article 35 of the Radio Regulations

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

B.2

Section II. Bands between 1 605 and 4 000 kHz

E. Watch

B.2

ADD 1335A § 7A. In order to increase the safety of life at sea and over the sea, all stations of the maritime mobile service normally keeping watch on frequencies in the authorized bands between 1 605 and 2 850 kHz shall, during their hours of service, and as far as possible, take steps to keep watch on the international distress carrier frequency 2 182 kHz for three minutes twice each hour beginning at X h.00 and X h.30 Greenwich Mean Time (GMT).

B.2

SUP H. Additional Provisions Applying to Regions 1 and 3

SUP 1349

SUP 1349.1

B.2

SUP 1350
Mar

B.2

B.2

B.2

B.2

B.2

B.2

/ ARTICLE 36 /

Section VIII. Radiotelegraph and Radiotelephone Alarm Signals

B.2

ADD 1466B (4) To reduce unnecessary alarm signal emissions, tests of the radiotelephone alarm signal on the carrier frequency 2 182 kHz are prohibited. (See 1295A)

B.2

ADD 1466C (4A) As an exception such tests are permitted for radiotelephone emergency equipment which can operate only on the international distress frequency 2 182 kHz, in which case a suitable artificial aerial shall be employed.

B.2

B.2

B.2

B.2

B.2

B.2

B.2

B.2

B.2

/APPENDIX 13A/

/Section I. Q code/

/A. List of abbreviations in alphabetical order/

B.2

After QOK :

B.2

	Abbreviation	Question	Answer or advice
ADD	QOL	Is your vessel fitted for reception of selective calls? If so, what is your selective call number or signal?	My vessel is fitted for the reception of selective calls. My selective call number or signal is ...
ADD	QOM	On what frequencies can your vessel be reached by a selective call?	My vessel can be reached by a selective call on the following frequency/ies ... (periods of time to be added if necessary).
ADD	QOR	I wish to establish communication by /Direct Printing/; are you able to meet?	You may establish communication by /Direct Printing/ now on ..... kHz. (If a /Direct Printing/ circuit is not available, the abbreviation should be followed by "AS ..... minutes".)

B.2

B.2

B.2

B.2

B.2

B.2

B.2

B.2

/ B. List of signals according to the nature of questions, answer or advice /

In sub-section "Establishing Communication", after QOD :

B.2

	Abbreviation	Question	Answer or advice
ADD	QOR	I wish to establish communication by / Direct Printing /; are you able to meet?	You may establish communication by / Direct Printing / now on ..... kHz. (If a / Direct Printing / circuit is not available, the abbreviation should be followed by "AS ..... minutes".)

B.2

B.2

Between sub-sections "Establishing Communication" and "Time", add the following sub-section "Selective Calls" :

B.2

	Abbreviation	Question	Answer or Advice
ADD		Selective calls	
ADD	QOL	Is your vessel fitted for reception of selective calls? If so, what is your selective call number or signal?	My vessel is fitted for the reception of selective calls. My selective call number or signal is ...
ADD	QOM	On what frequencies can your vessel be reached by a selective call?	My vessel can be reached by a selective call on the following frequency/ies ... (periods of time to be added if necessary).

B.2

B.2

B.2

B.2

B.2

BLUE PAGES

B.2

RESOLUTION No. Mar-16

SUP Resolution No. Mar-16, including Annexes 1-3.

B.2

B.2

B.2

B.2

B.2

B.2

B.2

B.2

B.2

B.2

B.2

RECOMMENDATION No. Mar2 - C

Relating to distress, urgency and safety traffic

B.2

The World Administrative Maritime Radio Conference, Geneva, 1974,

B.2

having noted

a) that the Inter-Covernmental Maritime Consultative Organization (I.M.C.O.) has completed a policy document on the subject of the future maritime distress system;

B.2

b) that this document contains :

- proposed improvements for the near future,
- a statement of requirements and proposed transitional measures for the distant future;

B.2

c) that I.M.C.O. intends to keep this document under review for adjustment, as necessary;

d) that a number of improvements for the near future distress system form part of the proposals for the work of the present Conference;

B.2

further noting

that studies having a bearing upon distress and safety measures as part of a maritime satellite radiocommunication system form the subject of C.C.I.R. questions and study programmes;

B.2

considering

a) that the I.M.C.O. requirement for the possible future fitting of automatic distress alerting, followed by the automatic transmission of additional information concerning the distress case, is of particular importance;

B.2

b) that automatic distress alerting, followed by the automatic transmission of additional information concerning the distress case, should take place on a single frequency or possibly more frequencies reserved for distress traffic;

B.2

B.2

B.2

B.2 c) that adequate frequencies must be made available for associated requirements for safety calling and communications;

B.2 d) that the transmission and the recorded reception of distress, urgency and safety messages should be able to take place without interruption and irrespective of human attendance;

recommends

1. that I.M.C.O. be invited to continue its studies with a view to early implementation of the future distress system;

B.2 2. that C.C.I.R. continues its studies to determine the role of maritime satellite radiocommunications in a coordinated distress system as well as in safety applications;

3. that administrations consider, in the light of continuing technological developments, the need to reserve one or more frequencies for distress purposes;

B.2 4. that administrations consider, in the light of advancing techniques, the introduction of more automated telecommunication systems for the dissemination of distress, urgency and safety messages on a continuous basis, to replace morse telegraphy and possibly radiotelephony;

B.2 5. that administrations have as an objective the taking of a decision in this matter at the next competent World Administrative Radio Conference.

B.2

B.2

B.2

B.2

B.2

B.2

UNION INTERNATIONALE DES TELECOMMUNICATIONS

CONFERENCE MARITIME

GENEVE, 1974

Corrigendum No. 1 to
Document No. 390-F/E/S
27 May 1974

PLENARY MEETING

Switzerland

DRAFT RECOMMENDATION *)

Replace the title by the following :

DRAFT RECOMMENDATION

concerning the use of radiocommunications for marking, identifying, locating and communicating with the means of transport protected under the Geneva Conventions of 12 August 1949 for the protection of war victims and any additional instruments of those Conventions, as well as for ensuring the safety of ships and aircraft of States not Parties to an armed conflict

---

Suisse

PROJET DE RECOMMANDATION

La modification ne concerne pas le texte français.

Suiza

PROYECTO DE RECOMENDACIÓN

La modificacion no concierne el texte español.

INTERNATIONAL TELECOMMUNICATION UNION

MARITIME CONFERENCE

GENEVA, 1974

Document No. 390-E
21 May 1974
Original : French

PLENARY MEETING

Switzerland

DRAFT RECOMMENDATION *)

concerning the use of radiocommunications for operating the links of the means of transport protected under the Geneva Conventions of 12 August 1949 for the protection of war victims and any additional instrument of those Conventions, for announcing, identifying and determining the position of such means of transport, and for ensuring the safety of the ships and aircraft of States not Parties to an armed conflict

The World Administrative Radio Maritime Conference, Geneva 1974,

considering

a) that it is desirable for the safety of human life to be able to identify and determine the position of the means of transport protected under the Geneva Conventions of 12 August 1949 and any additional instrument of those Conventions;

b) that several international Conferences have adopted resolutions on this question, notably the 1949 Geneva Diplomatic Conference for the elaboration of international Conventions for the protection of war victims (Resolution 6) and the International Red Cross Conferences of 1930 (Resolution XVII), 1934 (Resolution XXXII), 1965 (Resolution XXX), 1969 (Resolution XXVII) and 1973 (Resolution XIII);

c) that it is desirable to be able to identify and determine the position of neutral ships and aircraft in times of armed conflict;

d) that it is for the I.T.U. to fix the basic radio regulations;

---

*) See also Documents 76 and 96.

e) that the World Administrative Radio Conference (Geneva, 1959) adopted Recommendation No. 34 concerning the use of radio links by Red Cross organizations;

f) that the Plenipotentiary Conference of the International Telecommunication Union (Malaga-Torremolinos, 1973) adopted Recommendation No. 2 on the use of radiocommunications for announcing and identifying hospital ships and medical aircraft protected under the Geneva Conventions of 12 August 1949 and referring technical questions to the competent Administrative Conferences;

g) that, to ensure the necessary close coordination, it is desirable to refer the study of problems affecting several services simultaneously to a general World Administrative Radio Conference;

recommends

that the next general World Administrative Radio Conference, planned for 1979, shall study the technical and administrative aspects of the use of radiocommunications for operating the links of the means of transport protected under the 1949 Geneva Conventions and any additional instrument of those Conventions for announcing, identifying and determining the position of such means of transport, and for ensuring the safety of the ships and aircraft of States not parties to an armed conflict.

INTERNATIONAL TELECOMMUNICATION UNION

MARITIME CONFERENCE

GENEVA, 1974

Document No. 391-E
21 May 1974
Original : English

COMMITTEE 4

THIRD REPORT

OF

WORKING GROUP 4B TO COMMITTEE 4

1. Draft Resolution relating to the notification of non-paired ship station frequencies used for narrow-band direct-printing telegraph and data transmission systems

Working Group 4B unanimously recommends the adoption of the Draft Resolution appearing in Annex 1 to this report.

2. Draft Resolution relating to the use of paired frequencies and the notification of assignments for narrow-band direct-printing telegraph and data transmission systems in the HF bands allocated to the maritime mobile service

After considerable discussion within the Working Group 4B and in Sub-Group 4B-3, the Draft Resolution appearing in Annex 2 to this report is recommended for adoption by a majority of those expressing an opinion.

Several administrations expressed their intention to return to this question in Committee 4. The alternative text favoured by these administrations appears in Annex 3 to DT/101.

3. Draft New Recommendation relating to the studies of interconnecting the Maritime Mobile Radiocommunications Systems with the International Telephone and Telegraph Networks

Working Group 4B unanimously recommends the adoption of the Draft Recommendation appearing in Annex 3 to this report.

4. Article 28

Committee 4 has already adopted a new Article 28C relating to narrow-band direct-printing telegraphy. As a consequence, Working Group 4B unanimously recommends the suppression of No. RR 964A Mar (see Annex 4).

Annexes : 4

ANNEX 1

DRAFT

RESOLUTION No. Mar 8(Rev.)

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

(see Appendix 15B)

The World Administrative Maritime Radio Conference (Geneva, 1974),

considering

a) that certain sections of the HF bands allocated to the maritime mobile service are reserved for narrow-band direct-printing telegraph and data transmission systems operating on non-paired basis;

b) that although several administrations have systems in operation, the general introduction of this system is still in the early stages;

c) that in consequence the present Conference is not in a position to decide the extent to which it is necessary to regulate the orderly use of frequencies for the transmission by ship stations of non-paired direct-printing telegraph signals or on what basis this might be done;

d) that these questions should be considered by a subsequent competent conference;

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 non-paired 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, 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 merely referring to this Resolution;

3. that these entries in the Master Register shall not prejudge any decisions which may be taken by the conference referred to in d) above;

ANNEX 2

DRAFT

RESOLUTION

Relating to the use of paired frequencies and the notification of assignments for narrow-band direct-printing telegraph and data transmission systems in the HF bands allocated to the maritime mobile service

(see Appendix 15A)

The World Administrative Maritime Radio Conference (Geneva, 1974)

considering

a) that certain sections of the HF bands allocated to the maritime mobile service have been made available on a paired basis solely for narrow-band direct-printing telegraph and data transmission systems;

b) that the number of paired frequencies is limited in each band;

c) that although several administrations have systems in operation, the general introduction of this system is still in the early stages;

d) that a subsequent competent conference may provide for wider bands than at present for narrow-band direct-printing;

e) that for this reason it is inopportune to draw up a plan at present but that such planning might later be rendered necessary by the congested state of channels;

f) that however interim measures have to be taken by Administrations and by the I.F.R.B. to provide for the orderly introduction of these new paired frequencies;

resolves

1. that paired frequencies in the HF bands reserved for the introduction of narrow-band direct-printing telegraphy between coast stations and ship stations shall be used by these stations, notified and recorded in the Master International Frequency Register in the following manner :

1.1 assignments of pairs of frequencies for transmission and reception shall be made solely to coast stations. Ship stations of any nationality shall use by right for their transmissions the receiving frequencies of the coast stations with which they exchange traffic;

1.2 to achieve efficient frequency usage each administration shall choose the pairs of frequencies to be assigned to coast stations according to its requirements with the assistance of the International Frequency Registration Board;

1.3 the assignments thus selected and brought into service shall be notified to the International Frequency Registration Board on notices as shown in Appendix 1 to the Radio Regulations and administrations shall supply the basic characteristics listed in sections A or B of this Appendix, as appropriate. If the assignments conform to the Table of Frequency Allocations, to the related provisions of the Radio Regulations and to this Resolution, the Board shall enter them for information in Part 1A of the Weekly Circular and in the Master Register. No date will be entered in column 2 of the Master Register and no finding resulting from a technical examination of compatibility with an existing assignment will be issued. However, the date of receipt of the notice by the Board will be entered in Part 1A of the Weekly Circular and in column 13C of the Master Register. There will be a reference to this Resolution in the Remarks column;

1.4 any notice not in conformity with the above mentioned provisions of the Radio Regulations or with this Resolution shall be returned to the notifying Administration, together with any suggestion which the Board may be able to submit in this respect;

1.5 should difficulties arise between countries using the same channel, the matter shall be settled by mutual arrangements between the administrations concerned;

2. that a subsequent competent conference be invited to examine any difficulties which might have arisen in the application of this Resolution and to take a decision, if necessary, on the status to be given to the above-mentioned assignments or on the conditions for drawing up a plan for the bands and systems in question. The entries in the Master Register under this Resolution shall in no way prejudge any decisions which may be taken by the aforementioned conference;

3. that in so far as paired frequencies for narrow-band direct-printing telegraphy as shown in 1.1 above are concerned, this Resolution governs, notwithstanding the provisions of the Radio Regulations and Resolutions annexed thereto;

ANNEX 3

DRAFT

ADD

RECOMMENDATION

relating to the studies of interconnecting the maritime mobile radiocommunications systems with the international telephone and telegraph networks

The World Maritime Administrative Radio Conference, Geneva, 1974,

noting

a) that this Conference has adopted and included in Article 28A provisions for use of a digital selective calling system;

b) that the C.C.I.R. has adopted Question 9/8 on the subject of a selective calling system for future operational requirements of the maritime mobile service;

c) that the C.C.I.R. at its Final Meeting in February, 1974, adopted a draft Recommendation relating to the operational characteristics for a digital selective calling system;

d) that the C.C.I.R. has adopted Question 23/8 relating to automated VHF maritime mobile telephone systems;

e) that the C.C.I.T.T. has adopted a Question (15/XIII) relating to interconnection of the different international mobile telephone services - mainly of the maritime mobile service - and the international telephone network;

f) that new Questions (7/I, 4/X) are proposed in the C.C.I.T.T. relating to interconnection of maritime satellite communications services with the international telex network;

considering

a) that interconnection of the maritime radiocommunications systems in the international public telephone and telegraph networks permitting automatic routing of ship-shore traffic to and from national networks is desirable;

b) that such operation would greatly improve maritime radio-communications services;

urges the C.C.I.R. and the C.C.I.T.T.

to undertake all required studies relating to correlating the maritime radio mobile communications systems with the international telephone and telegraph systems, including various quality of service criteria to permit the full interconnection of the maritime mobile services in the international telephone and telegraph networks;

and invites Administrations

in their participation in the work of the C.C.I.R. and the C.C.I.T.T. to give priority to these studies.

ANNEX 4

SUP RR 964A
Mar

INTERNATIONAL TELECOMMUNICATION UNION

MARITIME CONFERENCE

GENEVA, 1974

Document No. 392-E
21 May 1974
Original : English

COMMITTEE 5

NOTE FROM THE CHAIRMAN COMMITTEE 4 TO CHAIRMAN COMMITTEE 5

Attention of the Chairman of Committee 5 is invited to paragraph ADD 999BH on page 4 of Document No. 377. He is requested to refer this text for advice to the appropriate Working Group of Committee 5 as soon as possible.

Capt. V.R.Y. WINKELMAN
Chairman

INTERNATIONAL TELECOMMUNICATION UNION

MARITIME CONFERENCE

GENEVA, 1974

Document No. 393-E
21 May 1974
Original : English

COMMITTEE 4

SUMMARY RECORD

OF THE

SEVENTH MEETING OF COMMITTEE 4

Thursday, 16 May 1974, at 1440 hrs

Chairman : Capt. V.R.Y. WINKELMAN (Netherlands)

Subjects discussed	Document No.
1. Summary Record of the Fifth Meeting	270 & Corr. No. 1
2. Report by the Chairman of Working Group 4A	301, 319 & Corr. No. 1
3. Report by the Chairman of Working Group 4B	327
4. Verbal Report by the Chairman of Working Group 4C	-
5. Verbal Report by the Chairman of Working Group 4/6 Ad Hoc (Calling)	-
6. Structure of Working Groups of Committee 4	321
7. Consideration of the proposals for the work of the Conference contained in Document 54, Corr. No. 3(Rev.1).	

1. Summary record of the Fifth Meeting (Document 270 & Corr. No. 1)

Document 270, Corr. No. 1, was approved.

The delegate of Norway and the Chairman of Working Group 4A/5E submitted corrections for inclusion in a revised version of the record.

2. Report by the Chairman of Working Group 4A (Documents 301, 319 and Corr. No. 1)

The Chairman of Working Group 4A, introducing Document 301, pointed out that although no change had been indicated in respect of RR 446, it was understood that any reference to kc/s would automatically be replaced by kHz.

Document 301 was approved.

The Chairman of Working Group 4A, introducing Document 319 and Corr. No. 1, pointed out that under Annex 1, MOD 1191D, square brackets should be placed round both sets of frequencies.

Annex 1 was approved, subject to completion of the text to appear against MOD 1191E and to completion of / ADD 1191G /.

Annex 2, contained in Document 319, Corr. 1, amended by the replacement in the first line of the word "assignable" by the word "allocated", was approved on the understanding that the square brackets in the last line will be retained until a decision on the proposed Appendix 15D is reached.

3. Report by the Chairman of Working Group 4B (Document 327)

The Chairman of Working Group 4B introduced Document 327 to the Committee.

Under Annex 4 it was agreed to amend the French text by the addition of the footnote to page 5 which had been omitted, and by altering the tense of the verb "devoir" to the conditional in paragraph 4.(2). It was further agreed to amend paragraph 14.(2), third line, by the deletion of the word "country" and the insertion after the word "telex" of the word "destination".

Document 327, as amended, was approved.

The Chairman of Working Group 4B drew attention to the need to reach agreement on the problem of notification and registration procedures in respect of the new narrow-band direct printing frequencies. Up to the present, two widely divergent opinions had been expressed and no majority view had emerged. Only a minority of Administrations had put forward their points of view, however, and he therefore wished to request the remaining Administrations to study the proposed texts in depth and state their views on the matter. Working Group 4B considered that every effort should be made to reach a compromise solution laying down provisions which would be clear and manageable for Administrations and also designed in such a way as to enable existing and new services to develop satisfactorily. The question would be dealt with in Sub-Working Group 4B3 which would also be considering MOD 1191E and ADD 1191G.

The Chairman urged Administrations which had not yet expressed their views on the problem to do so as soon as possible.

4. Verbal Report by the Chairman of Working Group 4C

The Acting Chairman of Working Group 4C said that the Working Group had met twice during the current week and had made good progress on the revision of Appendix 3. In the 10-535 kHz band, it had been agreed to maintain existing tolerances and to add notes l) and k). The changes which had been agreed upon were set out in Document DT/89. In the 1 605 - 4 000 kHz band, there was likewise no change except as regards the tolerances applicable to survival craft transmitters and to emergency position-indicating radiobeacons, the tolerances for which had been changed to 100 parts in 10^6. Two notes had also been agreed upon, the first fixing the date of application of the new tolerances and the other stating that the restriction did not apply to class A3 and A3H emissions. In the 4-29.7 MHz band agreement had been reached on a tolerance of 50 parts in 10^6 for class A1 and A3 emissions and 100 Hz for all other classes. As that section fell within the competence of Working Group 5B as well as Working Group 4C, those figures as well as the text of notes a), b) and j) had been left in square brackets. He urged that a joint meeting of Working Groups 4C and 5B should be arranged as soon as possible to ensure the necessary coordination.

The Chairman said that he would bring the matter up at the next meeting of the Steering Committee.

5. Verbal Report by the Chairman of Working Group 4/6 Ad Hoc (Calling)

The delegate of Norway, speaking on behalf of the Chairman of Working Group 4/6 Ad Hoc, said that the Group hoped to be able to present the results of its work fairly shortly. The plan on which it was working

was based on the adoption of slightly different frequency tolerances for working bands and calling bands respectively; while a tolerance of 50 in 10^6 was acceptable for working bands, a decision still remained to be taken with regard to the tolerance applicable to the calling bands.

The Chairman invited the Chairman of Working Group 4C to take note of the statement just made.

6. Structure of Working Groups of Committee 4 (Document 321)

The Secretary of the Committee introduced Document 321, which represented the definitive version of Document DT/7(Rev.2). The first line under Article 7 on page 4 of the document should be deleted, as the item had now been transferred to the appropriate Working Group of Committee 5.

7. Proposals for the work of the Conference by the United States of America : Corrigendum No. 3(Rev.1) to Document 54

The delegate of the United States of America, introducing revised Recommendation A, said that in the course of the activities of the Conference and in the light of recent developments in the C.C.I.T.T. it had appeared appropriate to modify Recommendation A by bringing it into line with the present situation. The object of the change was to bring before the two Consultative Committees the idea of ultimately making it possible for ships to form part of world telecommunications networks as separate entities for telephone and telegraph exchanges by end subscribers.

The delegates of the Federal Republic of Germany and Netherlands supported the proposal.

The representative of the C.C.I.T.T. said that, in general, the Recommendation appeared entirely acceptable. He was not completely clear, however, about the precise meaning of paragraph a) under "considering". If the direct-printing service was intended for automatic connection into the telex network, very serious practical problems were likely to arise, but if the paragraph referred to the maritime satellite system there would be no difficulty.

The Chairman invited Working Group 4B to examine the proposal.

The Chairman of Working Group 4B agreed, adding that it would be helpful if the Working Group could be supplied with copies of the relevant C.C.I.T.T. recommendations.

The meeting rose at 1600 hours.

The Secretary :
Mr. M. SANT

The Chairman :
Capt. V.R.Y. WINKELMAN

INTERNATIONAL TELECOMMUNICATION UNION

MARITIME CONFERENCE

GENEVA, 1974

Document No. 394-E
21 May 1974
Original : English

COMMITTEE 6

SUMMARY RECORD

OF THE

FIFTH MEETING OF COMMITTEE 6

(OPERATION)

Wednesday, 15 May 1974, at 1505 hrs

Chairman : Mr. W.W. SCOTT (Canada)

Subjects discussed :	Document No.
1. Verbal progress report by the Chairman of Working Group 6A	-
2. Fourth report of Working Group 6A	312
3. Fifth report of Working Group 6A	313
4. Sixth report of Working Group 6A	314
5. Verbal progress report by the Chairman of Working Group 6B	-
6. Third report of Working Group 6B	304
7. Fourth report of Working Group 6B	305
8. Fifth report of Working Group 6B	307
9. Verbal progress report by the Chairman of Working Group 6C	-

1. Verbal progress report by the Chairman of Working Group 6A

The Chairman of Working Group 6A said that since the last meeting of Committee 6, two meetings of the working group had been held and three reports produced. He was pleased to state that Sub-Working Group 6A-1 had completed its work, while 6A-2 had made significant progress. It should be noted that the progress of Working Group 6A was being held up pending decisions by other groups but in the circumstances he believed that work was proceeding satisfactorily.

2. Fourth report of Working Group 6A (Document 312)

The delegate of Sweden pointed out that the words "Direct Printing" should, in all cases, be enclosed in square brackets.

Document 312, as amended, was approved.

3. Fifth report of Working Group 6A (Document 313)

The delegate of the United Kingdom said it should be noted that the comment following MOD RR3 was a general one that applied to all proposals relating to the maritime mobile satellite service.

The delegate of Norway, supported by the delegates of Denmark and Sweden, expressed his opposition to the inclusion of paragraph MOD 732 in the Radio Regulations at the present stage. His country was not in a position to accord operating companies the right to request a certificate, even of limited duration, permitting the installation of a satellite terminal on board ship. If the provision was approved by Committee 6 and adopted in plenary, he would feel obliged to enter a reservation.

The delegate of the United States of America said that he had presented the proposal in order to introduce into the maritime mobile satellite service the same flexibility that existed in the maritime mobile service. It should be noted that the provision was permissive : the Administration in question "may" issue a certificate. However, if his proposal raised difficulties, he was prepared to withdraw it.

Subject to the withdrawal of MOD 732, Document 313 was approved.

4. Sixth report of Working Group 6A (Document 314)

The Chairman pointed out that a corrigendum to Annex 6 of Document 314 would shortly be circulated. Examination of Annex 6 would, therefore, be deferred to a later meeting.

Document 314, with the exception of Annex 6, was approved.

5. Verbal progress report by the Chairman of Working Group 6B

The Chairman of Working Group 6B said that it had held nine meetings to date and that six sub-working groups remained active, although it was hoped to complete the reports of two or three of them by the following day. In future, the primary task of the working group would be the distress and safety aspects of alarm signals, navigational warning signals, selective calling and services involving the movement of vessels.

6. Third report of Working Group 6B (Document 304)

The delegate of France suggested that the French version of ADD 1231A should read : "....une station assurant un service de pilotage..."

The delegate of Spain said that, while not objecting to the content of ADD 1231B, he believed it should be placed elsewhere in the Regulations.

The Chairman of Working Group 6B suggested that the working group take another look at the position of the paragraph within the Radio Regulations as a whole.

It was agreed that the question of the relocation of ADD 1231B should be referred back to Working Group 6B.

Subject to the amendment of the French text and further action by Working Group 6B concerning ADD 1231B, Document 304 was approved.

7. Fourth report of Working Group 6B (Document 305)

The delegate of the I.T.F. drew attention to certain errors in the first and second paragraphs of the English version of the report. The words "Working Group 6B" at the beginning of the first paragraph should be replaced by the words "Sub-Working Group 6B-2". The words "The Working Group" at the beginning of the second paragraph should be replaced by the words "The Sub-Working Group" and the words "and is proposing" should be replaced by the words "and proposed".

The delegate of Norway, referring to the first paragraph of the annex, suggested that the word "when" should be inserted after the words "maritime mobile service" in the first sentence.

It was so agreed.

The delegate of the I.F.R.B. suggested that the word "authorized" before the word "bands" in the last paragraph of the annex should be deleted.

There being no support for that proposal, it was decided to retain the word "authorized".

The delegate of Norway, supported by the delegate of the United States of America, proposed that the words "remain on" before the word "watch" in the last paragraph of the annex should be replaced by the word "maintain".

It was so agreed.

The delegate of the I.C.S. suggested that the words "if practicable" should be inserted after the word "watch".

The delegate of the Netherlands considered that the word "should" as used in the paragraph was too strong to be applied to non-mandatory equipment.

The delegate of the United States of America pointed out that the word "shall" had been used in the original text and had been replaced by the word "should", which he had been assured would not make the provision mandatory for the vast numbers of small boats using VHF equipment. That assurance should meet the Netherlands delegate's concern.

The delegate of the United Kingdom, supported by the delegate of Canada, agreed with the United States delegate's comments and opposed the insertion of the words "if practicable", which he felt would tend to make the provision stronger.

The proposal to insert the words "if practicable" was rejected.

The delegates of France and Spain drew attention to certain discrepancies between the French text and the English and Spanish versions. Some amendment would be required to the French text.

The delegate of the I.F.R.B. pointed out that the French version would be the only authentic version in the Final Acts in the event of any discrepancy.

On the suggestion of the Chairman, it was agreed that the French delegate would provide the Editorial Committee with appropriate wording.

The report in Document 305, as amended, was approved on that understanding.

The Chairman of Sub-Working Group 6B-2 pointed out that that sub-working group was examining 147 proposals which would be considered in connection with the Statement of Principle.

8. Fifth report of Working Group 6B (Document 307)

The delegate of the United Kingdom asked if the Conference should make a recommendation to I.M.C.O., as was proposed in paragraph 1 of the last section of the Annex, or if it would be more appropriate to invite I.M.C.O.

After a short discussion, the delegate of I.M.C.O. suggested that the point might be met by replacing the word "continues" in paragraph 1 of the recommendation by the words "be invited to continue".

It was so agreed.

The report in Document 307, as amended, was approved.

9. Verbal progress report - Chairman Working Group 6C

The Chairman of Working Group 6C said that that working group had held its eighth meeting since the last meeting of Committee 6 and only three or four points of substance remained to be resolved. It therefore hoped to complete its work within the allotted time. It had discussed Plenipotentiary Conference Resolution No. 37 at its first meeting and had considered the effect of that resolution on individual regulations as it had gone through its work. A number of suggestions had been made for the major rewriting and simplification of Article 40 of the Radio Regulations and additional regulations and it was hoped that sufficient time would be made available for discussing those important related subjects in general with a view to reaching a conclusion.

The meeting rose at 1630 hours.

The Secretary :
A. MACLENNAN

The Chairman :
W.W. SCOTT

INTERNATIONAL TELECOMMUNICATION UNION

MARITIME CONFERENCE

GENEVA, 1974

Document No. 395-E
21 May 1974
Original : English

COMMITTEE 5

Arab Republic of Egypt

PROPOSALS FOR THE WORK OF THE CONFERENCE

The requirements of the Arab Republic of Egypt that should be taken into consideration in the revision of the Frequency Allotment Plan for coast radiotelephone stations operating in the exclusive maritime mobile bands (Appendix 25 MOD to the Radio Regulations) are as follows :

Frequency bands in MHz	4	6	8	12	16	22
Number of SSB channels	2	2	2	2	2	2

INTERNATIONAL TELECOMMUNICATION UNION

MARITIME CONFERENCE

GENEVA, 1974

Document No. 396-E
21 May 1974
Original : Russian

COMMITTEE 5

Union of Soviet Socialist Republics

PROPOSALS FOR THE WORK OF THE CONFERENCE

The additional radiotelephone channel requirements to be included in Appendix 25 MOD of the Radio Regulations now under revision in order to meet the existing needs of the maritime mobile service in the U.S.S.R. are as follows :

Frequency band (MHz)	U.S.S.R. (European part)	U.S.S.R. (North West)	U.S.S.R. (Far East)	U.S.S.R. (North Asia)	U.S.S.R. (South Asia)	Ukraine
4	2	1	2	-	1	1
6	2	2	2	1	1	3
8	3	-	3	1	2	3
12	3	1	2	1	2	2
16	3	1	3	-	2	2
22	3	2	3	-	1	3

INTERNATIONAL TELECOMMUNICATION UNION

MARITIME CONFERENCE

GENEVA, 1974

Document No. 397-E
21 May 1974
Original : English

COMMITTEE 5

Greece

PROPOSALS FOR THE WORK OF THE CONFERENCE

The amount of requirements submitted to this Conference cannot be properly accommodated by the channels made available in the new Appendix 17. In order to avoid the creation of a plan which will be unrealistic and unworkable, efforts should be made by all administrations to sacrifice some of their requirements.

Contributing to these efforts Greece submits the following reduction in its requirements presented in Document 97 and hopes that all administrations will follow the same course of action.

Frequency bands	Reduction from the previous requirements
4 MHz	2
6 MHz	-
8 MHz	7
12 MHz	8
16 MHz	6
22 MHz	6

INTERNATIONAL TELECOMMUNICATION UNION

MARITIME CONFERENCE

GENEVA, 1974

Document No. 398-E
21 May 1974
Original : English

COMMITTEE 6

EIGHTH REPORT BY WORKING GROUP 6A TO COMMITTEE 6

The Working Group 6A during the meeting of 17 May 1974 and after consideration of all relative proposals unanimously agreed on the attached texts:

ARTICLE 1 (Sections I and IIA)

ADD 18A

(See Annex 1)

ADD 21BA

(See Annex 2)

MOD 37

(See Annex 3)

ADD 37A

(See Annex 4)

Furthermore, proposals set out in IND/111/2, IND/111/4 and IND/111/5 were withdrawn.

ARTICLE 27

MOD 954

(See Annex 5)

Furthermore, proposal set out in USA/54/68 Corr.2 was withdrawn (ref. ADD 954A).

ARTICLE 37

MOD Title

(See Annex 6)

MOD 1496

(See Annex 7)

H.S. YOUNG
Chairman

Annexes : 6

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ANNEX 1

ADD 18A Radiotelex Call : A telex call, originating in or intended for a mobile station or a mobile earth station transmitted on all or part of its route over the radiocommunication channels of a maritime mobile or maritime mobile-satellite service.

ANNEX 2

ADD 21BA Ship Earth Station : An earth station in the maritime mobile-satellite service located on board a vessel.

ANNEX 3

MOD 37 Mar 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 from this service.

ANNEX 4

ADD 37A Ship Movement Service : A maritime mobile safety service, other than a port operations service, between coast stations and ship stations, or between ship stations, in which messages are restricted to those relating to the movement of ships. Messages which are of a public correspondence nature shall be excluded from this service.

A N N E X 5

MOD 954 (4) Stations on board aircraft when handling public correspondence with stations of the maritime mobile service or of the maritime mobile-satellite service shall comply with all the provisions applicable to the handling of public correspondence in the maritime mobile or maritime mobile-satellite services (see particularly Article 37-40).

A N N E X 6

MOD Title ARTICLE 37

Order of priority of communications in the mobile service and maritime mobile-satellite service

---

A N N E X 7

MOD 1496 The term "communication" as used in this Article means radiotelegrams, radiotelephone calls as well as [direct-printing messages]. The order of priority for communications in the mobile service and the maritime mobile-satellite service shall be as follows:

1. Communications relating to safety of life in order of priority

1.1 Distress calls, distress messages, and distress traffic;

1.2 Communications preceded by the urgency signal;

1.3 Communications preceded by the safety signal;

1.4 Communications relating to radio direction finding;

1.5 Communications relating to the navigation and safe movement of aircraft;

1.6 Communications relating to the navigation, movements and needs of ships, and weather observation messages destined for an official meteorological service.

2. Government radiotelegrams relative to the applications of the United Nations Charter (ETATPRIORITENATIONS)

3. Government radiotelegrams with priority (ETATPRIORITE) and Government calls for which priority has been expressly requested.

4. Service communications relating to the working of the telecommunication service or to communications previously exchanged.

5. Government communications other than those shown in 2 and 4 above, ordinary private communications, RCT radiotelegrams and press radiotelegrams.

INTERNATIONAL TELECOMMUNICATION UNION
MARITIME CONFERENCE
GENEVA, 1974

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22 May 1974
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COMMITTEE 6

SEVENTH REPORT OF WORKING GROUP 6C TO COMMITTEE 6

Additional Radio Regulations

Article 5A	ADD 2087AO to 2087AZ	Article 9	NOC 2137-2151Mar
Article 5B	ADD 2087BA to 2087BZ	Article 10	MOD heading
Article 6	MOD heading	Article 10A	ADD 2158A to 2158D
Article 6A	ADD 2106A to 2106Q	Article 11	NOC 2159-2160Mar
Article 8	MOD 2127Mar	Article 12	NOC 2161
		Article 13	MOD heading

All the related proposals were considered and Working Group 6C recommends the adoption of the provisions appearing in the Annex to the present Report.

The following countries reserved their position pending discussion in Committee 6 :

2087AO-AQ	United Kingdom, Yugoslavia
2087AS	United Kingdom, Singapore, Japan
2087AW-AX	United Kingdom
2087BP-BR	United Kingdom, Yugoslavia
2087BT	United Kingdom, Singapore, Japan
2087BX-BY	United Kingdom
2106E	United Kingdom, Liberia, Nigeria
2106J	United Kingdom
2106L	United Kingdom

M.O. MEREDITH
Chairman
Working Group 6C

Annex : 1

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A N N E X

ADD

ARTICLE 5A

Charges for Radiotelephone Calls in the Maritime Mobile Service

2087AO § 6. (1) When, through any fault of the service, the booking of a radiotelephone call is not followed by the calling and called stations being placed in communication, no charge shall be payable. If the amount of the charge has been paid, it shall be refunded.

2087AP (2) In order to simplify operating and accounting procedures, Administrations may decide that no charge shall be payable when a requested connexion has not been set up, whatever the reason.

2087AQ (3) However, Administrations may decide to collect charges in cases where there is no fault of service. In that case the basis of charging shall be notified to the Secretary General for inclusion in List of Coast Stations.

2087AR (4) When, through any fault of the service, the correspondents experience difficulty in the course of a radiotelephone conversation, the chargeable duration of the call shall be reduced to the total time during which speech conditions have been satisfactory.

2087AS § 7. The total charge for a radiotelephone call is normally collected from the calling station with the exception of collect calls (if collect calls are admitted). For collect calls, the charge shall be payable by the called subscriber.

2087AT § 8. Mobile stations must be acquainted with the tariffs applicable to radiotelephone calls. However, they are authorized, where necessary, to obtain such information from land stations; rates furnished by land stations are expressed in gold francs.

2087AU § 9. The rules prescribed in Nos. ~~2041 to 2044~~ shall be applied as regards the interval before the application of new rates.

⟵ 2062AU to 2062AY

Section II. Supplementary charge

2087AV §10. Unless special arrangements between the administrations and/or the recognized private operating agencies concerned are in effect, the following supplementary charges for personal calls (from mobile station to land) and collect calls, if admitted, shall be applied.

2087AW §11. (1) The charge for these special call facilities may be based on the land-line charge only.

2087AX (2) However, Administrations may decide to calculate the charge for these special facilities on the total call charge for a 3 minute-call.

2087AY (3) In either case the amount shall be calculated on the basis applied in the normal international relation concerned.

2087AZ (4) When the booking of a radiotelephone call which is liable to the payment of a supplementary charge (for example, a collect call) is accompanied by a booking of a personal call, only one supplementary charge shall be collected.

ADD

ARTICLE 5B

Charges for [ ] in the Maritime Mobile Service

Section I. Mobile Station Charge, Land Station Charge, Land-line Charge

2087BA § 1. Unless special arrangements between the administrations and/or the recognized private operating agencies concerned are in effect, the following rules shall be applied as regards charging for [ ] in the maritime mobile service.

2087BB § 2. The charge for a [ ] originating in and/or intended for a mobile station comprises, according to circumstances :

2087BC *a)* the mobile station charge or charges accruing to the mobile station of origin or destination, or to both of these stations ;

2087BD *b)* the land station charge or charges accruing to the land station or land stations which participate in the transmission ;

2087BE *c)* the land-line charge or charges,

2087BF d) the accessory charges for special services requested by the person who booked the call (see Section II)

2087BG §3. (1) If no uniform charges shall apply in respect of the land stations of a country, different land station charges for [ ] shall be fixed for the MF, HF and VHF frequency bands.

The charge for a manually operated or semi-automatic [ ] is fixed on a time basis. Calls of a duration of three minutes or less are charged as for three minutes. In the case of calls whose duration exceeds three minutes, a charge per minute is made for the period in excess of three minutes, any fraction of a minute being charged as for one minute. The charge per minute is one-third of the charge for three minutes.

2087BH (2) Fully automatic [ ] should be charged by one of the following two methods, taking into account C.C.I.T.T. Recommendations :

a) charging minute by minute,

b) charging by periodic pulses of the type used in the national automatic service.

2087BI (3) In the case of [ ] originating in or destined for a country which pass through land stations of that country, the charges applicable to the transmission over the internal telecommunication system of that country are notified in gold francs to the Secretary General.

2087BJ (4) The mobile station charge will in principle be the same for mobile stations of the same nationality.

If no uniform charges shall apply in respect of mobile stations of the same nationality, different mobile station charges for [ ] may be fixed for the MF, HF and VHF frequency bands.

2087BK (5) The land and mobile station charges for [ ] shall be expressed in gold francs; administrations shall notify to the Secretary General the rates fixed by them.

2087BL § 4. (1) When a single land station is used as an intermediary for a [ ] between two mobile stations, only one land station charge is collected. If the land station charge applicable to traffic with the mobile station booking the [ ] is different from that applicable to traffic with the mobile station called, the higher of these two charges is collected.

2087BM (2) When, at the request of the person booking the [ ] two land stations are used as intermediaries for a [ ] between two mobile stations, the appropriate land station charge of each station is collected and also the land-line charge between the two land stations.

2087BN § 5. (1) When handled through a land station the chargeable duration of a [ ] will be fixed at the end of the call by the land station ; if two land stations are participating in the handling of the [ ] the opinion of that land station will prevail which has accepted the call from the originating mobile station. The decision of this land station will also be valid for international accounting.

2087BO (2) The chargeable duration of a [ ] between two mobile stations in direct communication with each other will be fixed by the mobile station in which the call originates.

2087BP

§ 6. (1) When, through any fault of the service, the booking of a [ ] is not followed by the calling and called stations being placed in communication, no charge shall be payable. If the amount of the charge has been paid, it shall be refunded.

2087BQ

(2) In order to simplify operating and accounting procedures, Administrations may decide that no charge shall be payable when a requested connexion has not been set up, whatever the reason.

2087BR

(3) However, Administrations may decide to collect charges in cases where there is no fault of service. In that case the basis of charging shall be notified to the Secretary General for inclusion in List of Coast Stations.

2087BS

(4) When, through any fault of the service, the correspondents experience difficulty in the course of a [ ] the chargeable duration of the call shall be reduced to the total time during which transmission conditions have been satisfactory.

2087BT

§7. The total charge for a [ ] is normally collected from the calling station with the exception of collect calls (if collect calls are admitted). For collect calls, the charge shall be payable by the called subscriber.

2087BU

§ ~~7~~ 8 Mobile stations must be acquainted with the tariffs applicable to [ ]. However, they are authorized, where necessary, to obtain such information from land stations; rates furnished by land stations are expressed in gold francs.

2062AU to 2062AY

2087BV

§ ~~8~~ 9. The rules prescribed in Nos. ~~2041 to 2044~~ shall be applied as regards the interval before the application of new rates.

Section II. Supplementary Charge

2087BW

§ ~~9~~ 10. Unless special arrangements between the administrations and/or the recognized private operating agencies concerned are in effect, the following supplementary charges for collect calls, if admitted, shall be applied.

2087BX

§ 11. (1) The charge for ~~these~~ special call facilities may be based on the land-line charge only.

2087BY

(2) However, Administrations may decide to calculate the charge for ~~these~~ special facilities on the total call charge for a 3 minute-call.

2087BZ

(3) In either case the amount shall be calculated on the basis applied in the normal international relation concerned.

MOD

ARTICLE 6

Radio Air Letters

ADD

ARTICLE 6A

Radiomaritime Letters

2106A

§ 1. Each administration may organize a service of radiomaritime letters between ships at sea and its land stations. Such correspondence is transmitted by radio between the ships and the land stations. They may be forwarded on the land section :

however, only from ship to land.

2106B

a) wholly or partly by post (ordinary or airmail) ;

2106C

b) exceptionally by telegraph, in which case delivery is subject to the periods of delay fixed for letter telegrams.

2106D

§ 2. Radio retransmission of radiomaritime letters is not permitted in the mobile service.

2106E

§ 3. Radiomaritime letters shall be exchanged only with places in the country in which the land station is situated, unless other arrangements have been made with the administrations concerned. In that event, an additional charge may be collected in accordance with the agreement between these administrations.

2106F

§ 4. Radiomaritime letters bear the service indication ≠ SLT
This indication precedes the address.

2106G §5. Except as otherwise provided in this Article, radiomaritime letters may be accepted, taking into account C.C.I.T.T. Recommendations relating to letter telegrams.

2106H §6. Special services are admitted, provided the administrations or recognized private operating agencies concerned accept them, taking into account C.C.I.T.T. Recommendations.

2106I §7. The address must enable delivery to be effected without inquiry or request for information. Registered or abbreviated addresses are admitted when, exceptionally, radiomaritime letters are forwarded telegraphically on the land section.

2106J §8. (1) The land station charge shall include the postal charge (by ordinary letter) due for routing in the country to which the land station is subject.

2106K (2) The following charges are added where applicable :

2106L — charges due for authorized accessory services and, if necessary, the further charge mentioned in No. ~~1097~~.

2106E

land-line 2106M — the ~~telegraph~~ charge when transmission on the land section is exceptionally by telegraph.

2106N § 9. Radiomaritime letters rank for radio transmission after ordinary radiotelegrams on hand. Those which have not been transmitted within 24 hours of handing-in are sent concurrently with ordinary radiotelegrams.

2106O § 10. The normal rules of accounting as regards radiocommunications are applicable to radiomaritime letters

2106P § 11. (1) When a radiomaritime letter fails to reach its destination due to the failure of the postal service, only the charges in respect to the services not carried out are refunded.

2106Q (2) Reimbursement of charges is admitted when, through the fault of the telegraph or radio service, a radiomaritime letter has not reached its destination, as well as in the cases provided for in ~~Nos. 911, 912 and 913~~ of the Telegraph Regulations ~~(Geneva Revision, 1958)~~, Article 12 (Geneva, 1973), taking into account C.C.I.T.T. Recommendations.

ARTICLE 8

Period of Retention of Radiotelegrams at Land Stations

Section I. Radiotelegrams destined for mobile stations

MOD 2127 Mar

§3. On the morning of the day following that day on which a radiotelegram to a mobile station is treated as undelivered by the land station, the latter shall advise the office of origin which notifies the sender. The mobile station charge and the charges for the special services not performed shall be refunded to the sender.

ARTICLE 9

Doubtful Reception. Transmission by "Ampliation". Long-distance Radiocommunications

NOC 2137-2151Mar

MOD

ARTICLE 10

Retransmission by Mobile Stations

(except In the Maritime Mobile Service - see Article 10A)

ADD

ARTICLE 10A

Routine Retransmission by Maritime Mobile Stations

2158A

1. (1) When a land station cannot reach the mobile station for which a radiotelegram is destined ., the land station may, in order to forward the radiotelegram to its destination, have recourse to the help of another mobile station provided that the latter consents. The radiotelegram is then transmitted to this other mobile station. The help of the latter is given free of charge.

2158B (2) The same provision is also applicable to traffic from mobile stations to land stations, when necessary.

2158C (3) The station assisting in the free retransmission in accordance with the provisions of Nos. ~~2165 and 2164~~ must enter the service abbreviation QSP... (name of the mobile station) at the end of the preamble of the radiotelegram.

2158A and 2158B

2158D (4) In order that a radiotelegram thus forwarded may be considered as having reached its destination, the station which has made use of this indirect route must have obtained the regular acknowledgment of receipt, either direct or by an indirect route, from the mobile station for which the radiotelegram was destined or from the land station to which it was to be forwarded, as the case may be.

ARTICLE 11

NOC 2159-2160Mar

ARTICLE 12

NOC 2161

MOD

ARTICLE 13

Radiocommunications for Multiple Destinations
(not applicable in the Maritime Mobile Service)

INTERNATIONAL TELECOMMUNICATION UNION

MARITIME CONFERENCE

GENEVA, 1974

Document No. 400-E
23 May 1974

LIST OF DOCUMENTS

(301 to 400)

No.	Origin	Title	Destination
301	WG 4A/5E	Second Report of Joint Working Group 4A/5E	C.4
302	C.4	Note from Chairman of Committee 4 to Chairman of Committee 5	C.5
303 (Rev.1)	C.4	First Report of Committee 4 to the Plenary Meeting	PL
304	WG 6B	Third Report of Working Group 6B to Committee 6	C.6
305	WG 6B	Fourth Report of Working Group 6B to Committee 6	C.6
306	Denmark, Norway, Sweden	Proposals (Rearrangement and transfer of provisions concerning public correspondence service in the RR, Chapter IX, and the AR)	C.6
307	WG 6B	Fifth Report of Working Group 6B to Committee 6	C.6
308	WG 5A	First Report by Working Group 5A to Committee 5	C.5
309	Indonesia	Note by the Delegation of the Republic of Indonesia	C.5 and WG 5C
310	WG 5A	Second Report by Working Group 5A to Committee 5	C.5
311	C.6	Third Report of Committee 6	PL
312	WG 6A	Fourth Report by Working Group 6A to Committee 6	C.6
313	WG 6A	Fifth Report by Working Group 6A to Committee 6	C.6
314 + Corr.	WG 6A	Sixth Report by Working Group 6A to Committee 6	C.6

No.	Origin	Title	Destination
315	WG 5D	Second Report of Working Group 5D to Committee 5	C.5
316	WG 5B	Third Report of Working Group 5B to Committee 5	C.5
317	WG 5B	Fourth Report of Working Group 5B to Committee 5	C.5
318	WG 5B	Fifth Report of Working Group 5B to Committee 5	C.5
319 + Corr.	WG 4A/5E	Third Report of Joint Working Group 4A/5E	C.4
320	WG 4A/5E	Structure of Joint Sub-Working Groups 4A/5E-3 and 4A/5E-4	WG 4A/5E
321	C.4	Structure of Working Groups of Committee 4	C.4
322	C.6	Summary Record of the third Meeting of Committee 6	C.6
323	WG 5A-1	Report by Sub-Working Group 5A-1 to Working Group 5A	WG 5A
324	WG 5B	Sixth Report of Working Group 5B to Committee 5	C.5
325	WG 5B	Seventh Report of Working Group 5B to Committee 5	C.5
326	Sri Lanka	Proposals (Frequency requirements)	C.5
327	WG 4B	Second Report of Working Group 4B to Committee 4	C.4
328	Kuwait	Proposals (Frequency requirements)	C.5
329	Pakistan	Proposals (Frequency requirements)	C.4&5
330	C.7	Summary Record of the First Meeting of Committee 7	C.7
331	WG 6A-2	First Report of Sub-Working Group 6A-2	WG 6A

No.	Origin	Title	Destination
332	WG 5B	Eighth Report of Working Group 5B to Committee 5	C.5
333	WG 5B	Ninth Report of Working Group 5B to Committee 5	C.5
334 +Corrig	WG 5D	Second Report of Working Group 5D to Committee 5	C.5
335	Poland	Proposals (Frequency requirements)	C.5
336	Sweden	Proposals	C.5
337	WG 4A/5E-3	Fourth Report of Joint Sub-Working Group 4A/5E-3	WG 4A
338	WG 4A/5E-3	Draft first and third Reports of Joint Sub-Working Group 4A/5E-3	WG 4A
339	China	HF radiotelephone frequencies	C.5
340	Israel	Draft Recommendation relating to the presentation of modified texts of the RR in the different levels of the work of the Conference	PL
341	Zaire	Proposals (Frequency requirements)	C.5
342	WG 5A	Third Report of Working Group 5A to Committee 5	C.5
343 + Corr.+ Rev	WG 5A	Fourth Report of Working Group 5A to Committee 5	C.5
344 + Corr.	WG 5A	Fifth Report of Working Group 5A to Committee 5	C.5
345	Gabon	Proposals (Frequency requirements)	C.5
346	C.6	Prohibition of the emission of identification signals on idle channels	C.6
347	WG 6C	Fifth Report of Working Group 6C to Committee 6	C.6
348 + Corr. +Rev	WG 5A	Seventh Report by Working Group 5A to Committee 5	C.5
349 (Rev.1)	WG 5A	Sixth Report by Working Group 5A to Committee 5	C.5
350	WG 6B	Sixth Report of Working Group 6B to Committee 6	C.6

No.	Origin	Title	Destination
351	WG 6B	Seventh Report of Working Group 6B to Committee 6	C.6
352	WG 6B	Eighth Report of Working Group 6B to Committee 6	C.6
353	WG 6B	Ninth Report of Working Group 6B to Committee 6	C.6
354	WG 6C	Sixth Report of Working Group 6C to Committee 6	C.6
355	C.7	B.1	PL
356 Rev 2	Venezuela	Proposals (Frequency requirements)	C.5
357	C.5	Summary Record of the Fourth Meeting of Committee 5	C.5
358 + Corr.	C.6	Fourth Report of Committee 6	PL
359	WG 4A/5E	Fourth Report of Joint Working Group 4A/5E	C.4
360 Rev 1 2	Thailand	Proposals (Frequency requirements)	C.5
361 Rev	C.4	Summary Record of the Sixth Meeting of Committee 4	C.4
362	C.4	Note by the Chairman of Committee 4 (C.C.I.T.T. Questions)	C.4
363	Iraq	Proposals (Frequency requirements)	C.5
364	Iraq	Proposals (Frequency requirements)	C.4
365	C.2	Second Report by the Working Party of Committee 2	C.2
366	WG 6A	Seventh Report by Working Group 6A to Committee 6	C.6
367	WG 5A	Eighth Report by Working Group 5A to Committee 5	C.5
368	WG 5C/3-E	Report of Sub-Working Group 5C/3-E to Sub-Working Group 5C-3	WG 5C-3

No.	Origin	Title	Destination
369 + Add	C.5	First Report of Committee 5	PL
370 + Corr.	WG 4A/5E	Fifth Report of the Joint Working Group 4A/5E	C.4
371 + Rev 1 2	WG 5B	Tenth Report of Working Group 5B to Committee 5	C.5
372	WG 5C-3	Note by the Chairman of Sub-Working Group 5C-3 (Information to Delegates)	C.5
373	C.4	Note from the Chairman Committee 4 to Chairman Committee 6	C.6
374	C.6	Prohibition of the emission of identification signals on idle channels	C.5
375	C.6	Statement of principle relating to the use of the frequency 156.8 MHz	C.5 & 6
376	Israel	Proposals	C.6
377 + Corr.	C.4	Second Report of Committee 4 to the Plenary Meeting	PL
378	Togo	Appendix 25 MOD	C.5
379	Bangladesh	Revision of Appendix 25	C.5
380	Tanzania	Proposals (Frequency requirements)	C.5
381 + Corrig	Kenya	Proposals (Frequency requirements)	C.5
382	WG 6B	Tenth Report of Working Group 6B to Committee 6	C.6
383	WG 6B	Eleventh Report of Working Group 6B to Committee 6	C.6
384 + Corrig	C.6	Summary Record of the Fourth Meeting of Committee 6	C.6
385	C.6	Fifth Report of Committee 6	PL

No.	Origin	Title	Destination
386	C.6	Note of Committee 6	C.5
387 +Corrig	WG 4A/5E	Sixth Report of the Joint Working Group 4A/5E	C.4 & 5
388	WG 4C	Second Report by Working Group 4C to Committee 4	C.4
389	C.7	B.2	PL
390 +Corrig	Switzerland	Draft Recommendation concerning the use of radiocommunications for operating the links of the means of transport protected under the Geneva Conventions	PL
391	WG 4B	Third Report of Working Group 4B	C.4
392	C.4	Note from the Chairman Committee 4 to Chairman Committee 5	C.5
393	C.4	Summary Record of the Seventh Meeting of Committee 4	C.4
394	C.6	Summary Record of the Fifth Meeting of Committee 6	C.6
395	Egypt	Proposals (Frequency requirements)	C.5
396	U.S.S.R.	Proposals (Frequency requirements)	C.5
397	Greece	Proposals (Frequency requirements)	C.5
398	WG 6A	Eighth Report by Working Group 6A to Committee 6	C.6
399	WG 6C	Seventh Report of Working Group 6C to Committee 6	C.6
400	S.G.	List of Documents	PL