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

**(Geneva, 1974)**

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- This PDF includes Document No. 401 - 500.
- The complete set of conference documents includes Document No. 1 - 613, DT No. 1 - 146.

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INTERNATIONAL TELECOMMUNICATION UNION

# MARITIME CONFERENCE

GENEVA, 1974

Document No. 401-E
22 May 1974
Original : English

COMMITTEE 6

## TWELFTH REPORT OF WORKING GROUP 6B TO COMMITTEE 6

### Communications between aircraft stations and maritime mobile stations on frequency channels within the authorized frequency bands between 156 and 174 MHz

### Search and Rescue and Anti-Pollution Operations

Sub-Working Group B4 reviewed the operational requirements for communication between maritime mobile stations, aircraft stations and participating coast stations engaged in coordinated search and rescue or anti-pollution operations.

It was considered that 156.3 MHz (Channel 6) could be designated for use on a permissive basis as the international scene-of-action channel when ships are involved, taking into consideration the provisions of No. 953 of the Radio Regulations and the needs as the first choice intership frequency. Participating aircraft and coast stations could also use the frequency for safety purposes. In some congested areas of shipping the frequency should be avoided because of possible interference on vital intership communications. The Group also considered that such scene of search operations should not, as a general rule, except for initial alerting, take place on 156.80 MHz (Channel 16) - taking into account the IMCO Recommendation that 500 kHz, 2 182 kHz and 156.80 MHz should not be used for this purpose.

The Group further considered that provision should be made for three designated frequencies on a permissive basis in the authorised frequency bands between 156 and 174 MHz for use by Administrations for local search and rescue or anti-pollution operations within the European Maritime Area (see No. 134 of the Radio Regulations), for use between specialised ship stations, aircraft stations and participating coast stations engaged on search and rescue or anti-pollution operations.

### Maritime Support Operations

The Group also considered that there was a need to make more frequencies from the authorised bands between 156 and 174 MHz available for use by light aircraft or helicopters in communication with ships, and, where necessary, coast stations, for predominantly maritime operations of a logistic or support nature.

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It was considered that at least three frequencies should be selected, on a permissive basis, from those frequencies in Appendix 18 designated for the intership, port operation, and possibly ship movement services. The selection of such frequencies for use in local areas should be at the discretion of the Administrations concerned.

Working Group 6B unanimously recommends the adoption of the modified and new texts reproduced in the Annex to this Report subject to :

consideration by Committee 5 with respect to providing the frequencies.

Annex : 1

# A N N E X

MOD 1373C (5) The frequency 156.300 MHz (Channel 06 of Appendix 18) (see No. 953) may also be used for communication between ship stations and aircraft stations engaged in coordinated search and rescue operations. Ship stations shall avoid harmful interference to such communications on Channel 06 as well as to communications between aircraft stations, icebreakers and assisted ships during ice seasons.

Notes to Appendix 18

(1) Administrations may designate frequencies in the intership and port operations services, except when shared with public correspondence and also, where necessary, in the ship movement service, for use by light aircraft and helicopters to communicate with ships or participating coast stations in predominantly maritime support operations. The preferred first /~three~/ frequencies should be /~...MHz (Channel...), ...MHz (Channel...) and ...MHz (Channel...).~/

(2) Within the European Maritime Area the frequencies /~...MHz (Channel...), ...MHz (Channel...), and ...MHz (Channel...)~/may be used, if so required by the individual Administrations concerned, for communication between ship stations, aircraft stations and participating land stations engaged in coordinated search and rescue and anti-pollution operations in local areas.

INTERNATIONAL TELECOMMUNICATION UNION

# MARITIME CONFERENCE

GENEVA, 1974

Document No. 402-E
22 May 1974
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COMMITTEE 6

## THIRTEENTH REPORT OF WORKING GROUP 6B TO COMMITTEE 6

The conversion of 2 182 kHz to class A3A and A3J emissions

Sub-Working Group 6B-5 taking into account the relevant documents, reached unanimous agreement on the undesirability of continuing A3 and A3H emissions for ever on 2 182 kHz and on the need for a course of future action including study by C.C.I.R. and I.M.C.O. Based on its discussions the Group has developed a draft resolution.

Working Group 6B unanimously recommends adoption of the draft resolution, which is attached as an annex to this report.

Annex : 1

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A N N E X

RESOLUTION No. ...

Relating to the Use of Class A3A and A3J Emissions
for Distress and Safety Purposes on the
International Distress Frequency for Radiotelephony, 2 182 kHz

The World Administrative Radio Conference, Geneva, 1974

noting

that the Radio Regulations (1968 Edition) require,

a) class A3 and A3H emissions for ships, survival craft and aircraft stations transmitting with a carrier frequency of 2 182 kHz;

b) class A3H emissions for coast stations transmitting with a carrier frequency of 2 182 kHz;

c) the class of emission specified in Appendix 20A to the Radio Regulations for emergency position-indicating radiobeacons (EPIRB) (see also No. 1476K of the Radio Regulations);

that the main object of these provisions is to maintain reliable distress and safety communications based on established techniques;

noting also

a) the Final Report, Panel of Experts, Geneva, 1962;

b) relevant C.C.I.R. studies concerning SSB techniques, in particular Question 19/8 and related texts; / e.g. C.C.I.R. Documents 8/1027 and 8/1063 of the XIIIth Plenary Assembly, 1974 /

recognizing

that the use of class A3A and A3J emissions would provide 2 182 kHz with the same operational and technical advantages of SSB techniques as are available to other frequencies;

considering

1. that a large number of equipments employing class A3 and A3H emissions will still be in use for distress and safety purposes on 1st January, 1982;

2. that SSB equipment must be designed to work with closer frequency tolerances and higher technical standards than those necessary for DSB equipment;

3. that equipment designed for safety purposes, particularly survival craft equipment, should:

a) be capable of reliable operation in varying environmental circumstances, and after long periods of storage, and

b) be easy to operate by unskilled people in all circumstances;

4. that the requirement for direction-finding and homing must be covered;

5. that the need to transmit and receive the two-tone radiotelephone alarm-signal, including signals from emergency position-indicating radiobeacons (EPIRB) must also be covered, taking into account the frequency tolerances in Appendix 20A and the relevant C.C.I.R. Recommendations;

is of the opinion

that study is required into the use of class A3A and A3J emissions for distress and safety purposes and that this study should be completed in time for a decision on a final date for the conversion of 2 182 kHz to class A3A and A3J emissions, to be made by the next appropriate World Administrative Radio Conference;

requests

the C.C.I.R. to study the above-mentioned subject as a matter of urgency, and issue, if possible, Recommendations before the above-mentioned conference;

invites

the Inter-Governmental Maritime Consultative Organization to consider the matter as part of the study currently being undertaken on the maritime distress and safety system;

requests the Secretary-General

to communicate this resolution to the Inter-Governmental Maritime Consultative Organization.

INTERNATIONAL TELECOMMUNICATION UNION

# MARITIME CONFERENCE

GENEVA, 1974

Document No. 403-E
22 May 1974
Original : English

COMMITTEE 6

## FOURTEENTH REPORT OF WORKING GROUP 6B TO COMMITTEE 6

(Draft recommendation concerning a watch for distress purposes on 156.8 MHz)

Working Group 6B recommends for adoption the text of the draft Resolution reproduced in the Annex to this document.

The Delegation of France reserved their right to reopen discussion in Committee 6 on the question whether the text in the Annex should be in the form of a Resolution or a Recommendation.

Annex : 1

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# A N N E X

## DRAFT RESOLUTION Mar ....

### Relating to the Provision of a Watch by Coast Stations for Distress Purposes on the Frequency 156.8 MHz

The World Administrative Radio Conference, Geneva, 1974,

considering

a) that the frequency 156.8 MHz has been designated the international distress frequency for stations in the maritime mobile service operating in the authorized bands between 156 and 174 MHz;

b) that this frequency is most useful for short range communication and its use in distress situations will materially improve the safety of life at sea, particularly in areas of heavy traffic where an efficient listening watch can be maintained;

c) that many administrations already provide radio coverage of their coast on frequencies in the band 156-174 MHz;

d) that, however, it would be impracticable or unnecessary in their prevailing circumstances for some administrations to provide sufficient coverage of their coasts in the band 156 - 174 MHz to enable an effective watch to be kept on 156.8 MHz for distress purposes;

resolves

that Administrations where they consider it necessary and practicable should take steps to implement a watch for distress purposes on the coasts of their countries on the frequency 156.8 MHz.

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# MARITIME CONFERENCE

**GENEVA, 1974**

Document No. 404-E
22 May 1974
Original : English

COMMITTEES 4 and 6

TERMS OF REFERENCE

JOINT WORKING GROUP 4/6 - AD HOC (CALLING)

Chairman: Mr. J.D. PAUL (U.K.)

Terms of reference

PART I - MORSE RADIOTELEGRAPHY

i) Study all proposals relating to morse radiotelegraphy calling.

ii) Recommend the calling method and procedures to be adopted in the future.

iii) Based upon this recommendation, prepare texts to be included in Articles 29, 30 and 32 of the Radio Regulations related to calling.

PART II - SELECTIVE CALLING

iv) Study all proposals relating to selective calling.

v) Recommend the selective calling provisions and procedures which may be adopted in the future.

vi) Based on the recommendation in response to v), prepare texts to be included in Articles of the Radio Regulations relating to calling.

The Joint Working Group will report on its work for the consideration of Committee 4 and Working Group 6A.

Participants

Delegates from the following countries :

Australia, Netherlands, New Zealand, Norway, United Kingdom, U.S.A., U.S.S.R., Japan, Israel, Sweden, Switzerland and Iceland.

H.S. YOUNG
Chairman
Working Group 6A

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INTERNATIONAL TELECOMMUNICATION UNION

# MARITIME CONFERENCE

**GENEVA, 1974**

Document No. 495-E
22 May 1974
Original : English

COMMITTEE 5

Republic of Cyprus

## PROPOSALS FOR THE WORK OF THE CONFERENCE

This paper shows the amended, present and prospective frequency requirements of the Republic of Cyprus in the revised Frequency Allotment Plan (Appendix 25 of the RR) for its Maritime Radiotelephone Services.

| Frequency band MHz | 4 | 6 | 8 | 13 | 17 | 22 |
|---|---|---|---|---|---|---|
| Number of SSB channels | 3 | 1 | 4 | 3 | 2 | 2 |

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INTERNATIONAL TELECOMMUNICATION UNION

# MARITIME CONFERENCE

GENEVA, 1974

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COMMITTEE 5

## FOURTH REPORT OF WORKING GROUP 5D TO COMMITTEE 5

### Use of some channels of Appendix 18 by maritime mobile-satellite service for safety and distress purposes

The Working Group took note that proposals USA/54/15 and USA/54/251 had been withdrawn by the United States.

It decided unanimously to recommend the deletion of No. 287A from the Radio Regulations and of Resolution No. Spa2 - 5.

J. OGLE
Chairman

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INTERNATIONAL TELECOMMUNICATION UNION

# MARITIME CONFERENCE

GENEVA, 1974

Document No. 407-E
22 May 1974
Original : English

PLENARY MEETING

WORKING GROUP "PRESENTATION OF TEXTS"

DRAFT

RECOMMENDATION No. ... Mar2

Relating to the presentation of modified texts of the Radio Regulations

The World Administrative Radio Conference, Geneva, 1974,

having noted

that in the proposals submitted by some administrations a uniform method has been utilized for the presentation of modified texts (i.e. underlining of new texts, and crossing out of suppressed texts);

that this uniform method of presentation has proved itself to be very efficient in the consideration of the proposed texts;

that such uniform method of presentation - followed in the different levels of the Conference documentation (Sub-Working Groups, Working Groups) - would facilitate the work of delegations and may facilitate the work of the Conference;

that the Secretary-General has initiated action to provide guidelines to administrations to assist them in the presentation and lay-out of their proposals to administrative conferences in accordance with the provisions of the International Telecommunication Convention and in their co-ordinated presentation to conferences;

recommends

1, that administrations be invited to present their proposals in a uniform manner;

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2. that guidelines be issued by the Secretary-General to facilitate this presentation;

3. that this uniform presentation be used, through the different levels of documentation (Sub-Working Groups, Working Groups) at forthcoming administrative conferences.

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# MARITIME CONFERENCE

GENEVA, 1974

Document No. 408-E
22 May 1974
Original : English

COMMITTEE 6

## EIGHTH REPORT OF WORKING GROUP 6C

## TO COMMITTEE 6

Radio Regulations - Article 30

NOC 1082

Recommendations

SUP Mar1

Resolutions

MOD Mar2

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

Annex : 1

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# ANNEX

## RESOLUTION No. Mar2

Relating to the establishment of a manual for use by the maritime mobile and maritime mobile-satellite services

The World Administrative Radio Conference, Geneva 1974,

considering

a) that provision has been made in Appendix 11 to the Radio Regulations for the carriage by ship stations of a manual for use by the maritime mobile and maritime mobile-satellite services;

b) that the final Acts of the World Administrative Telegraph and Telephone Conference, Geneva, 1973 revised the Telegraph Regulations (Geneva Revision 1958), and the Telephone Regulations (Geneva Revision 1958), and;

c) that the World Administrative Telegraph and Telephone Conference, Geneva 1973, adopted new provisions to meet the requirements of the telegraph and telephone services including the transfer of certain provisions from the Regulations to the C.C.I.T.T. Recommendations;

resolves

1. that those provisions of

   a) the Radio Regulations (including Appendices thereto) and the Additional Radio Regulations, as revised by the World Administrative Radio Conference, Geneva, 1974,

   b) the Telegraph Regulations and the Telephone Regulations, Geneva, 1973,

   c) the International Telecommunication Convention, and

   d) the C.C.I.T.T. Recommendations of the Vth C.C.I.T.T. Plenary Assembly, Geneva 1972,

which are applicable or useful to stations in the maritime mobile and maritime mobile-satellite services shall be assembled by the Secretary-General for inclusion in a revision of the manual entitled "Manual for Use by the Maritime Mobile Service" published in 1968;

2. that the Secretary-General shall publish a revision of this manual in the form of loose-leaf amendments, bearing a new title "Manual for Use by the Maritime Mobile and Maritime Mobile-Satellite Services" and shall make it available at least six months prior to the effective date of revisions resulting from the 1974 World Administrative Radio Conference;

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

United States of America
France
Italy
Kingdom of the Netherlands
United Kingdom of Great Britain and Northern Ireland
Sweden;

4. that the Secretary-General shall publish such amendments, as are applicable, of the C.C.I.T.T. Recommendations after each C.C.I.T.T. Plenary Assembly.

INTERNATIONAL TELECOMMUNICATION UNION

# MARITIME CONFERENCE

GENEVA, 1974

Document No. 409-E
23 May 1974
Original: French, English, Spanish

PLENARY MEETING

## THIRD REPORT OF COMMITTEE 4 TO THE PLENARY MEETING

Having considered Documents Nos. 319, 359, 370, 391 and DT/110 at its 7th and 8th Meetings, on Friday, 17 May 1974 and on Wednesday, 22 May 1974, respectively, Committee 4 unanimously recommended adoption of:

| | | |
|---|---|---|
| i) | Nos. 1188 to 1191C | (Annex 1) |
| ii) | SUP Res. No. Mar 10 | (Annex 2) |
| iii) | SUP Res. No. Mar 12 | (Annex 3) |
| iv) | SUP Rec. No. Mar 7 | (Annex 4) |
| v) | Draft revised text for page 24 of Document No. 355 | (Annex 5) |
| vi) | Draft revised text for page 26 of Document No. 355 | (Annex 6) |
| vii) | MOD Res. No. Mar 8 | (Annex 7) |
| viii) | ADD Draft Resolution No..... | (Annex 8) |
| ix) | ADD Draft Recommendation No. .... | (Annex 9) |

Capt. V.R.Y. WINKELMAN
Chairman

Annexes: 9

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ANNEX 1

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

## ANNEX 2

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.

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## ANNEX 3

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.

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## ANNEX 4

SUP

## RECOMMENDATION No. Mar 7

Relating to harmonic relationship and channel spacing in the high frequency bands used by ship stations for radiotelegraphy.

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ANNEX 5

Draft revised text for page 24 of Document No. 355

requests

the C.C.I.R. to recommend, after consultation with appropriate international organizations, including the International Civil Aviation Organization, the technical parameters to be met by such devices taking into account electromagnetic compatibility with other services having allocations in the same frequency band;

invites

administrations, the Inter-Governmental Maritime Consultative Organization and the International Association of Lighthouse Authorities to continue to evaluate the operational benefits which would result from the widespread use of fixed frequency radar beacons.

ANNEX 6

Draft revised text for page 26 of Document No. 355

requests

the C.C.I.R. to recommend, after 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 taking into account electromagnetic compatibility with other services having allocations in the same frequency band;

invites

administrations and the Inter-Governmental Maritime Consultative Organization to continue to evaluate the operational benefits which could result from the widespread use of transponders on ships and to consider whether there would be advantage in adopting an internationally approved system for future implementation;

recommends

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

ANNEX 7

DRAFT

MOD

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 8

DRAFT

ADD

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 9

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.

INTERNATIONAL TELECOMMUNICATION UNION

# MARITIME CONFERENCE

GENEVA, 1974

Document No. 410-E
22 May 1974
Original : English

COMMITTEES 4 & 5

Greece and Norway

RECOMMENDATION No. .... Mar2

Relating to the allocation of exclusive bands to the maritime mobile service between 23 000 and 27 500 MHz

The World Administrative Radio Conference, Geneva, 1974,

considering

a) that the 25 MHz band is very useful for the long distance maritime radiocommunications;

b) that the present exclusive frequency allocations in the 25 MHz band to the maritime mobile service are not adequate to meet the growing needs of maritime radiotelephony and narrow-band direct-printing in that band;

c) that coast stations may use the frequency bands between 25 010 and 25 070 kHz, 25 110 and 25 600 kHz and 26 100 and 27 500 kHz on a shared basis with other services;

d) that the share use causes harmful interference over long distance between assignments of different services and that the radio spectrum is not utilized in a rational way;

recommends

1, that administrations should, as far as possible, reserve the bands listed below for the maritime services indicated against them ;

| Frequency band (kHz) | Service |
|---|---|
| 25 010 - 25 070 | Ship stations telephony duplex operation with channel spacing of 3.1 kHz and with the first carrier frequency being on 25 010.0 kHz and the last carrier frequency being on 25 065.8 kHz (19 channels) |

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| Frequency band (kHz) | Service |
|---|---|
| 26 100 - 26 160 | Coast stations telephony duplex operation with channel spacing of 3.1 kHz and with the first carrier frequency being on 26 100.0 kHz and the last carrier frequency being on 26 155.8 kHz (19 channels) |
| 26 160 - 26 174 | Coast stations, narrow-band direct-printing telegraphy and data transmission, those used by systems paired with stations operating in 25 076 - 25 090 kHz band, with channel spacing of 0.5 kHz and with the first carrier frequency being on 26 160.0 kHz and the last carrier frequency being on 26 173.5 kHz (28 channels); |

2. that administrations should endeavour to transfer progressively assignments to stations of other services operating in these bands to other appropriate bands;

requests

the I.F.R.B. to provide all the necessary assistance to administrations in terms of Nos. 629 to 634 of the Radio Regulations in effecting the transfer mentioned in paragraph 2 above.

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Document No. 411-E
22 May 1974

PLENARY MEETING

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3rd 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 |
|---|---|---|
| C5 | 369 | RR Art. 1 : 36, 39A<br>Art. 5 : 196, 205A, 318B, 318C<br>Art. 35 : 1321B, 1322AA, 1322AB, 1326C, 1351A.1, 1351C, 1351C.1, 1351D, 1351D.1 1353B, 1355<br>App. 17A<br>App. 19A<br>App. 20D<br>Resolution Mar2-C /MOD Res. Mar 6/<br>Resolution Mar 13 (SUP)<br>Resolution Mar2-D /MOD Res. Mar 14/<br>Resolution Mar2-E /MOD Res. Mar 9/<br>Recommendation Mar2-D |

P. CHASPOUL
Chairman of the
Editorial Committee

Annex : 21 pages

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/ ARTICLE 1. Section II /

MOD 36 Maritime Mobile Service : A mobile service between coast stations and ship stations, or between ship stations, or between on-board communication stations; survival craft stations may also participate in this service.

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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 operations, or for communication within a group of vessels being towed or pushed, as well as for line handling and mooring instructions.

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/ ARTICLE 5. Section IV /

kHz

MOD

| Region 3 |
|---|
| 1 605-1 800<br>FIXED<br>MOBILE<br>197 |

SUP 196

kHz

MOD

| Region 1 | Region 2 | Region 3 |
|---|---|---|
| 2 850-3 025<br>AERONAUTICAL MOBILE (R)<br>201A 205A | | |

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

kHz

MOD

| Region 1 | Region 2 | Region 3 |
|---|---|---|
| 5 480-5 680<br>AERONAUTICAL MOBILE (R)<br>201A 205A | | |
| 5 680-5 730<br>AERONAUTICAL MOBILE (OR)<br>201A 205A | | |

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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. The use of these frequencies in territorial waters may be subject to the national regulations of the administration concerned. The characteristics of the equipment used shall conform to those specified in Appendix 19A.

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ADD 318C In the territorial waters of Canada, the United States and the Philippines, 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. The characteristics of the equipment used shall conform to those specified in Appendix 19A.

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## /_ ARTICLE 35 _/

### Section I. General Provisions

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. However, on request, a coast station may emit a receiver tuning signal on condition that its duration 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 20D, paragraph a).

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

### /_ Section II _/

### C. Search and Rescue

MOD 1326C Mar § 3A. 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, with the carrier frequencies, classes of emission and conditions of operation defined in Appendix 27.

### Section III. Bands between 4 000 and 23 000 kHz

### A. Mode of Operation of Stations

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

ADD 1351C (3) Coast radiotelephone stations employing class A3H[1], A3A or A3J emissions in the maritime mobile service bands between 4 000 and 23 000 kHz shall use the minimum power necessary to cover their service area and shall at no time use a peak envelope power in excess of 10 kW per channel.

/ADD 1351C.1 [1]For the use of class A3H emissions after 1 January 1978, see No. /_ _/. _/



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ADD 1351D (4) Ship radiotelephone stations operating under similar circumstances[2] shall at no time use a peak envelope power in excess of 1.5 kW per channel.

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/ADD 1351D.1 [2]For the use of class A3H emissions after 1 January 1978, see No. / _/. _/

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C. Search and Rescue

MOD 1353B § 15A. The carrier frequency 5 680 kHz may be used for
Mar 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.

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E. Traffic

MOD 1355 § 17. (1) For the conduct of duplex telephony, the
Mar 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.

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ANNEX RR

## Revision of Appendix 17A Mar to the Radio Regulations

Appendix 17A Mar to the Radio Regulations shall be amended as follows :

MOD

### APPENDIX 17A
Mar

### 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. Power of the carrier :

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 envelope 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 envelope 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;

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

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

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

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

a) coast stations : $\pm$ 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 : $\pm$ 100 Hz; the short-term limits (of the order of 15 minutes) shall be $\pm$ 40 Hz.

- Tolerance applicable to transmitters installed after 1 January 1982 : $\pm$ 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 : $\pm$ 100 Hz; the short-term limits (of the order of 15 minutes) shall be $\pm$ 40 Hz.

- Tolerance applicable to transmitters installed after 1 January 1978 : $\pm$ 50 Hz.

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

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 tc full peak envelope power, be in accordance with the following table :

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

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

Transmitters using reduced carrier or supressed carrier emission may, as far as out-of-band emissions [4] and those spurious emissions, which are a result of the modulation process, but do not fall in the out-of-band spectrum [5] 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 [1].

| Separation Λ in kHz between the frequency of the unwanted emission [2] and the assigned frequency [3] | Minimum attenuation below peak envelope power |
|---|---|
| $1.5 < \Delta \leq 4.5$<br>$4.5 < \Delta \leq 7.5$<br>$7.5 < \Delta$ | 31 dB<br>38 dB<br>43 dB without exceeding the power of 50 milliwatts |

Transmitters using reduced carrier or suppressed carrier emission may, as far as out-of-band emissions [4] and those spurious emissions, which are a result of the modulation process, but do not fall in the out-of-band spectrum [5] 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.

Note 1 : 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.

Note 2 : Unwanted emission*) : Expression covering spurious radiations [6] and out-of-band emissions [4].

Note 3 : The assigned frequency is 1 400 Hz higher than the carrier frequency (see No. 445A).

Note 4 : Out-of-band emission*) : Emission on a frequency or frequencies of the out-of-band spectrum [5].

Note 5 : 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 bandwith, with the exception of spurious radiations [6].

Note 6 : 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.

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*) These definitions have been adopted for the purpose of Appendix 17A only.

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ANNEX RR

Addition of a new Appendix (Appendix 19A)

to the Radio Regulations

The following new Appendix shall be added to the Radio Regulations after Appendix 19 :

ADD

APPENDIX 19A

Characteristics of Equipment used for

On-Board Communication in

the 450-470 MHz Bands

(see Nos. 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 shall in no case exceed 2 watts. Wherever practicable the equipment should be fitted with a suitable device to reduce readily 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 level of 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 $10^6$.

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.

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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) | |

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ANNEX RR

Addition of a new Appendix (Appendix 20D)

to the Radio Regulations

The following new Appendix shall be added to the Radio Regulations after Appendix 20C :

ADD

APPENDIX 20D

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 the order of 15 minutes) of coast station transmitters should be within ± 2 Hz;

2. The short-term frequency stability (of the order of 15 minutes) of ship station transmitters should be within ± 5 Hz;

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 maximum permissible amplitude variation in the 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;



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5. If the pilot carrier of a class A3A emission is not used to provide a continuous signal for controlling the frequency and gain of the receiver, for example where class 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 the order of -10 dBm0 ± 0.5 dB;

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

/ MOD RESOLUTION No. Mar 6 / RESOLUTION No. Mar2 - C

## 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 action to achieve the conversion from double sideband emissions to single sideband emissions has been completed in compliance with Resolution No. Mar 6 of the World Administrative Radio Conference, 1967;

resolves

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

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

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2. coast stations shall use only single sideband emissions;

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

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

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

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/1) See also Resolution No. Mar 3/

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SUP Resolution No. Mar 13

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/ MOD RESOLUTION No. Mar 14 /  RESOLUTION No. Mar2 - D

## Relating to the Channel Spacing of Transmitting Frequencies Allotted to the International Maritime Mobile Service in the Band 156-174 MHz

(See Appendix 18 and Article 35)

The World Maritime 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 the / ship movement service /;

e) the need to provide VHF channels for uses 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 revision of the Radio Regulations (Geneva, 1959) made by the 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) 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;

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

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

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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

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

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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

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

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

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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-bands for channel 16;

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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;

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

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/ MOD RESOLUTION No. Mar 9 / RESOLUTION No. Mar2 - E

## Relating to the Unauthorized Use of Frequencies in the Bands allocated to Maritime Mobile Service

The World Maritime 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 show that a number of frequencies in these bands are still being used by stations of services other than maritime mobile service, notably by high-powered broadcasting stations, 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 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 continue to make every effort to identify and locate the source of any unauthorized emission capable of endangering human life and property, and to communicate their findings to the I.F.R.B;

3. to participate in the monitoring programmes that the I.F.R.B. may organize pursuant to 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.

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## RECOMMENDATION No. Mar2 - D

### Relating to the Use of Channels 15 and 17 of Appendix 18 by on-board Communication Stations

The World Maritime Administrative Radio Conference, Geneva, 1974,

considering

a) that channels 15 and 17 of Appendix 18 were provided by the World Administrative Radio Conference, 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 limit has been raised to 1 Watt by the present Conference;

b) that considerable use has been /is/ made of these channels by a number of administrations;

c) that some administrations have not used these channels for on-board communication 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 these channels for on-board communication discontinued;

recognizing

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

b) that there may be a need for frequencies to provide for the use of repeater stations on large vessels, such as container ships, tankers, etc.;

c) that additional experience concerning the application and effectiveness of the UHF channels made available for this purpose by the present Conference may be required;



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recommends

1. that the next competent World Administrative Radio Conference determine whether the use of channels 15 and 17 of Appendix 18 is still necessary for on-board communication and, if it is not, the date by which such use should cease;

2. that the same Conference review the UHF channels being used for on-board communication stations to determine whether the number of channels and their location in the radio spectrum are satisfactory and 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, including the territorial waters of all countries;

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

requests 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.

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INTERNATIONAL TELECOMMUNICATION UNION

# MARITIME CONFERENCE

GENEVA, 1974

Document No. 412-E
23 May 1974
Original : Spanish

WORKING PARTY 5C

Spain

INFORMATION FOR THE WORK OF SUB-GROUP 5C-3

(See Document No. 20 and Corrigenda 1 and 2)

As requested by Sub-Group 5C-3/F, the channels at present in use by Spanish coast stations providing an HF radiotelephone service are given below. Urgent requirements and those which will arise in the near future are likewise indicated.

| | BANDS | | | | | |
|---|---|---|---|---|---|---|
| | 4 MHz | 6 MHz | 8 MHz | 13 MHz | 17 MHz | 22 MHz |
| A) Channels now in service*) | | | | | | |
| E Stations FC CP | 3 | - | 3 1) | 3 1) | 2 1) | 2 1) |
| Stations FC CO | 3 | 1 | 5 | 5 | 4 | 5 |
| CNR Stations FC CP | 2 2) | - | 1 2) | - | - | - |
| Stations FC CO | 1 2) | 1 2) | 1 2) | 1 2) | - | - |
| B) Additional channels urgently required | | | | | | |
| E Stations FC CP | 1 | 1 | 1 | 1 | 2 | 2 |
| CNR Stations FC CP | 1 3) | - | 1 3) | 1 3) | 1 3) | 1 3) |
| C) Additional channels required for 1976 | | | | | | |
| E Stations FC CP | 1 | - | 1 | 1 | 1 | 1 |
| CNR Stations FC CP | 1 3) | 1 3) | 1 3) | 1 3) | 1 3) | 1 3) |

Notes: 1) One of these is subject to interference from coast stations of the Federal Republic of Germany and the U.S.A.
2) Shared between E and CNR.
3) Frequencies should be different from those allotted to E.

*) Based on allotments in Appendix 25 MOD and assignments in the Master Frequency Register.

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INTERNATIONAL TELECOMMUNICATION UNION

# MARITIME CONFERENCE

GENEVA, 1974

Document No. 413-E
23 May 1974
Original: English

COMMITTEE 4

## SEVENTH REPORT OF JOINT-WORKING GROUP 4A/5E

1. Having considered Documents Nos. 279, 319, 320, 359 and 387 the Joint-Working Group 4A/5E unanimously recommends:

i) further modification to No. MOD 1145 in Document No. 359 (Annex 1)

ii) further modification to Nos. MOD 1182, MOD 1183 and MOD 1184 in Document No. 319 (Annex 2)

iii) further modification to Note e) of Appendix 15 (Annex 3)

iv) the proposal for ADD Appendix 15D (Annex 4).

2. Consequential to the adoption by Committee 4 of Annexes 1 and 2 of Document No. 391 texts for Nos. MOD 1191E and MOD 1191G of Article 32 are proposed in Annex 5. (See Document No. 319).

W.M. DUNELL
Chairman

Annexes: 5

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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) 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]).

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ANNEX 2

Proposal for further modification to Nos. MOD 1182, MOD 1183 and MOD 1184 in Document No. 319 :

MOD 1182 In all frequency bands the working frequencies for ship stations using A1 Morse telegraphy, at speeds not exceeding 40 bauds, are spaced 0.5 KHz , except in the 6 MHz band where the working frequencies are spaced 0.75 kHz . (See also Note é) to Appendix 15). The extreme assignable frequencies in each of these bands are shown in Appendix 15.

MOD 1183 In the 4, 6, 8, 12 and 16 MHz bands certain frequencies are harmonically related as shown in Appendix 15D.

SUP 1184

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ANNEX 3

ADD e) In the 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 bands and avoid as far as possible the assignment of the two 100 Hz frequencies, immediately adjacent to the harmonically related assignable frequencies indicated in the first line of each series in Appendix 15D.

ANNEX 4

APPENDIX 15D

Table of working frequencies (kHz) assignable to ship stations for A1 Morse telegraphy at speeds not exceeding 40 bauds (see also Note e) to Appendix 15)

Note: The first line in each series indicates the harmonically related assignable frequencies, in kHz, in the 4, 6, 8, 12 and 16 MHz bands upto and including series No. [51]. The other frequencies are not necessarily harmonically related.

| Series No. | 4 MHz | 6 MHz | 8 MHz | 12 MHz | 16 MHz |
|---|---|---|---|---|---|
| [1] | 4 189.5 | 6 284.25 | 8 379 | 12 568.5 | 16 758 |
| a) | | | | 12 569 | 16 758.5 |
| b) | | | 8 379.5 | | 16 759 |
| c) | | | | 12 569.5 | 16 759.5 |
| [2] | 4 190 | 6 285 | 8 380 | 12 570 | 16 760 |
| a) | | | | 12 570.5 | 16 760.5 |
| b) | | | 8 380.5 | | 16 761 |
| c) | | | | 12 571 | 16 761.5 |
| [3] | 4 190.5 | 6 285.75 | 8 381 | 12 571.5 | 16 762 |
| a) | | | | 12 572 | 16 762.5 |
| b) | | | 8 381.5 | | 16 763 |
| c) | | | | 12 572.5 | 16 763.5 |
| [4] | 4 191 | 6 286.5 | 8 382 | 12 573 | 16 764 |
| a) | | | | 12 573.5 | 16 764.5 |
| b) | | | 8 382.5 | | 16 765 |
| c) | | | | 12 574 | 16 765.5 |
| [5] | 4 191.5 | 6 287.25 | 8 383 | 12 574.5 | 16 766 |
| a) | | | | 12 575 | 16 766.5 |
| b) | | | 8 383.5 | | 16 767 |
| c) | | | | 12 575.5 | 16 767.5 |
| [6] | 4 192 | 6 288 | 8 384 | 12 576 | 16 768 |
| a) | | | | 12 576.5 | 16 768.5 |
| b) | | | 8 384.5 | | 16 769 |
| c) | | | | 12 577 | 16 769.5 |
| [7] | 4 192.5 | 6 288.75 | 8 385 | 12 577.5 | 16 770 |
| a) | | | | 12 578 | 16 770.5 |
| b) | | | 8 385.5 | | 16 771 |
| c) | | | | 12 578.5 | 16 771.5 |
| [8] | 4 193 | 6 289.5 | 8 386 | 12 579 | 16 772 |
| a) | | | | 12 579.5 | 16 772.5 |
| b) | | | 8 386.5 | | 16 773 |
| c) | | | | 12 580 | 16 773.5 |

| Series No. | 4 MHz | 6 MHz | 8 MHz | 12 MHz | 16 MHz |
|---|---|---|---|---|---|
| [9] | 4 193.5 | 6 290.25 | 8 387 | 12 580.5 | 16 774 |
| a) | | | | 12 581 | 16 774.5 |
| b) | | | 8 387.5 | | 16 775 |
| c) | | | | 12 581.5 | 16 775.5 |
| [10] | 4 194 | 6 291 | 8 388 | 12 582 | 16 776 |
| a) | | | | 12 582.5 | 16 776.5 |
| b) | | | 8 388.5 | | 16 777. |
| c) | | | | 12 583 | 16 777.5 |
| [11] | 4 194.5 | 6 291.75 | 8 389 | 12 583.5 | 16 778 |
| a) | | | | 12 584 | 16 778.5 |
| b) | | | 8 389.5 | | 16 779 |
| c) | | | | 12 584.5 | 16 779.5 |
| [12] | 4 195 | 6 292.5 | 8 390 | 12 585 | 16 780 |
| a) | | | | 12 585.5 | 16 780.5 |
| b) | | | 8 390.5 | | 16 781 |
| c) | | | | 12 586 | 16 781.5 |
| [13] | 4 195.5 | 6 293.25 | 8 391 | 12 586.5 | 16 782 |
| a) | | | | 12 587 | 16 782.5 |
| b) | | | 8 391.5 | | 16 783 |
| c) | | | | 12 587.5 | 16 783.5 |
| [14] | 4 196 | 6 294 | 8 392 | 12 588 | 16 784 |
| a) | | | | 12 588.5 | 16 784.5 |
| b) | | | 8 392.5 | | 16 785 |
| c) | | | | 12 589 | 16 785.5 |
| [15] | 4 196.5 | 6 294.75 | 8 393 | 12 589.5 | 16 786 |
| a) | | | | 12 590 | 16 786.5 |
| b) | | | 8 393.5 | | 16 787 |
| c) | | | | 12 590.5 | 16 787.5 |
| [16] | 4 197 | 6 295.5 | 8 394 | 12 591 | 16 788 |
| a) | | | | 12 591.5 | 16 788.5 |
| b) | | | 8 394.5 | | 16 789 |
| c) | | | | 12 592 | 16 789.5 |
| [17] | 4 197.5 | 6 296.25 | 8 395 | 12 592.5 | 16 790 |
| a) | | | | 12 593 | 16 790.5 |
| b) | | | 8 395.5 | | 16 791 |
| c) | | | | 12 593.5 | 16 791.5 |
| [18] | 4 198 | 6 297 | 8 396 | 12 594 | 16 792 |
| a) | | | | 12 594.5 | 16 792.5 |
| b) | | | 8 396.5 | | 16 793 |
| c) | | | | 12 595 | 16 793.5 |

| Series No. | 4 MHz | 6 MHz | 8 MHz | 12 MHz | 16 MHz |
|---|---|---|---|---|---|
| [19] | 4 198.5 | 6 297.75 | 8 397 | 12 595.5 | 16 794 |
| a) | | | | 12 596 | 16 794.5 |
| b) | | | 8 397.5 | | 16 795 |
| c) | | | | 12 596.5 | 16 795.5 |
| [20] | 4 199 | 6 298.5 | 8 398 | 12 597 | 16 796 |
| a) | | | | 12 597.5 | 16 796.5 |
| b) | | | 8 398.5 | | 16 797 |
| c) | | | | 12 598 | 16 797.5 |
| [21] | 4 199.5 | 6 299.25 | 8 399 | 12 598.5 | 16 798 |
| a) | | | | 12 599 | 16 798.5 |
| b) | | | 8 399.5 | | 16 799 |
| c) | | | | 12 599.5 | 16 799.5 |
| [22] | 4 200 | 6 300 | 8 400 | 12 600 | 16 800 |
| a) | | | | 12 600.5 | 16 800.5 |
| b) | | | 8 400.5 | | 16 801 |
| c) | | | | 12 601 | 16 801.5 |
| [23] | 4 200.5 | 6 300.75 | 8 401 | 12 601.5 | 16 802 |
| a) | | | | 12 602 | 16 802.5 |
| b) | | | 8 401.5 | | 16 803 |
| c) | | | | 12 602.5 | 16 803.5 |
| [24] | 4 201 | 6 301.5 | 8 402 | 12 603 | 16 804 |
| a) | | | | 12 603.5 | 16 804.5 |
| b) | | | 8 402.5 | | 16 805 |
| c) | | | | 12 604 | 16 805.5 |
| [25] | 4 201.5 | 6 302.25 | 8 403 | 12 604.5 | 16 806 |
| a) | | | | 12 605 | 16 806.5 |
| b) | | | 8 403.5 | | 16 807 |
| c) | | | | 12 605.5 | 16 807.5 |
| [26] | 4 202 | 6 303 | 8 404 | 12 606 | 16 808 |
| a) | | | | 12 606.5 | 16 808.5 |
| b) | | | 8 404.5 | | 16 809 |
| c) | | | | 12 607 | 16 809.5 |
| [27] | 4 202.5 | 6 303.75 | 8 405 | 12 607.5 | 16 810 |
| a) | | | | 12 608 | 16 810.5 |
| b) | | | 8 405.5 | | 16 811 |
| c) | | | | 12 608.5 | 16 811.5 |
| [28] | 4 203 | 6 304.5 | 8 406 | 12 609 | 16 812 |
| a) | | | | 12 609.5 | 16 812.5 |
| b) | | | 8 406.5 | | 16 813 |
| c) | | | | 12 610 | 16 813.5 |

| Series No. | 4 MHz | 6 MHz | 8 MHz | 12 MHz | 16 MHz |
|---|---|---|---|---|---|
| [29] | 4 203.5 | 6 305.25 | 8 407 | 12 610.5 | 16 814 |
| a) | | | | 12 611 | 16 814.5 |
| b) | | | 8 407.5 | | 16 815 |
| c) | | | | 12 611.5 | 16 815.5 |
| [30] | 4 204 | 6 306 | 8 408 | 12 612 | 16 816 |
| a) | | | | 12 612.5 | 16 816.5 |
| b) | | | 8 408.5 | | 16 817 |
| c) | | | | 12 613 | 16 817.5 |
| [31] | 4 204.5 | 6 306.75 | 8 409 | 12 613.5 | 16 818 |
| a) | | | | 12 614 | 16 818.5 |
| b) | | | 8 409.5 | | 16 819 |
| c) | | | | 12 614.5 | 16 819.5 |
| [32] | 4 205 | 6 307.5 | 8 410 | 12 615 | 16 820 |
| a) | | | | 12 615.5 | 16 820.5 |
| b) | | | 8 410.5 | | 16 821 |
| c) | | | | 12 616 | 16 821.5 |
| [33] | 4 205.5 | 6 308.25 | 8 411 | 12 616.5 | 16 822 |
| a) | | | | 12 617 | 16 822.5 |
| b) | | | 8 411.5 | | 16 823 |
| c) | | | | 12 617.5 | 16 823.5 |
| [34] | 4 206 | 6 309 | 8 412 | 12 618 | 16 824 |
| a) | | | | 12 618.5 | 16 824.5 |
| b) | | | 8 412.5 | | 16 825 |
| c) | | | | 12 619 | 16 825.5 |
| [35] | 4 206.5 | 6 309.75 | 8 413 | 12 619.5 | 16 826 |
| a) | | | | 12 620 | 16 826.5 |
| b) | | | 8 413.5 | | 16 827 |
| c) | | | | 12 620.5 | 16 827.5 |
| [36] | 4 207 | 6 310.5 | 8 414 | 12 621 | 16 828 |
| a) | | | | 12 621.5 | 16 828.5 |
| b) | | | 8 414.5 | | 16 829 |
| c) | | | | 12 622 | 16 829.5 |
| [37] | 4 207.5 | 6 311.25 | 8 415 | 12 622.5 | 16 830 |
| a) | | | | 12 623 | 16 830.5 |
| b) | | | 8 415.5 | | 16 831 |
| c) | | | | 12 623.5 | 16 831.5 |
| [38] | 4 208 | 6 312 | 8 416 | 12 624 | 16 832 |
| a) | | | | 12 624.5 | 16 832.5 |
| b) | | | 8 416.5 | | 16 833 |
| c) | | | | 12 625 | 16 833.5 |
| [39] | 4 208.5 | 6 312.75 | 8 417 | 12 625.5 | 16 834 |
| a) | | | | 12 626 | 16 834.5 |
| b) | | | 8 417.5 | | 16 835 |
| c) | | | | 12 626.5 | 16 835.5 |

| Series No. | 4 MHz | 6 MHz | 8 MHz | 12 MHz | 16 MHz |
|---|---|---|---|---|---|
| [40] | 4 209 | 6 313.5 | 8 418 | 12 627 | 16 836 |
| a) | | | | 12 627.5 | 16 836.5 |
| b) | | | 8 418.5 | | 16 837 |
| c) | | | | 12 628 | 16 837.5 |
| [41] | 4 209.5 | 6 314.25 | 8 419 | 12 628.5 | 16 838 |
| a) | | | | 12 629 | 16 838.5 |
| b) | | | 8 419.5 | | 16 839 |
| c) | | | | 12 629.5 | 16 839.5 |
| [42] | 4 210 | 6 315 | 8 420 | 12 630 | 16 840 |
| a) | | | | 12 630.5 | 16 840.5 |
| b) | | | 8 420.5 | | 16 841 |
| c) | | | | 12 631 | 16 841.5 |
| [43] | 4 210.5 | 6 315.75 | 8 421 | 12 631.5 | 16 842 |
| a) | | | | 12 632 | 16 842.5 |
| b) | | | 8 421.5 | | 16 843 |
| c) | | | | 12 632.5 | 16 843.5 |
| [44] | 4 211 | 6 316.5 | 8 422 | 12 633 | 16 844 |
| a) | | | | 12 633.5 | 16 844.5 |
| b) | | | 8 422.5 | | 16 845 |
| c) | | | | 12 634 | 16 845.5 |
| [45] | 4 211.5 | 6 317.25 | 8 423 | 12 634.5 | 16 846 |
| a) | | | | 12 635 | 16 846.5 |
| b) | | | 8 423.5 | | 16 847 |
| c) | | | | 12 635.5 | 16 847.5 |
| [46] | 4 212 | 6 318 | 8 424 | 12 636 | 16 848 |
| a) | | | | 12 636.5 | 16 848.5 |
| b) | | | 8 424.5 | | 16 849 |
| c) | | | | 12 637 | 16 849.5 |
| [47] | 4 212.5 | 6 318.75 | 8 425 | 12 637.5 | 16 850 |
| a) | | | | 12 638 | 16 850.5 |
| b) | | | 8 425.5 | | 16 851 |
| c) | | | | 12 638.5 | 16 851.5 |
| [48] | 4 213 | 6 319.5 | 8 426 | 12 639 | 16 852 |
| a) | | | | 12 639.5 | 16 852.5 |
| b) | | | 8 426.5 | | 16 853 |
| c) | | | | 12 640 | 16 853.5 |
| [49] | 4 213.5 | 6 320.25 | 8 427 | 12 640.5 | 16 854 |
| a) | | | | 12 641 | 16 854.5 |
| b) | | | 8 427.5 | | 16 855 |
| c) | | | | 12 641.5 | 16 855.5 |
| [50] | 4 214 | 6 321 | 8 428 | 12 642 | 16 856 |
| a) | | | | 12 642.5 | 16 856.5 |
| b) | | | 8 428.5 | | 16 857 |
| c) | | | | 12 643 | 16 857.5 |

| Series No. | 4 MHz | 6 MHz | 8 MHz | 12 MHz | 16 MHz |
|---|---|---|---|---|---|
| [51] | 4 214.5 | 6 321.75 | 8 429 | 12 643.5 | 16 858 * |
| a) | | | | 12 644 | |
| b) | | | 8 429.5 | | |
| c) | | | | 12 644.5 | |
| [52] | 4 215 | 6 322.5 | 8 430 | 12 645 | |
| a) | | | | 12 645.5 | |
| b) | | | 8 430.5 | | |
| c) | | | | 12 646 | |
| [53] | 4 215.5 | 6 323.25 | 8 431 | 12 646.5 | |
| a) | | | | 12 647 | |
| b) | | | 8 431.5 | | |
| c) | | | | 12 647.5 | |
| [54] | 4 216 | 6 324 | 8 432 | 12 648 | |
| a) | | | | 12 648.5 | |
| b) | | | 8 432.5 | | |
| c) | | | | 12 649 | |
| [55] | 4 216.5 | 6 324.75* | 8 433 | 12 649.5 | |
| a) | | | | 12 650 | |
| b) | | | 8 433.5 | | |
| c) | | | | 12 650.5 | |
| [56] | 4 217 | | 8 434 | 12 651 * | |
| a) | | | | | |
| b) | | | 8 434.5 | | |
| [57] | 4 217.5 | | 8 435 * | | |
| [58] | 4 218 | | | | |
| [59] | 4 218.5 | | | | |
| [60] | 4 219 * | | | | |

*) This is the extreme assignable frequency at the higher end of the band.

## ANNEX 5

MOD 1191E

§ 38E. When assigning frequencies listed in Appendix 15A 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 [ADD Resolution No. ...].

MOD 1191G

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 MOD Resolution No. Mar 8 (Rev.).

INTERNATIONAL TELECOMMUNICATION UNION

# MARITIME CONFERENCE

GENEVA, 1974

Document No. 414-E
23 May 1974
Original : French

COMMITTEE 5

Turkey

## PROPOSALS FOR THE WORK OF THE CONFERENCE

Recognizing that it is difficult to meet all the requirements put forward and to effect a satisfactory distribution, we submit below the amended frequency requirements of Turkey under the revision of the Frequency Allotment Plan for coast radiotelephone stations.

| Frequency bands in MHz | Number of frequencies required |
|---|---|
| 4 | 6 |
| 6 | 2 |
| 8 | 8 |
| 12 | 8 |
| 16 | 8 |
| 22 | 5 |

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INTERNATIONAL TELECOMMUNICATION UNION

# MARITIME CONFERENCE

**GENEVA, 1974**

Document No. 415-E
23 May 1974
Original : English

COMMITTEE 6

NOTE FROM THE CHAIRMAN OF COMMITTEE 4 TO THE CHAIRMAN OF COMMITTEE 6

At the 8th meeting of Committee 4 on Friday, 22 May 1974, having considered Annex 4 of Document 391, it was unanimously decided to recommend deletion of No. 964A of the Radio Regulations. Committee 6 is requested to include this proposal in the revision of Article 28.

Capt. V.R.Y. WINKELMAN
Chairman

ARCHIVES U.I.T. GENÈVE

INTERNATIONAL TELECOMMUNICATION UNION
**MARITIME CONFERENCE**
**GENEVA, 1974**

Document No. 416-E(Rev.2)
30 May 1974
Original: French
English
Spanish

WORKING GROUP 5C

# FIRST REPORT OF SUB-WORKING GROUP 5C-2 TO WORKING GROUP 5C

## DRAFT PROCEDURE

Procedure for bringing up to date the Frequency Allotment Plan for coast radiotelephone stations operating in the exclusive maritime mobile bands between 4 000 kHz and 23 000 kHz

1. The terms of reference of the Sub-Working Group, as contained in Document No. DT/67 (Rev.2) read as follows:

" To establish, on the basis of the right of all countries to have equitable participation in the Allotment Plan, a procedure for meeting the needs of countries expressed after the Conference. In particular the Sub-Working Group should consider in Document DT/54(Rev.2) Section 4 "Rights" and Section 5 "Procedure for meeting requirements after the Conference" in relation to Section 2 "Future requirements" of Document DT/54(Rev.2).

" To propose, if necessary, procedures to facilitate the coordination of services operating in accordance with the Plan.

" To propose procedure for mutually acceptable resolution or alleviation of sharing difficulties."

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2. The following Delegations participated in the work of the Sub-Working Group : Algeria, Federal Republic of Germany, Argentina, Australia, Chile, China, Spain, United States of America, Finland, France, Greece, Iran, Monaco, Netherlands, German Democratic Republic, United Kingdom, Sweden, Switzerland, Tunisia and U.S.S.R.

3, Pursuant to the above terms of reference, the Sub-Working Group considered all Proposals referred to it and recommends the adoption of the draft Procedure appearing in Annex A to the present Report subject to the comments appearing below.

3.1 With regard to the text of paragraph 25, time did not permit of completing the discussion on the words and time limits left between squared brackets. These are referred to Working Group 5C for consideration.

3.2 A minority of the members of the Sub-Working Group expressed their grave concern that the elaborate co-ordination procedure prepared by the Sub-Working Group, in accordance with its terms of reference, is now inappropriate in view of the available information relating to the basis on which Sub-Working Group 5C - 3 has proposed the revision of the Frequency Allotment Plan.

3.3 The Delegations of Algeria and of Tunisia reserved the right to reopen discussion in Working Group 5C, if they still so desire, on the use throughout the document of the words "request" and "agreement" at least in so far as the French version is concerned. The same Delegations requested the inclusion of the text appearing at paragraph 22. The Sub-Working Group found that time did not permit of the necessary detailed study of this text and decided to refer the text to Working Group 5C for study.

4. Date(s) of entry into force of the Procedure for bringing the Plan up to date

4.1 It was decided to refer to Working Group 5C, the question of recommending a date of entry into force of the draft Procedure.

4.2 It was recalled that should the date of entry into force of the draft Procedure be different from that of the revision to the Radio Regulations, the date of entry into force of the draft Procedure should be the subject of a resolution by this Conference.

4.3 Furthermore, reference was made to the desirability of having two dates in such a resolution with a view to make provisions to permit administrations having no allotment in the Plan to begin the procedure at an earlier date as foreseen in paragraph 1 of the draft Procedure.

5. Information to be supplied for a request for a Coast Radiotelephone Station Allotment

The information to be supplied is under consideration in the Sub-Working Group.

6. Additional proposals concerning the format of the revised Frequency Allotment Plan and status of resultant frequency assignments recorded in the Master International Frequency Register

The proposals reproduced in Annex B hereto, received from the Chairman of Working Group 5C, have still to be considered by the Sub-Working Group.

K. BJÖRNSJÖ
Chairman
Sub-Working Group 5C-2

Annexes: 2

# ANNEX A

## DRAFT PROCEDURE

**ADD** Procedure for bringing up to date the Frequency Allotment[1] Plan **for coast radiotelephone stations operating in the exclusive maritime mobile bands between** 4 000 kHz and 23 000 kHz

/Section I./ **Procedure for bringing the Plan up to date**

1. §§ 1 (1) Before notifying to the International Frequency Registration Board or bringing into use at any coast radiotelephone station a frequency assignment not covered by an allotment in the Frequency Allotment Plan /Appendix .../, an administration which

a) intends to establish a coast radiotelephone station and has no allotment in the Plan or,

b) intends to expand its coast radiotelephone service and requires an additional allotment

shall send the information listed in /.../ to the Board not earlier than 2 years in the case of a) above, or not earlier than 6 months in the case of b) above, before the projected date of bringing into service of the planned coast radiotelephone service but in any case not later than /../ months before that date.

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1) See Resolution No. 6 (Geneva, 1959).

2. (2) The Board shall publish the information sent under No. [1] in a special section of the I.F.R.B. Circular together with such apparent incompatibilities between the proposed allotment which is the subject of the publication and any other existing or proposed allotments which the Board can indicate. The Board shall also indicate any information of a technical nature and make suggestions as it may be able to offer with a view to avoiding these incompatibilities.

3. (3) If it is requested by any administration, particularly by an administration of a country in need of special assistance, and if the circumstances appear to warrant, the Board, using such means at its disposal as are appropriate in the circumstances, shall render the following assistance :

a) indication of a suitable channel or channels for the service projected by the administration before that administration submits the information for publication;

b) carry out the procedure for which provision is made in No. [4];

c) any other assistance of a technical nature for completion of the procedure in this [Article].

4. § 2. (1) At the same time as sending the information listed in [...] to the Board for publication, an administration shall seek the agreement of the administrations having an allotment in the same channel as the proposed allotment. A copy of the relevant correspondence shall be sent to the Board.

5. (2) Any administration which, upon examining the information published by the I.F.R.B., considers that its existing services or services planned within the time limits mentioned in No. [1] be affected, shall have the right to be brought into the procedure undertaken pursuant to No. [4].

6. § 3. (1) An administration which receives a request under No. [4] shall acknowledge receipt thereof immediately by telegram. If no acknowledgement is received within 30 days after the date of the I.F.R.B. Circular containing the information under No. [7], the administration seeking agreement shall dispatch a telegram requesting acknowledgement, to which the receiving administration shall reply within a further period of 15 days.

7. (2) Upon receipt of the request under No. [4], an administration shall, having regard to the proposed date of bringing into use of the assignment(s) corresponding to the allotment for which agreement was requested, promptly examine the matter with regard to harmful interference which would be caused to the services rendered by its coast station(s)

a) using a frequency assignment corresponding to an allotment appearing in the Plan, or

b) to be brought into service in conformity with an allotment appearing in the Plan within the time limit prescribed in No. [25], or

c) to be brought into service, within the time limit prescribed in No. [25], in conformity with a proposed allotment for which the information has been submitted to the I.F.R.B. under No. [1] for publication under No. [2].

8. (3) Any administration which receives a request under No. [4] and which considers that the proposed use of a channel will not cause harmful interference to the services rendered by its coast stations as outlined in No. [7] shall, as soon as possible and not later than 60 days from the date of the relevant I.F.R.B. Circular, notify its agreement to the administration seeking agreement.

9. (4) Any administration which receives a request under No. [4] and which considers that the proposed use of a channel may cause harmful interference to the services rendered by its coast stations as outlined in No. [7], shall inform the administration concerned of the reasons for its disagreement as soon as possible and not later than 60 days from the date of the relevant I.F.R.B. Circular and shall furnish any information and suggestions with a view to reaching a satisfactory solution of the problem. The administration seeking agreement shall try, as far as possible, to adjust its requirements according to the comments received.

10. (5) In a case where the administration seeking agreement has no [...] allotment[s] in the band concerned, the administration(s) with which agreement is sought, shall in consultation with the requesting administration, explore all means of meeting the requirement of the requesting administration.

11. § 4. (1) An administration seeking agreement may request the Board to endeavour to obtain such agreement in those cases where:

a) an administration to which a request has been sent under No. [4] fails to acknowledge receipt of the request within 45 days from the date of the I.F.R.B. Circular containing the pertinent information;

b) an administration has acknowledged receipt under No. [6] but fails to give a decision within 60 days from the date of the I.F.R.B. Circular containing the pertinent information;

c) there is disagreement between the administration seeking agreement and an administration with which agreement is sought as to the sharing possibilities;

d) it is not possible to reach agreement for any other reason.

12. (2) Either the administration seeking agreement or an administration with which agreement is sought, or the Board, may request additional information which it may require in studying any problem relating to this agreement.

13. (3) Where the Board receives a request under No. [11 a)], it shall forthwith send a telegram to the administration concerned requesting immediate acknowledgement.

14. (4) Where the Board receives an acknowledgement following its action under No. [13], or where the Board receives a request under No. [11 b)], it shall forthwith send a telegram to the administration concerned requesting an early decision in the matter.

15. (5) Where the Board receives a request under No. [11 d)], it shall endeavour to obtain agreement to which reference is made in No. [4]. Where the Board receives from an administration no acknowledgement to the request it made under the terms of No. [4] for agreement within the period specified in No. [6], it shall act, in so far as this administration is concerned, in accordance with No. [13].

16. (6) Where an administration fails to reply within 15 days of the Board's telegram requesting an acknowledgement sent under No. [13], or fails to give a decision in the matter within 30 days of dispatch of the Board's telegram of request under No. [14], it shall be deemed that the Administration with which agreement was sought has undertaken, once the projected allotment is included in the Plan:

a) that no complaint will be made in respect of any harmful interference which may be caused to the services rendered by its coast radiotelephone stations by the use of assignments in accordance with the allotment for which agreement was requested and

b) that its existing or projected coast radiotelephone stations will not cause harmful interference to the use of assignments in conformity with the allotment for which agreement was requested.

The Board shall enter a remark in Column 13c of the Master Register of each assignment covered by the allotment in question, indicating that this assignment does not benefit from the provisions of No. 607 of the Radio Regulations with respect to assignments of the administration seeking the agreement.

17. (7) The Board shall examine the proposed allotment with respect to the probability of harmful interference which it may receive from an allotment in the Plan of the administration which failed to reply or which indicated disagreement without supplying the reasons; if the finding is favourable and where the application of the present procedure with respect to the other administrations concerned permits, it enters the proposed allotment in the Plan.

18. (8) In the event of an unfavourable finding resulting, the Board informs the administration concerned of the result of the examination; if the administration insists and where the application of the present procedure with respect to the other administrations concerned permits it enters the proposed allotment in the Plan.

19. (9) Where the Board receives a request under No. /11 c)/, it shall assess the sharing possibilities and it shall inform the administrations concerned of the results obtained.

20. (10) In the case of continuing disagreement, the Board shall examine the proposed allotment from the point of view of harmful interference which may be caused to the services rendered by the stations of the Administration having declared its disagreement. In the case where the Board's finding is favourable and where the application of the present procedure with respect to the other administrations concerned permits, it enters the proposed allotment in the Plan.

21. (11) If after the examination under No. /20/ the Board reaches an unfavourable finding, it shall then examine the proposed allotment from the point of view of harmful interference which may be caused to the services on all the various channels in the band. Should the Board reach an unfavourable finding in each case, it shall determine the channel which is the least affected and invite the administration seeking agreement to propose the entry of a proposed allotment in this channel in the Plan.

/22. In the case of an administration seeking agreement which does not have /.../ allotment /s/ in the band concerned, this administration or the I.F.R.B., as the case may be, determines, at the end of the co-ordination procedure, which channel /s/ may be used with the minimum of interference. The administration concerned notifies the I.F.R.B. the channel /s/ which it will have chosen. The I.F.R.B. shall enter this /these/ channel /s/ in the Plan and publishes this information in the framework of bringing the Plan up to date. /

23. § 5. An administration seeking agreement for a proposed allotment shall inform the Board of the results of its consultations with the administrations concerned. When the Board finds that the procedure prescribed in the present /article/ has been applied with respect to each administration concerned the Board shall publish its finding in a special section of the I.F.R.B. Circular and, as the case may be, bring the Plan up to date.

24. § 6. Notwithstanding the above provisions and if the circumstances justify, an administration may, in exceptional circumstances, notify to the Board for provisional entry in the Master Register an assignment which is not covered by an allotment in the Plan. It shall, however, begin forthwith the procedure prescribed in the present /article/.

25. § 7. When, within /12/ months from the date of the inclusion of the allotment in the Plan, the Board does not receive a notice of a first frequency assignment corresponding to this allotment, or where the first notified frequency assignment has not been brought into use within the time limits prescribed in the Radio Regulations,

it shall /~inform~/ /~consult with~/ the administration concerned before proceeding to delete the allotment from the Plan and to publishing this information within the framework of bringing the Plan up to date. However, in the case where the Board, in the light of a request from the administration concerned, finds that exceptional circumstances warrant an extension of this period the extension shall in no case exceed /~6~/ months, except in the case where an administration which has no coast station in service in which case the period may be extended to /~18~/ months.

26. § 8. The Board shall maintain an up to date master copy of the Plan resulting from the application of this procedure. It shall prepare in a suitable form, for publication by the Secretary General, the whole or part of the revised version of the Plan as and when the circumstances justify and in any case once annually.

## ANNEX B

Sub-Working Group 5C-2 may wish to consider, in relation to their terms of reference and general guidelines, the following proposals :

- that the revised Frequency Allotment Plan for the Appendix 17 duplex radiotelephone channels should have only one section;

- that a symbol be put into column 2a of the I.F.L. to designate channel allotments and assignments which are in accordance with the revised allotment plan;

- that a second symbol be put into column 2c of the I.F.L. when an allotment is put into service;

- that the same second symbol may also be used in column 2c of the I.F.L. when an assignment is put into service;

- that, where necessary, assignments may continue to be made in accordance with Article 9 procedure with a date in column 2b of the I.F.L.;

- that, by definition, assignments bearing symbols shall have the right to international protection from harmful interference, from assignments bearing a date in column 2b of the I.F.L.

INTERNATIONAL TELECOMMUNICATION UNION

# MARITIME CONFERENCE

GENEVA, 1974

Document No. 416-E(Rev.1)
28 May 1974
Original: French
English
Spanish

WORKING GROUP 5C

## FIRST REPORT OF SUB-WORKING GROUP 5C-2 TO WORKING GROUP 5C

## DRAFT PROCEDURE

Procedure for bringing up to date the Frequency Allotment Plan for coast radiotelephone stations operating in the exclusive maritime mobile bands between 4 000 kHz and 23 000 kHz

1. The terms of reference of the Sub-Working Group, as contained in Document No. DT/67 (Rev.2) read as follows:

" To establish, on the basis of the right of all countries to have equitable participation in the Allotment Plan, a procedure for meeting the needs of countries expressed after the Conference. In particular the Sub-Working Group should consider in Document DT/54(Rev.2) Section 4 "Rights" and Section 5 "Procedure for meeting requirements after the Conference" in relation to Section 2 "Future requirements" of Document DT/54(Rev.2).

" To propose, if necessary, procedures to facilitate the coordination of services operating in accordance with the Plan.

" To propose procedure for mutually acceptable resolution or alleviation of sharing difficulties."

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2. The Sub-Working Group was composed of the following Delegations: Algeria, Argentina, Australia, United States of America, France, Greece, German Democratic Republic, United Kingdom and Sweden.

3. The following Delegations attended as Observers several meetings: Federal Republic of Germany, Chile, China, Spain, Finland, Iran, Monaco, Netherlands, Switzerland, Tunisia and U.S.S.R.

4. Pursuant to the above terms of reference, the Sub-Working Group considered all Proposals referred to it and recommends the adoption of the draft Procedure appearing in Annex A to the present Report subject to the comments appearing below.

4.1 With regard to the text of paragraph 25, time did not permit of completing the discussion on the words and time limits left between squared brackets. These are referred to Working Group 5C for consideration.

4.2 A minority of the members of the Sub-Working Group expressed their grave concern that the elaborate co-ordination procedure prepared by the Sub-Working Group, in accordance with its terms of reference, is now inappropriate in view of the available information relating to the basis on which Sub-Working Group 5C - 3 has proposed the revision of the Frequency Allotment Plan.

4.3 The Delegations of Algeria and of Tunisia reserved the right to reopen discussion in Working Group 5C, if they still so desire, on the use throughout the document of the words "request" and "agreement" at least in so far as the French version is concerned. The same Delegations requested the inclusion of the text appearing at paragraph 22. The Sub-Working Group found that time did not permit of the necessary detailed study of this text and decided to refer the text to Working Group 5C for study.

5. Date(s) of entry into force of the Procedure for bringing the Plan up to date

5.1 It was decided to refer to Working Group 5C, the question of recommending a date of entry into force of the draft Procedure.

5.2 It was recalled that should the date of entry into force of the draft Procedure be different from that of the revision to the Radio Regulations, the date of entry into force of the draft Procedure should be the subject of a resolution by this Conference.

5.3 Furthermore, reference was made to the desirability of having two dates in such a resolution with a view to make provisions to permit administrations having no allotment in the Plan to begin the procedure at an earlier date as foreseen in paragraph 1 of the draft Procedure.

6. Information to be supplied for a request for a Coast Radiotelephone Station Allotment

The information to be supplied is under consideration in the Sub-Working Group.

7. Additional proposals concerning the format of the revised Frequency Allotment Plan and status of resultant frequency assignments recorded in the Master International Frequency Register

The proposals reproduced in Annex B hereto, received from the Chairman of Working Group 5C, have still to be considered by the Sub-Working Group.

K. BJÖRNSJÖ
Chairman
Sub-Working Group 5C-2

Annexes: 2

# ANNEX A

## DRAFT PROCEDURE

ADD Procedure for bringing up to date the Frequency Allotment[1] Plan for coast radiotelephone stations operating in the exclusive maritime mobile bands between 4 000 kHz and 23 000 kHz

/Section I./ Procedure for bringing the Plan up to date

1. §§ 1 (1) Before notifying to the International Frequency Registration Board or bringing into use at any coast radiotelephone station a frequency assignment not covered by an allotment in the Frequency Allotment Plan /Appendix .../, an administration which

a) intends to establish a coast radiotelephone station and has no allotment in the Plan or,

b) intends to expand its coast radiotelephone service and requires an additional allotment

shall send the information listed in /...../ to the Board not earlier than 2 years in the case of a) above, or not earlier than 6 months in the case of b) above, before the projected date of bringing into service of the planned coast radiotelephone service but in any case not later than /.../ months before that date.

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1) See Resolution No. 6 (Geneva, 1959).

2. (2) The Board shall publish the information sent under No. ⌈1⌋ in a special section of the I.F.R.B. Circular together with such apparent incompatibilities between the proposed allotment which is the subject of the publication and any other existing or proposed allotments which the Board can indicate. The Board shall also indicate any information of a technical nature and make suggestions as it may be able to offer with a view to avoiding these incompatibilities.

3. (3) If it is requested by any administration, particularly by an administration of a country in need of special assistance, and if the circumstances appear to warrant, the Board, using such means at its disposal as are appropriate in the circumstances, shall render the following assistance :

a) indication of a suitable channel or channels for the service projected by the administration before that administration submits the information for publication;

b) carry out the procedure for which provision is made in No. ⌈4⌋;

c) any other assistance of a technical nature for completion of the procedure in this ⌈Article⌋.

4. § 2. (1) At the same time as sending the information listed in ⌈...⌋ to the Board for publication, an administration shall seek the agreement of the administrations having an allotment in the same channel as the proposed allotment. A copy of the relevant correspondence shall be sent to the Board.

5. (2) Any administration which, upon examining the information published by the I.F.R.B., considers that its existing services or services planned within the time limits mentioned in No. [1] be affected, shall have the right to be brought into the procedure undertaken pursuant to No. [4].

6. § 3. (1) An administration which receives a request under No. [4] shall acknowledge receipt thereof immediately by telegram. If no acknowledgement is received within 30 days after the date of the I.F.R.B. Circular containing the information under No. [2], the administration seeking agreement shall dispatch a telegram requesting acknowledgement, to which the receiving administration shall reply within a further period of 15 days.

7. (2) Upon receipt of the request under No. [4], an administration shall, having regard to the proposed date of bringing into use of the assignment(s) corresponding to the allotment for which agreement was requested, promptly examine the matter with regard to harmful interference which would be caused to the services rendered by its coast station(s)

a) using a frequency assignment corresponding to an allotment appearing in the Plan, or

b) to be brought into service in conformity with an allotment appearing in the Plan within the time limit prescribed in No. [23], or

c) to be brought into service, within the time limit prescribed in No. [23], in conformity with a proposed allotment for which the information has been submitted to the I.F.R.B. under No. [1] for publication under No. [2].

8. (3) Any administration which receives a request under No. /4/ and which considers that the proposed use of a channel will not cause harmful interference to the services rendered by its coast stations as outlined in No. /7/ shall, as soon as possible and not later than 60 days from the date of the relevant I.F.R.B. Circular, notify its agreement to the administration seeking agreement.

9. (4) Any administration which receives a request under No. /4/ and which considers that the proposed use of a channel may cause harmful interference to the services rendered by its coast stations as outlined in No. /7/, shall inform the administration concerned of the reasons for its disagreement as soon as possible and not later than 60 days from the date of the relevant I.F.R.B. Circular and shall furnish any information and suggestions with a view to reaching a satisfactory solution of the problem. The administration seeking agreement shall try, as far as possible, to adjust its requirements according to the comments received.

10. (5) In a case where the administration seeking agreement has no /... / allotment/s/ in the band concerned, the administration(s) with which agreement is sought, shall in consultation with the requesting administration, explore all means of meeting the requirement of the requesting administration.

11. § 4. (1) An administration seeking agreement may request the Board to endeavour to obtain such agreement in those cases where:

a) an administration to which a request has been sent under No. [4] fails to acknowledge receipt of the request within 45 days from the date of the I.F.R.B. Circular containing the pertinent information;

b) an administration has acknowledged receipt under No. [6] but fails to give a decision within 60 days from the date of the I.F.R.B. Circular containing the pertinent information;

c) there is disagreement between the administration seeking agreement and an administration with which agreement is sought as to the sharing possibilities;

d) it is not possible to reach agreement for any other reason.

12. (2) Either the administration seeking agreement or an administration with which agreement is sought, or the Board, may request additional information which it may require in studying any problem relating to this agreement .

13. (3) Where the Board receives a request under No. ⌈11 a)⌋, it shall forthwith send a telegram to the administration concerned requesting immediate acknowledgement.

14. (4) Where the Board receives an acknowledgement following its action under No. ⌈13⌋, or where the Board receives a request under No. ⌈11 b)⌋, it shall forthwith send a telegram to the administration concerned requesting an early decision in the matter.

15. (5) Where the Board receives a request under No. ⌈11 d)⌋, it shall endeavour to obtain agreement to which reference is made in No. ⌈4⌋. Where the Board receives from an administration no acknowledgement to the request it made under the terms of No. ⌈4⌋ for agreement within the period specified in No. ⌈6⌋, it shall act, in so far as this administration is concerned, in accordance with No. ⌈13⌋.

16. (6) Where an administration fails to reply within 15 days of the Board's telegram requesting an acknowledgement sent under No. [13], or fails to give a decision in the matter within 30 days of dispatch of the Board's telegram of request under No. [14], it shall be deemed that the Administration with which agreement was sought has undertaken, once the projected allotment is included in the Plan:

a) that no complaint will be made in respect of any harmful interference which may be caused to the services rendered by its coast radiotelephone stations by the use of assignments in accordance with the allotment for which agreement was requested and

b) that its existing or projected coast radiotelephone stations will not cause harmful interference to the use of assignments in conformity with the allotment for which agreement was requested.

The Board shall enter a remark in Column 13c of the Master Register of each assignment covered by the allotment in question, indicating that this assignment does not benefit from the provisions of No. 607 of the Radio Regulations with respect to assignments of the administration seeking the agreement.

17. (7) The Board shall examine the proposed allotment with respect to the probability of harmful interference which it may receive from an allotment in the Plan of the administration which failed to reply or which indicated disagreement without supplying the reasons; if the finding is favourable and where the application of the present procedure with respect to the other administrations concerned permits, it enters the proposed allotment in the Plan.

18. (8) In the event of an unfavourable finding resulting, the Board informs the administration concerned of the result of the examination; if the administration insists and where the application of the present procedure with respect to the other administrations concerned permits it enters the proposed allotment in the Plan.

19. (9) Where the Board receives a request under No. /11 c)/, it shall assess the sharing possibilities and it shall inform the administrations concerned of the results obtained.

20. (10) In the case of continuing disagreement, the Board shall examine the proposed allotment from the point of view of harmful interference which may be caused to the services rendered by the stations of the Administration having declared its disagreement. In the case where the Board's finding is favourable and where the application of the present procedure with respect to the other administrations concerned permits, it enters the proposed allotment in the Plan.

21. (11) If after the examination under No. /20/ the Board reaches an unfavourable finding, it shall then examine the proposed allotment from the point of view of harmful interference which may be caused to the services on all the various channels in the band. Should the Board reach an unfavourable finding in each case, it shall determine the channel which is the least affected and invite the administration seeking agreement to propose the entry of a proposed allotment in this channel in the Plan.

/22. In the case of an administration seeking agreement which does not have /.../ allotment /s/ in the band concerned, this administration or the I.F.R.B., as the case may be, determines, at the end of the co-ordination procedure, which channel/s/ may be used with the minimum of interference. The administration concerned notifies the I.F.R.B. the channel /s/which it will have chosen. The I.F.R.B. shall enter this /these/ channel/s/ in the Plan and publishes this information in the framework of bringing the Plan up to date./

23. § 5. An administration seeking agreement for a proposed allotment shall inform the Board of the results of its consultations with the administrations concerned. When the Board finds that the procedure prescribed in the present /article/ has been applied with respect to each administration concerned the Board shall publish its finding in a special section of the I.F.R.B. Circular and, as the case may be, bring the Plan up to date.

24. § 6. Notwithstanding the above provisions and if the circumstances justify, an administration may, in exceptional circumstances, notify to the Board for provisional entry in the Master Register an assignment which is not covered by an allotment in the Plan. It shall, however, begin forthwith the procedure prescribed in the present /article/.

25. § 7. When, within /12/ months from the date of the inclusion of the allotment in the Plan, the Board does not receive a notice of a first frequency assignment corresponding to this allotment, or where the first notified frequency assignment has not been brought into use within the time limits prescribed in the Radio Regulations,

it shall /inform/ /consult with/ the administration concerned before proceeding to delete the allotment from the Plan and to publishing this information within the framework of bringing the Plan up to date. However, in the case where the Board, in the light of a request from the administration concerned, finds that exceptional circumstances warrant an extension of this period the extension shall in no case exceed /6/ months, except in the case where an administration which has no coast station in service in which case the period may be extended to /18/ months.

26. § 8. The Board shall maintain an up to date master copy of the Plan resulting from the application of this procedure. It shall publish in a suitable form the whole or part of the revised version of the Plan as and when the circumstances justify and in any case once annually.

## ANNEX B

Sub-Working Group 5C-2 may wish to consider, in relation to their terms of reference and general guidelines, the following proposals :

- that the revised Frequency Allotment Plan for the Appendix 17 duplex radiotelephone channels should have only one section;

- that a symbol be put into column 2a of the I.F.L. to designate channel allotments and assignments which are in accordance with the revised allotment plan;

- that a second symbol be put into column 2c of the I.F.L. when an allotment is put into service;

- that the same second symbol may also be used in column 2c of the I.F.L. when an assignment is put into service;

- that, where necessary, assignments may continue to be made in accordance with Article 9 procedure with a date in column 2b of the I.F.L.;

- that, by definition, assignments bearing symbols shall have the right to international protection from harmful interference, from assignments bearing a date in column 2b of the I.F.L.

INTERNATIONAL TELECOMMUNICATION UNION

# MARITIME CONFERENCE

GENEVA, 1974

Document No. 416-E
27 May 1974
Original: French
English
Spanish

WORKING GROUP 5C

FIRST REPORT OF SUB-WORKING GROUP 5C2
TO WORKING GROUP 5C

DRAFT PROCEDURE

Procedure for bringing the Frequency Allotment Plan for coast radiotelephone stations operating in the exclusive maritime mobile bands between 4 000 kHz and 23 000 kHz up to date

1. The terms of reference of the Sub-Working Group, as contained in Document No. DT/67 (Rev.2) read as follows:

" To establish, on the basis of the right of all countries to have equitable participation in the Allotment Plan, a procedure for meeting the needs of countries expressed after the Conference. In particular the Sub-Working Group should consider in Document DT/54(Rev.2) Section 4 "Rights" and Section 5 "Procedure for meeting requirements after the Conference" in relation to Section 2 "Future requirements" of Document DT/54(Rev.2).

" To propose, if necessary, procedures to facilitate the coordination of services operating in accordance with the Plan.

" To propose procedure for mutually acceptable resolution or alleviation of sharing difficulties."

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2. The Sub-Working Group was composed of the following Delegations: Algeria, Argentina, Australia, United States of America, France, Greece, German Democratic Republic, United Kingdom and Sweden.

3. The following Delegations attended as Observers several meetings: Federal Republic of Germany, Chile, China, Spain, Finland, Iran, Monaco, Netherlands, Switzerland, Tunisia and U.S.S.R.

4. Pursuant to the above terms of reference, the Group considered all Proposals referred to it and recommends the adoption of the draft Procedure appearing in Annex A to the present Report subject to the comments appearing below.

4.1 With regard to the text of paragraph 25, time did not permit of completing the discussion on the words and time limits left between squared brackets. These are referred to Working Group 5C for consideration.

4.2 A minority of the members of the Sub-Working Group expressed their grave concern that the elaborate co-ordination procedure prepared by the Sub-Working Group, in accordance with its terms of reference, is now inappropriate in view of the available information relating to the basis on which Sub-Working Group 5C - 3 has proposed the revision of the Frequency Allocation Plan.

4.3 The Delegations of Algeria and of Tunisia reserved the right to reopen discussion in Working Group 5C, if they still so desire, on the use throughout the document of the words "request" and "agreement" at least in so far as the French version is concerned. The same Delegations requested the inclusion of the text appearing at paragraph 22. The Group found that time did not permit of the necessary detailed study of this text and decided to refer the text to Working Group 5C for study.

5. Date(s) of entry into force of the Procedure for bringing the Plan up to date

5.1 It was decided to refer to Working Group 5C, the question of recommending a date of entry into force of the draft Procedure.

5.2 It was recalled that should the date of entry into force of the draft Procedure be different from that of the revision to the Radio Regulations, the date of entry into force of the draft Procedure should be the subject of a resolution by this Conference.

5.3 Furthermore, reference was made to the desirability of having two dates in such a resolution with a view to make provisions to permit administrations having no allotment in the Plan to begin the procedure at an earlier date as foreseen in paragraph 1 of the draft Procedure.

6. Information to be supplied for a request for a Coast Radiotelephone Station Allotment

The information to be supplied is under consideration in the Sub-Working Group.

7. Additional proposals concerning the format of the revised Frequency Allotment Plan and status of resultant frequency assignments recorded in the Master International Frequency Register

The proposals reproduced in Annex B hereto, received from the Chairman of Working Group 5C, have still to be considered by the Sub-Working Group.

K. BJÖRNSJÖ
Chairman
Sub-Working Group 5C2

Annexes: 2

# ANNEX A

## DRAFT PROCEDURE

ADD

**Procedure for bringing the Frequency Allotment[1] Plan for coast radiotelephone stations operating in the exclusive maritime mobile bands between 4 000 kHz and 23 000 kHz up to date**

/Section I./ Procedure for bringing the Plan up to date

1. §§ 1 (1) Before notifying to the International Frequency Registration Board or bringing into use at any coast radiotelephone station a frequency assignment not covered by an allotment in the Frequency Allotment Plan /Appendix .../, an administration which

a) intends to establish a coast radiotelephone station and has not allotment in the Plan or,

b) intends to expand its coast radiotelephone service and requires an additional allotment

shall send the information listed in /.../ to the Board not earlier than 2 years in the case of a) above, or not earlier than 6 months in the case of b) above, before the projected date of bringing into service of the planned coast radiotelephone service but in any case not later than /../ months before that date.

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1) See Resolution No. 6 (Geneva, 1959).

2. (2) The Board shall publish the information sent under No. [1] in a special section of the I.F.R.B. Circular together with such apparent incompatibilities between the proposed allotment which is the subject of the publication and any other existing or proposed allotments which the Board can indicate. The Board shall also indicate any information of a technical nature and make suggestions as it may be able to offer with a view to avoiding these incompatibilities.

3. (3) If it is requested by any administration, particularly by an administration of a country in need of special assistance, and if the circumstances appear to warrant, the Board, using such means at its disposal as are appropriate in the circumstances, shall render the following assistance :

a) indication of a suitable channel or channels for the service projected by the administration before that administration submits the information for publication;

b) carry out the procedure for which provision is made in No. [4];

c) any other assistance of a technical nature for completion of the procedure in this [Article].

4. § 2. (1) At the same time as sending the information listed in [...] to the Board for publication, an administration shall seek the agreement of the administrations having an allotment in the same channel as the proposed allotment. A copy of the relevant correspondence shall be sent to the Board.

5. (2) Any administration which, upon examining the information published by the I.F.R.B., considers that its existing services or services planned within the time limits mentioned in No. [1] to be affected, shall have the right to be brought into the procedure undertaken pursuant to No. [4].

6. § 3. (1) An administration which receives a request under No. [4] shall acknowledge receipt thereof immediately by telegram. If no acknowledgement is received within 30 days after the date of the I.F.R.B. Circular containing the information under No. [3], the administration seeking agreement shall dispatch a telegram requesting achmowledgement, to which the receiving administration shall reply within a further period of 15 days.

7. (2) Upon receipt of the request under [4], an administration shall, having regard to the proposed date of bringing into use of the assignment(s) corresponding to the allotment for which agreement was requested, promptly examine the matter with regard to harmful interference which would be caused to the services rendered by its coast station(s)

a) using a frequency assignment corresponding to an allotment appearing in the Plan, or

b) to be brought into service in conformity with an allotment appearing in the Plan within the time limit prescribed in No. [23], or

c) to be brought into service, within the time limit prescribed in No. [23], in conformity with a proposed allotment for which the information has been submitted to the I.F.R.B. under No. [1] for publication under No. [2].

8. (3) Each administration which receives a request under No. [4] and which considers that the proposed use of a channel will not cause harmful interference to the services rendered by its coast stations as outlined in No. [7] shall, as soon as possible and not later than 60 days from the date of the relevant I.F.R.B. Circular, notify its agreement to the administration seeking agreement.

9. (4) Each administration which receives a request under No. [4] and which considers that the proposed use of a channel may cause harmful interference to the services rendered by its coast stations as outlined in No. [7], shall inform the administration concerned of the reasons for its disagreement as soon as possible and not later than 60 days from the date of the relevant I.F.R.B. Circular and shall furnish any information and suggestions with a view to reaching a satisfactory solution of the problem. The administration seeking agreement shall try, as far as possible, to adjust its requirements according to the comments received.

10. (5) In a case where the administration seeking agreement has not [...] allotment(s) in the band concerned, the administration(s) with which agreement is sought, shall in consultation with the requesting administration, explore all means of meeting the requirement of the requesting administration.

11. § 4. (1) An administration seeking agreement may request the Board to endeavour to obtain such agreement in those cases where:

a) an administration to which a request has been sent under No. [4] fails to acknowledge receipt of the request within 45 days from the date of the I.F.R.B. Circular containing the pertinent information;

b) an administration has acknowledged receipt under No. [6] but fails to give a decision within 60 days from the date of the I.F.R.B. Circular containing the pertinent information;

c) there is disagreement between the administration seeking agreement and an administration with which agreement is sought as to the sharing possibilities;

d) it is not been possible to reach agreement for any other reason.

12. (2) Either the administration seeking agreement or an administration with which agreement is sought, or the Board, may request additional information which it may require in studying any problem relating to this agreement .

13. (3) Where the Board receives a request under No. [11 a)], it shall forthwith send a telegram to the administration concerned requesting immediate acknowledgement.

14. (4) Where the Board receives an acknowledgement following its action under No. [13], or where the Board receives a request under No. [11 b)], it shall forthwith send a telegram to the administration concerned requesting an early decision in the matter.

15. (5) Where the Board receives a request under No. [11 d)], it shall endeavour to obtain agreement to which reference is made in No. [4]. Where the Board receives from an administration no acknowledgement to the request it made under the terms of No. [4] for agreement within the period specified in No. [6], it shall act, in so far as this administration is concerned, in accordance with No. [13].

16. (6) Where an administration fails to reply within 15 days of the Board's telegram requesting an acknowledgement sent under No. [13], or fails to give a decision in the matter within 30 days of dispatch of the Board's telegram of request under No. [14], it shall be deemed that the Administration with which agreement was sought has undertaken, once the projected allotment is included in the Plan:

a) that no complaint will be made in respect of any harmful interference which may be caused to the services rendered by its coast radiotelephone stations by the use of assignments in accordance with the allotment for which agreement was requested and

b) that its existing or projected coast radiotelephone stations will not cause harmful interference to the use of assignments in conformity with the allotment for which agreement was requested .

The Board shall enter a remark in Column 13c of the Master Register of each assignment covered by the allotment in question, indicating that this assignment does not benefit from the provisions of No. 607 of the Radio Regulations with respect to assignments of the administration seeking the agreement.

17. (7) The Board shall examine the proposed allotment with respect to the probability of harmful interference which it may receive from an allotment in the Plan of the administration which failed to reply or which indicated disagreement without supplying the reasons; if the finding is favourable and where the application of the present procedure with respect to the other administrations concerned permits, it enters the proposed allotment in the Plan.

18. (8) In the event of an unfavourable finding resulting, the Board informs the administration concerned of the result of the examination; if the administration insists and where the application of the present procedure with respect to the other administrations concerned permits it enters the proposed allotment in the Plan.

19. (9) Where the Board receives a request under No. /11 c)/, it shall assess the sharing possibilities and it shall inform the administrations concerned of the results obtained.

20. (10) In the case of continuing disagreement, the Board shall examine the proposed allotment from the point of view of harmful interference which may be caused to the services rendered by the stations of the Administration having declared its disagreement. In the case where the Board's finding is favourable and where the application of the present procedure with respect to the other administrations concerned permits, it enters the proposed allotment in the Plan.

21. (11) If after the examination under No. /20/ the Board reaches an unfavourable finding, it shall then examine the proposed allotment from the point of view of harmful interference which may be caused to the services on all the various channels in the band. Should the Board reach an unfavourable finding in each case, it shall determine the channel which is the least affected and invite the administration seeking agreement to propose the entry of an allotment in this channel in the Plan.

/22. In the case of an administration seeking agreement which does not have /[...]/ allotment(s) in the band concerned, this administration or the I.F.R.B., as the case may be, determines, at the end of the co-ordination procedure, which channel(s) may be used with the minimum of interference. The administration concerned notifies the I.F.R.B. the channel(s) which it will have chosen. The I.F.R.B. shall enter this (these) channel(s) in the Plan and publishes this information in the framework of bringing the Plan up to date./

23. §§ 5. An administration seeking agreement for a proposed allotment shall inform the Board of the results of its consultations with the administrations concerned. When the Board finds that the procedure prescribed in the present /[article]/ has been applied with respect to each administration concerned the Board shall publish its finding in a special section of the I.F.R.B. Circular and, as the case may be, bring the Plan up to date.

24. § 6. Notwithstanding the above provisions and if the circumstances justify, an administration may, in exceptional circumstances, notify to the Board for provisional entry in the Master Register an assignment which is not covered by an allotment in the Plan. It shall, however, begin forthwith the procedure prescribed in the present /[article]/.

25. §§ 7. When, within /[12]/ months from the date of the inclusion of the allotment in the Plan, the Board does not receive a notice of a first frequency assignment corresponding to this allotment, or where the first notified frequency assignment has not been brought into use within the time limits prescribed in the Radio Regulations,

it shall /~inform~/ /~consult with~/ the administration concerned before proceeding to delete the allotment from the Plan and to publishing this information within the framework of bringing the Plan up to date. However, in the case where the Board, in the light of a request from the administration concerned, finds that exceptional circumstances warrant an extension of this period the extension shall in no case exceed /~6~/ months, except in the case where an administration which has no coast station in service in which case the period may be extended to /~18~/ months.

26. § 8. The Board shall maintain an up to date master copy of the Plan resulting from the application of this procedure. It publishes in a suitable form the whole or part of the revised version of the Plan as and when the circumstances justify and in any case once annually.

---

ANNEX B

Sub-Working Group 5C-2 may wish to consider, in relation to their terms of reference and general guidelines, the following proposals :

- that the revised Frequency Allotment Plan for the Appendix 17 duplex radiotelephone channels should have only one section;

- that a symbol be put into column 2a of the I.F.L. to designate channel allotments and assignments which are in accordance with the revised allotment plan;

- that a second symbol be put into column 2c of the I.F.L. when an allotment is put into service;

- that the same second symbol may also be used in column 2c of the I.F.L. when an assignment is put into service;

- that, where necessary, assignments may continue to be made in accordance with Article 9 procedure with a date in column 2b of the I.F.L.;

- that, by definition, assignments bearing symbols shall have the right to international protection from harmful interference, from assignments bearing a date in column 2b of the I.F.L.

INTERNATIONAL TELECOMMUNICATION UNION

# MARITIME CONFERENCE

GENEVA, 1974

Document No. 417-E
23 May 1974
Original : English

COMMITTEE 5

## Australia*)

FREQUENCY REQUIREMENTS TO BE INCLUDED IN THE REVISED APPENDIX 25

In response to the appeal made in the meeting of Sub-Working Group 5C-3 on Wednesday, 22 May, Australia has reduced its requirements to the new totals shown in the table below.

| Frequency band MHz | 4 | 6 | 8 | 12 | 16 | 22 |
|---|---|---|---|---|---|---|
| Total requirements | 7 | 1 | 7 | 7 | 7 | 8 |

*) This document replaces Document 36 + Add.1.

ARCHIVES U.I.T. GENEV

INTERNATIONAL TELECOMMUNICATION UNION

# MARITIME CONFERENCE

GENEVA, 1974

Document No. 418-E
23 May 1974
Original : English

COMMITTEE 5

NOTE BY COMMITTEE 6

Provisions for inclusion in Article 35 and Appendix 18

The attention of Committee 5 is invited to the following texts adopted by Committee 6.

ARTICLE 35

Section IV

Bands between 156 and 174 MHz

MOD 1373C (5) The frequency 156.300 MHz (Channel 06 of Appendix 18) (see No. 953) may also be used for communication between ship stations and aircraft stations engaged in coordinated search and rescue operations. Ship stations shall avoid harmful interference to such communications on Channel 06 as well as to communications between aircraft stations, icebreakers and assisted ships during ice seasons.

Notes to Appendix 18

(1) Administrations may designate frequencies in the intership and port operations services, except when shared with public correspondence and also, where necessary, in the ship movement service, for use by light aircraft and helicopters to communicate with ships or participating coast stations in predominantly maritime support operations. The preferred first /three/ frequencies should be /...MHz (Channel...), ...MHz (Channel...) and ...MHz (Channel...)./

(2) Within the European Maritime Area the frequencies /...MHz (Channel...), ...MHz (Channel...), and ...MHz (Channel...)/ may be used, if so required by the individual Administrations concerned, for communication between ship stations, aircraft stations and participating land stations engaged in coordinated search and rescue and anti-pollution operations in local areas.

W.W. SCOTT
Chairman
Committee 6

ARCHIVES U.I.T. GENEV

INTERNATIONAL TELECOMMUNICATION UNION

# MARITIME CONFERENCE

**GENEVA, 1974**

Document No. 419-E
23 May 1974
Original : English

PLENARY MEETING

## FOURTH REPORT OF COMMITTEE 4 TO THE PLENARY MEETING

1. Having considered Documents Nos. 279, 319, 359 and 370 at its 6th 7th and 8th meetings on 10 May, 16 May and 22 May 1974 respectively, Committee 4 unanimously recommends adoption of :

| | | |
|---|---|---|
| i) | Nos. 446 to 453 of Article 7 | (Annex 1) |
| ii) | Nos. 1146 to 1159, 1169 to 1173B, 1180 to 1181 and 1185 to 1202 of Article 32 | (Annex 2) |
| iii) | ADD Appendix 15A | (Annex 3) |
| iv) | ADD Appendix 15B | (Annex 4) |
| v) | ADD Resolution [ ] to replace Mar 12 | Resolution (Annex 5) |

2. The texts in Annex 1 and Annex 5 were approved by joint meetings of Committee 4 and Committee 5.

3. Nos. 451B, 451C, 452, 452A of Article 7 (Annex 1), Nos. 1173B, 1191D, 1191F, 1196 of Article 32 (Annex 2), some of the series numbers and corresponding frequencies in Appendices ADD 15A (Annex 3) and ADD 15B (Annex 4) and frequency bands indicated in ADD Resolution (Annex 5) may need modifications consequent upon the decisions of Committee 6 on calling procedures.

Annexes : 5

ARCHIVES U.I.T. GENÈVE

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# A N N E X 1

## PROPOSAL FOR REVISION OF NOS. 446 TO 453 OF ARTICLE 7 OF THE RADIO REGULATIONS

NOC 446

MOD 447 a) Ship stations, telephony, duplex operation (two frequency channels)

4 063 - 4 143.6 kHz
6 200 - 6 218.6 kHz
8 195 - 8 291.1 kHz
12 330 - 12 429.2 kHz
16 460 - 16 587.1 kHz
22 000 - 22 124 kHz

MOD 448 b) Coast stations, telephony, duplex operation (two frequency channels)

4 357.4 - 4 438 kHz
6 506.4 - 6 525 kHz
8 718.9 - 8 815 kHz
13 100.8 - 13 200 kHz
17 232.9 - 17 360 kHz
22 596 - 22 720 kHz

MOD 449 c) Ship stations and coast stations, telephony, simplex operation (single-frequency channels)

4 143.6 - 4 146.6 kHz
6 218.6 - 6 224.6 kHz
8 291.1 - 8 297.3 kHz
12 429.2 - 12 439.5 kHz
16 587.1 - 16 596.4 kHz
22 124 - 22 139.5 kHz

NOC 450 SUP (Mar)

MOD 451 e) Ship stations, wide-band telegraphy, facsimile and special transmission systems

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 451A f) Ship stations, oceanographic data transmission (see note a) in Appendix 15)

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

MOD 451B g) Ship stations, frequency bands for narrow-band direct-printing telegraph and data transmission systems, at speeds not exceeding 100 bauds, paired with those in No. ADD 452A

4 170 - 4 177.75 kHz
6 256 - 6 268.25 kHz
8 343.5 - 8 357.75 kHz
12 491 - 12 520.75 kHz
16 660 - 16 695.75 kHz
22 192 - 22 227 kHz

ADD 451C ga) Ship stations, frequency bands for narrow-band direct-printing telegraph and data transmission systems, at speeds not exceeding 100 bauds.

| | | | | |
|---|---|---|---|---|
| 4 | 177.75 | - 4 | 179.75 | kHz |
| 6 | 268.25 | - 6 | 269.75 | kHz |
| 8 | 297.3 | - 8 | 300 | kHz |
| 12 | 520.75 | - 12 | 526.75 | kHz |
| 16 | 695.75 | - 16 | 705.8 | kHz |
| 25 | 076 | - 25 | 090.1 | kHz |

MOD 452 h) Ship stations, A1 Morse telegraphy

| | | | | |
|---|---|---|---|---|
| 4 | 179.75 | - 4 | 219.4 | kHz |
| 6 | 269.75 | - 6 | 325.4 | kHz |
| 8 | 357.75 | - 8 | 435.4 | kHz |
| 12 | 526.75 | - 12 | 652.3 | kHz |
| 16 | 705.8 | - 16 | 859.4 | kHz |
| 22 | 227 | - 22 | 310.5 | kHz |
| 25 | 070 | - 25 | 076 | kHz |
| 25 | 090.1 | - 25 | 110 | kHz |

NOC 452.1 SUP (Mar)

ADD 452A ha) Coast stations, frequency bands 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 |

MOD 453 i) Coast stations, 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 |

# A N N E X 2

## ARTICLE 32

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

NOC **A. General Provisions**

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, Al Morse telegraphy and telephony are excluded, except for circuit alignment purposes.

NOC 1147 *)

NOC 1148 *)

NOC 1148A *)

MOD 1149 § 18. Nos. MOD 451 to MOD 453 of Article 7 and the corresponding columns of MOD 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

*) Note to the Editorial Committee :

i) c/s should be changed to Hz.

ii) References to Nos. 1352A.1 and 1094A in No. 1147 would need to be aligned with any modifications to these numbers.

SUP 1156

NOC 1157 SUP

SUP 1158

NOC 1159*)

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

*) Note to the Editorial Committee :

c/s should be changed to Hz.

13 070.8 - 13 100.8 kHz
17 196.9 - 17 232.9 kHz
22 561 - 22 596 kHz

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

SUP 1185

SUP 1186

SUP 1187

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 | - | 4 177.75 | kHz |
| 6 256 | - | 6 268.25 | kHz |
| 8 343.5 | - | 8 357.75 | kHz |
| 12 491 | - | 12 520.75 | kHz |
| 16 660 | - | 16 695.75 | 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.

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 :

| | | | |
|---|---|---|---|
| 4 177.75 | - | 4 179.75 | kHz |
| 6 268.25 | - | 6 269.75 | kHz |
| 8 297.3 | - | 8 300 | kHz |
| 12 520.75 | - | 12 526.75 | kHz |
| 16 695.75 | - | 16 705.8 | kHz |
| 25 076 | - | 25 090.1 | kHz |

SUP e)

SUP 1192

SUP 1193

SUP 1194

SUP 1195

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 |
| | 8 357.75 | - [ | 8 359.75 ] | kHz |
| [ | 8 378 | ] - | 8 435.4 | kHz |
| | 12 526.75 | - [ | 12 539.6 ] | kHz |
| | 12 567 | - | 12 652.3 | kHz |
| | 16 705.8 | - [ | 16 719.8 ] | kHz |
| | 16 756 | - | 16 859.4 | kHz |
| | 22 253 | - | 22 310.5 | kHz |
| [ | 25 090.1 | ] - | 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

ANNEX 3

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 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 4

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 |

# ANNEX 5

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.

| 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 ] | [8 357.75 ]-[8 359.75 ] | | |
| | [8 435.4]- 8 459.5 | [8 378 ] - 8 435.4 | | |
| | 12 561 [12 567 ] | [12 526.75 ]-[12 539.6 ] | | |
| | [12 652.3]- 12 689 | [12 567 ] - 12 652.3 | | |
| | 16 748 -[16 756 ] | [16 705.8 ] - 16 719.8 | | |
| | [16 859.4]- 16 917.5 | [16 756 ] - 16 859.4 | | |
| | 22 310.5 - 22 374 | [22 253 ] - 22 310.5 | | |

| 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<br>6 493.9 - 6 514<br>8 704.4 - 8 728.5<br>13 070.5 - 13 107.5<br>17 196.9 - 17 255<br>22 561 - 22 624.5 | 4 219.4 - 4 231<br>6 325.4 - 6 345.5<br>8 435.4 - 8 459.5<br>12 652.3 - 12 689<br>16 859.4 - 16 917.5<br>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 |

| 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<br>6 248 - 6 258.25<br>8 331.5 - 8 341.75<br>12 483 - 12 503.25<br>16 640 - 16 660.5<br>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<br>6 216.5 - 6 224.6<br>8 288 - 8 300<br>12 431.5 - 12 439.5<br>16 576 - 16 596.4<br>22 112 - 22 139.5 | 4 166 - 4 170<br>6 248 - 6 256<br>8 331.5 - 8 343.5<br>12 483 - 12 491<br>16 640 - 16 660<br>22 164 - 22 192 | 1 July 1977 | 15 July 1977 |

| 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<br>6 210.4 - 6 216.5<br>8 281.2 - 8 288<br>12 421 - 12 431.5<br>16 565 - 16 576<br>22 094 - 22 112 | 4 143.6 - 4 146.6<br>6 218.6 - 6 224.6<br>8 291.1 - 8 297.3<br>12 429.2 - 12 439.5<br>16 587.1 - 16 596.4<br>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 | |

Note : The period from 16 July 1977 to 31 December 1977 should be used to prepare for changeover to new arrangement of duplex radiotelephony.

| 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<br>4 139.5 - 4 143.6<br>6 210.4 - 6 218.6<br>8 281.2 - 8 291.1<br>12 421 - 12 429.2<br>16 565 - 16 587.1<br>22 094.5 - 22 124<br><br>Coast Radiotelephone Bands<br>4 357.4 - 4 361<br>6 506.4 - 6 514<br>8 718.9 - 8 728.5<br>13 100.8 - 13 107.5<br>17 232.9 - 17 255<br>22 596 - 22 624.5 | 0001 GMT 1 January 1978 | |

| Step of implementation 25 MHz band | | From kHz | To kHz | Starting date | Completion date |
|---|---|---|---|---|---|
| Step 1 | a) Ships vacate the calling frequencies | 25 076 - 25 082.5 | | As soon as possible | 1 June 1976 |
| | b) Ships transfer the working frequencies | 25 082.5 - 25 090 | 25 090.1 - 25 110 | As soon as possible | 1 June 1976 |
| Step 2 | a) Ships commence the use of narrow-band direct-printing | - | 25 076 - 25 090.1 | 2 June 1976 | - |

PLENARY MEETING

B.4

# 4th 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 | 377 | RR Art. 28A : 999F<br>Art. 28B : 999G-999N<br>Art. 29A : 1062AA-1062BN<br>Resolution B<br>Recommendation Mar 8 (SUP) |

P. CHASPOUL
Chairman of the
Editorial Committee

Annex : 11 pages

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ANNEX RR

Revision of Article 28A of the Radio Regulations

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

Before 999A

ADD Section I.

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After 999E

ADD Section II.

ADD 999F § 5. A digital selective calling system may be used if it is in full conformity with the relevant C.C.I.R. Recommendations in which all operational, technical and compatibility aspects which might be involved have been taken into account.

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ANNEX RR

Addition of a new Article (Article 28B) to the Radio Regulations

B.4

The following new Article shall be added to the Radio Regulations after Article 28A :

ADD

ARTICLE 28B

B.4

Narrow-Band Direct-Printing Telegraphy

Section I. /_ General Provisions _/

999G § 1. The characteristics of the narrow-band direct-printing equipment shall be in accordance with Appendix 20B.

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999H § 2. Frequencies assigned to coast stations shall be indicated in the List of Coast Stations (List IV). This list shall also indicate any other useful information concerning the service performed by each coast station.

Section II. Bands between 405 and 535 kHz

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999I § 3. (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)[1].

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999J (2) Narrow-band direct-printing telegraphy is forbidden in the band 490-510 kHz.

Section III. Bands between 1 605 and 4 000 kHz

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999K § 4. (1) 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.

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999L (2) Narrow-band direct-printing telegraphy is forbidden in the band 2 170-2 194 kHz.

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999I.1 [1] In the European Maritime Area usage of class F1 emissions is subject to special agreements between interested and affected administrations.

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## Section IV. Bands between 4 000 and 27 500 kHz

999M § 5. 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. /

## / Section V. Bands between 156 and 174 MHz /

/ 999N § 6. 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. /

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ANNEX RR

Addition of a new Article (Article 29A) to the Radio Regulations

B.4

The following new Article shall be added to the Radio Regulations after Article 29.

ADD

ARTICLE 29A

B.4

Procedures for Narrow-Band Direct-Printing Telegraphy in the Maritime Mobile Service[1]

Section I. General

B.4

1062AA § 1. Narrow-band direct-printing telegraphy may be used, e.g.

1062AB a) between ship stations and coast stations;

1062AC b) between ship stations;

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1062AD c) between ship stations and /national or international/ telex subscribers via coast stations /(radiotelex calls)/; and

1062AE d) between ship stations and special equipment on land via coast stations and private or leased circuits.

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1062AF § 2. Stations using narrow-band direct-printing telegraphy shall comply with the provisions of Article 28B.

1062AG § 3. The procedures specified in the present Article should be employed, except in cases of distress, urgency or safety.

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1062AH § 4. (1) The traffic may be exchanged with or without the use of error-correcting equipment.

1062AI (2) For communication between two stations the ARQ mode should be used when available.

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1062AJ (3) For transmissions from one coast or ship station to two or more other stations the forward-error-correcting mode should be used when available.

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[1] Reference may also be made to the relevant C.C.I.R. Recommendations.



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1062AK § 5. The services provided by each station open to public correspondence shall be indicated in the List of Coast Stations and in the List of Ship Stations, together with information on charging.

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1062AL /~~§~~ 6. Where transmission over the general network of telecommunication channels is involved, the provisions of 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

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1062AM § 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 selective call number assigned in accordance with Appendix 20B.

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1062AN (2) The operator of the coast station then establishes direct-printing communication on the frequency agreed using the appropriate identification of the ship.

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1062AO § 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 assigned in accordance with Appendix 20B.

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1062AP (2) The operator of the coast station then establishes direct-printing communication on the corresponding coast station transmit frequency.

### B. Coast Station to Ship

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1062AQ § 9. (1) The operator of the coast station calls the ship station by manual telegraphy, telephony or other means using normal calling procedures.

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1062AR (2) The operator of the ship station then applies the procedures of No. 1062AM or No. 1062AO.

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### C. Intership

1062AS § 10. (1) The operator of the calling ship station establishes communication with the called ship 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 selective call number assigned in accordance with Appendix 20B.

1062AT (2) The operator of the called ship station then establishes direct-printing communication on the frequency agreed using the appropriate identification of the calling ship.

## Section III. Procedures for Automatic Operation

### A. Ship to Coast Station

1062AU § 11. (1) The ship station calls the coast station on a predetermined coast station receive frequency using the direct-printing equipment and the identification signal of the coast station assigned in accordance with Appendix 20B.

1062AV (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

1062AW § 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 call number assigned in accordance with Appendix 20B.

1062AX (2) The ship station's direct-printing equipment tuned to receive the predetermined coast station transmit frequency detects the call, whereupon the reply is given in one of the following ways :

1062AY a) the ship station replies either immediately on the corresponding coast station receive frequency or at a later stage using the procedure of No. 1062AO; or

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1062AZ 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.

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## Section IV. Message Format

1062BA § 13. Where the appropriate facilities are provided by the coast station, traffic may be exchanged with the telex network :

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1062BB a) In a conversational mode where the stations concerned are connected directly either automatically or under manual control; or

1062BC b) In a store-and-forward mode where traffic is stored at the coast station until the circuit to the called station can be set up, either automatically or under manual control.

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1062BD § 14. In the shore-to-ship direction the message format should conform to normal telex network practice.

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1062BE § 15. In the ship-to-shore direction the message format should conform to normal telex network practice with the addition of a preamble as follows :

1062BF a) In the conversational mode the preamble shall consist of the characters DIRTLXyz+ 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 "+" indicates end of sequence;

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1062BG b) In the store-and-forward mode the preamble shall consist of the characters TLXyz+ 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 "+" indicates end of sequence.

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## Section V. Procedures for Operation in the Forward-Error-Correcting Mode

1062BH § 16. (1) Messages in the forward-error-correcting mode may be sent, by prior arrangement, from a coast station or a ship station to one or more ship stations in the following cases :

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1062BI a) where a receiving ship station is not able to use its transmitter or is not permitted to do so;

1062BJ b) where the message is intended for more than one ship;

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1062BK c) where unattended reception of a message in the forward-error-correcting mode is necessary and automatic acknowledgement is not required.

1062BL (2) In such cases, special care should be taken to ensure that the ship station receivers are tuned to the appropriate coast or ship station transmit frequency.

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1062BM § 17. All messages in the forward-error-correcting mode should be preceded by at least one carriage return or line feed.

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1062BN § 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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ADD

## RESOLUTION No. Mar2 - B

### Relating to the Introduction of a Digital Selective Calling System to Meet the Requirements of the Maritime Mobile Service

B.4

The World Maritime Administrative Radio Conference, Geneva, 1974,

B.4

considering

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

B.4

b) that the Inter-Governmental Maritime Consultative Organization (I.M.C.O.) had indicated [1] to the present Conference, as well as to the C.C.I.R., its requirements for a digital selective calling system usable for distress and safety purposes;

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

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d) that, in response to C.C.I.R. Question 9/8, the C.C.I.R. has prepared a draft recommendation concerning the operational characteristics, and that it is currently studying the technical characteristics of such a system;

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e) that in the Radio Regulations, the technical provisions relating to systems are mainly based upon the Recommendations of the C.C.I.R.;

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f) 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 held less frequently and less regularly;

B.4

is of the opinion

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

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[1] I.M.C.O. Resolution No. A.283(VIII)

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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;

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therefore resolves that

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

B.4

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;

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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, which of the C.C.I.R. Recommendations, or which specific technical criteria defined in the Recommendations referred to in 1 above, they agree to use in applying the pertinent provisions of the Radio Regulations;

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

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RECOMMENDATION No. Mar 8

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INTERNATIONAL TELECOMMUNICATION UNION

# MARITIME CONFERENCE

GENEVA, 1974

Document No. 421-E
23 May 1974
Original : English

COMMITTEE 6

## NINTH REPORT OF WORKING GROUP 6C TO COMMITTEE 6

1. Draft Recommendation relating to accounting for public correspondence in maritime radiocommunications

Working Group 6C unanimously recommends the adoption of the draft recommendation appearing in Annex 1 to the present report.

2. Draft Resolution relating to the interpretation of the provisions affecting the public correspondence services

Working Group 6C unanimously recommends the adoption of the draft resolution appearing in Annex 2 to the present report.

M.O. MEREDITH
Chairman

Annexes : 2

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# ANNEX 1

## DRAFT RECOMMENDATION No. Mar2 ...

### Relating to accounting for public correspondence in maritime radiocommunications

The World Maritime Administrative Radio Conference, Geneva, 1974,

considering

a) Resolution Mar2 - A;

b) that any regulatory provisions proposed by C.C.I.T.T. in response to the above Resolution cannot be formally incorporated into the Radio Regulations until at the earliest the World Administrative Radio Conference foreseen in 1979;

c) the detailed proposals for revision of all or part of Chapter IX of the Radio Regulations, and of the Additional Radio Regulations, submitted to the present Conference by for example the Administrations of Norway, Denmark, Sweden and France in Document 262, and of Denmark, Norway and Sweden in Document 306;

recommends

1. that the C.C.I.T.T. Report should include basic as well as detailed provisions, forming a complete set of accounting rules, which should be produced as a C.C.I.T.T. Recommendation entitled "Draft rules for accounting in the maritime mobile service";

2. that administrations and recognized private operating agencies should bring these draft rules into use from the earliest possible date following approval by the C.C.I.T.T. Plenary Assembly.

3. that administrations and recognized private operating agencies should make proposals to the next competent World Administrative Radio Conference on which, if any, of the draft rules should also be included in the Radio Regulations.

# ANNEX 2

## DRAFT RESOLUTION No. Mar2 ...

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

The World Maritime Administrative Radio Conference, Geneva, 1974,

considering

a) that the World Administrative Telegraph and Telephone Conference, Geneva, 1973 (W.A.T.T.C., 1973) has adopted simplified Telegraph and Telephone Regulations containing basic provisions only;

b) 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;

c) 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 World Maritime Administrative Radio Conference, 1974:

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

ii) may see fit to transfer, and

iii) may have adopted as amended or as new provisions;

d) that the W.A.T.T.C. 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);

e) 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;

f) 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;

g) the detailed proposals for revision of all or part of Chapter IX of the Radio Regulations, and of the Additional Radio Regulations, submitted to the present Conference by for example the Administrations of Denmark, Norway and Sweden in Document 306;

recognizing

a) 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;

b) that the radio traffic in the maritime mobile service with certain exceptions meets the requirements of the Telegraph and Telephone Regulations and the related C.C.I.T.T. Recommendations;

c) that 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;

d) 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 W.A.T.T.C., 1973, to continue to study the questions in the study programme concerning the simplification of the public telegram service and the revision or elaboration or Recommendations relating to the telex service;

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

resolves

that a study of those parts of Chapter IX of the Radio Regulations and the Additional Radio Regulations not already included in the study carried out under Resolution No. Mar2 - A should be undertaken with a view to their integration into the C.C.I.T.T. Recommendations;

requests the C.C.I.T.T.

1. to undertake a study of the annexed question as a matter of urgency;

2. to ask administrations to send delegates particularly concerned with the maritime public correspondence services to take part in these studies;

recommends

1. that the results of the study shall be 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;

2. that administrations and recognized private operating agencies should bring these draft rules into use from the earliest possible date following approval by the C.C.I.T.T. Plenary Assembly.

## ANNEX

### New Question to the C.C.I.T.T.

To what extent is it necessary and desirable to revise those parts of Chapter IX of Radio Regulations and the Additional Radio Regulations not already included in the study carried out under Resolution Mar2 - A and transfer them into the C.C.I.T.T. Recommendations.

INTERNATIONAL TELECOMMUNICATION UNION

# MARITIME CONFERENCE

**GENEVA, 1974**

Document No. 422-E
24 May 1974
Original : French

COMMITTEE 5

## Socialist Republic of Roumania*)

In response to the request made by Working Group 5C, Roumania has reduced its frequency requirements as follows :

| Frequency bands (in MHz) | 4 | 6 | 8 | 12 | 16 | 22 |
|---|---|---|---|---|---|---|
| Number of frequencies required | 3 | 2 | 3 | 3 | 3 | 3 |

*) The present document supersedes Document 169(Rev.1) and the Addendum thereto.

ARCHIVES U.I.T. GENÈVE

INTERNATIONAL TELECOMMUNICATION UNION

# MARITIME CONFERENCE

GENEVA, 1974

Document No. 423-E
24 May 1974

Original : English

COMMITTEE 5

United States of America

## PROPOSALS FOR THE WORK OF THE CONFERENCE

In response to the appeal in Working Group 5C on 21 May 1974, the United States has reduced its requirements, which represent actual operations in use, by the following amounts :

| Frequency band MHz | 4 | 6 |
|---|---|---|
| Number of requirements to be reduced | 5 | 2 |

INTERNATIONAL TELECOMMUNICATION UNION

# MARITIME CONFERENCE

GENEVA, 1974

Document No. 424-E
24 May 1974
Original : English

COMMITTEE 6

## NINTH REPORT BY WORKING GROUP 6A TO COMMITTEE 6

The Working Group 6A during the meeting of 21st May 1974 after consideration of all relative proposals agreed on the attached texts:

Article 1, Section I

Proposal set out in USA/54/5 was withdrawn.

Article 20

MOD 825

Unanimously agreed.
(See Annex 1)

MOD 807

Unanimously agreed.
(See Annex 2)

MOD 811A

With no objections.
(See Annex 3)

MOD 815

Unanimously agreed.
(See Annex 4)

Appendix 9

| | | |
|---|---|---|
| ADD (to existing text) | footnote 6A | List IV - List of Coast Stations Part B. Particulars of Coast Stations |

Majority agreed.
(See Annex 5)

| | | |
|---|---|---|
| ADD (to existing text) | footnote 6B | List IV - List of Coast Stations Part B. Particulars of Coast Stations |

Unanimously agreed.
(See Annex 6)

| | | |
|---|---|---|
| MOD | Col 12 (following existing text) | List V - List of Ship Stations Particulars of Ship Stations |

Majority agreed.
(See Annex 7)

ARCHIVES U.I.T. GENÈVE

H.S. YOUNG
Chairman

Annexes: 7

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## A N N E X 1

MOD 825 7. The List of Ship Stations (List V) shall be republished each year. It shall be kept up-to-date by means of a quarterly supplement in addition to a half yearly recapitulative supplement.

---

## A N N E X 2

MOD 807 (VI) List VI. List of radiodetermination and special service stations

This list shall contain radio direction-finding stations and radiobeacon stations of the maritime radionavigation service, and include radiobeacons of the aeronautical radionavigation service reliable for maritime navigation, the particulars of radiodetermination satellite systems available for maritime use, ocean-station vessels, direction-finder calibration stations as well as stations transmitting time signals, regular meteorological bulletins, notices to navigators, medical advice, standard frequencies, epidemiological bulletins and ursigrams. In this list, each class of station shall occupy a special section

---

## A N N E X 3

MOD 811A Spa (VIII A) List VIIIA. List of stations in the space service and in the radio astronomy service

This list shall contain particulars of earth and space stations and of radio astronomy stations. However, mobile earth stations of the maritime mobile-satellite service shall not be listed. Instead a general reference to the List of Ship Stations shall be included in List VIII A.

---

## A N N E X 4

NOC 815 (MOD F, S) Last two sentences in French and Spanish texts to be aligned with English text.

It is proposed that the French text should read along the following lines :

"... Les renseignements contenus dans les listes IV et VI seront comparés avec ceux qui figurent dans la liste I. Le Secrétaire général devra signaler toute divergence aux administrations intéressées."

Similar adjustment to be made on the Spanish text.

---

## A N N E X 5

### APPENDIX 9

Service Documents

List IV - List of Coast Stations

Part B. Particulars of coast stations

ADD (footnote) 6A Indicate if selective calling is provided and the system employed.

---

## A N N E X 6

### APPENDIX 9

List IV - List of Coast Stations

Part B. Particulars of coast stations

ADD (footnote) 6B _Indicate if narrow-band / direct-printing telegraphy_/ is provided.

---

# A N N E X 7

## APPENDIX 9

List V - List of Ship Stations

Particulars of ship stations

MOD Column 12 (add to existing text)

Indicate if selective calling is provided and the system employed.

Indicate if narrow-band /~direct-printing telegraphy~/ is provided.

INTERNATIONAL TELECOMMUNICATION UNION

# MARITIME CONFERENCE

**GENEVA, 1974**

Document No. 425-E
24 May 1974
Original : English

COMMITTEE 5

SUB-WORKING GROUP 5C-3-F

Draft Plan of the 8 MHz band for the revision of Appendix 25 MOD 2

The Annex to this document is the draft Plan of the 8 MHz band for the revision of Appendix 25 MOD 2. The Plan has been completed according to the guidelines in Document DT/54.

In the opinion of the Working Party, there are serious problems with some parts of this Plan and that these problems can be alleviated by cooperative action taken by the delegates at this Conference. The major problem is due to the very large requirements of certain countries which have overloaded the bands and thus left very few opportunities for future requirements to be satisfied and will make it very difficult for the Plan to function efficiently at the present time.

Following are listed the main problems :

Region 1 - In the northern part of this Region, very large demands by at least four countries have overloaded the bands.

Region 2 - In this Region very large demands by a particular country have overloaded the bands and not left sufficient opportunities for other countries in the Region.

If delegations would agree to a further major reduction of allotments, the Working Party is of the opinion that a substantial improvement could be made in the Plan.

E.D. DUCHARME
Chairman

Annex : 1

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ANNEXE - ANNEX - ANEXO

8 MHz Band

| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
|---|---|---|---|---|---|---|---|---|---|
| USA(E)<br>USA(S)<br>PTR<br>PNZ<br>DNK<br>S<br>E<br>ISR<br>AFS<br>BGD<br>BHR<br>CHL<br>FJI<br>USA(W)<br>ALS<br>HWA<br>GUM<br>J | USA(E)<br>USA(S)<br>PNZ<br>G<br>DDR<br>GRC<br>POR<br>AZR<br>ARG<br>AUS<br>USA(W)<br>ALS<br>HWA<br>CHN<br>GNP | CAN(E)<br>URS(NW)<br>URS(En)<br>BEL<br>CUB<br>BER<br>ATN<br>ISL<br>TUR<br>SEN<br>AFS<br>PAK<br>CLM<br>URS(FE)<br>J | USA(E)<br>USA(S)<br>PNZ<br>G<br>GRC<br>HOL<br>MCO<br>ARG<br>SRL<br>KEN<br>SNG<br>AUS(E)<br>USA(W) | USA(E)<br>USA(S)<br>PNZ<br>BEL<br>E<br>ISL<br>ISR<br>AFS<br>ETH<br>NCL<br>USA(W)<br>HKG<br>PNG | USA(E)<br>PTR<br>G<br>DDR<br>GRC<br>SUI<br>ARG<br>BGD<br>BHR<br>AUS(E)<br>USA(W)<br>HWA<br>GUM<br>ALS<br>PHL | URS(En)<br>URS(N.As)<br>BEL<br>CUB<br>FNL<br>GIB<br>TCH<br>COG<br>MTN<br>URS(S.As)<br>MDG<br>SNG<br>CHL<br>NZL<br>CAN(W)<br>J<br>RYU | USA(E)<br>PTR<br>DNK<br>S<br>E<br>ROU<br>SUI<br>ARG<br>SUR<br>CLN<br>NHB<br>USA(W)<br>ALS<br>HWA<br>GUM<br>PHL | USA(E)<br>G<br>CUB<br>DDR<br>GRC<br>ISL<br>MCO<br>DAH<br>AUS(W)<br>PAK<br>CHL<br>USA(W)<br>J<br>THA | USA(E)<br>USA(S)<br>PNZ<br>POL<br>E<br>YUG<br>CAN<br>ARG<br>BGD<br>IRN<br>FJI<br>USA(W)<br>J |
| ROU<br>NOR<br>NIG<br>MLA | STP<br>CPV<br>MDR<br>HOL<br>AGL<br>CLN<br>IRQ<br>MOZ<br>BOL<br>TMP | E<br>S<br>NOR<br>DDR<br>CHL<br>PNG<br>USA(C) | CNR<br>URS(NA)<br>FNL<br>URS(S.As)<br>IRQ<br>PRU<br>URS(FE) | URS(En)<br>FNL<br>ALB<br>LBR<br>ARS<br>IRN<br>BOL<br>URS(FE)<br>J | E<br>I<br>HOL<br>GAB<br>GMB<br>ARS<br>KOR | GRC<br>DDR<br>CYP<br>PAK<br>USA(C) | NOR<br>GRC<br>ASC<br>AFS<br>BHR<br>J | TCH<br>KEN<br>CNR | BUL<br>NOR<br>TGO<br>INS<br>MOZ<br>CHN<br>TMP |

Note : Allotissements au dessous de la ligne sont des besoins additionnels.

Note : The allotments below the line are additional requirements.

Nota : Las adjudicaciones que figuran por debajo de la linea son necesidades adicionales.

| 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 |
|---|---|---|---|---|---|---|---|---|---|
| USA(E)<br>USA(S)<br>PNZ<br>DNK<br>NOR<br>CYP<br>F<br>HNG<br>GAB<br>AUS<br>USA(W)<br>HKG<br>PHL | CAN(N)<br>URS(En)<br>USA(NW)<br>G<br>E<br>FNL<br>ISR<br>JMC<br>ARG<br>ETH<br>INS<br>BHR<br>CHL<br>NZL<br>HWA<br>MDW<br>J | USA(E)<br>USA(S)<br>USA(C)<br>PNZ<br>BEL<br>GRC<br>POR<br>MDR<br>AZR<br>CPV<br>GNP<br>AGL<br>TMP<br>MOZ<br>AUS<br>USA(W)<br>ALS<br>HWA<br>GUM<br>CHN | URS(N.A.s)<br>URS(En)<br>G<br>CUB<br>DDR<br>I<br>ARG<br>URS(SAS)<br>PAK<br>GIB<br>CAN(W)<br>J<br>RYN | USA(E)<br>USA(S)<br>URS(NW)<br>D<br>GRC<br>MRC<br>ZAI<br>AUS<br>IRQ<br>SNG<br>CHL<br>USA(W)<br>J | USA(E)<br>USA(S)<br>URS(NW)<br>G<br>E<br>BRB<br>GRC<br>ARG<br>SEY<br>INS<br>PAK<br>FJI<br>USA(W)<br>ALS<br>HWA<br>GUM<br>CHN | CAN(E)<br>URS(En)<br>D<br>F<br>BER<br>MEX<br>ROU<br>PNR<br>NIG<br>BGD<br>YMS<br>AUS<br>URS(FE)<br>J | USA(E)<br>PTR<br>DNK<br>NOR<br>S<br>E<br>HNG<br>CNR<br>ARG<br>CME<br>SEY<br>MLA<br>BHR<br>NHB<br>USA(E)<br>ALS<br>HWA<br>GUM<br>CHN | URS(N.A.s)<br>URS(En)<br>URS(NW)<br>POL<br>G<br>DOM<br>GRC<br>PNR<br>B<br>NIG<br>URS(SAS)<br>REU<br>CHL<br>PAQ<br>CAN(W)<br>J<br>THA | USA(E)<br>PTR<br>URS(NW)<br>D<br>I<br>ARG<br>GHA<br>IND<br>SMO<br>USA(W)<br>ALS<br>HWA<br>GUM<br>PHZ |
| TUR<br>S<br>ARG<br>ARS<br>PRU | YUG<br>POL<br>BEL<br>GHA<br>PAK<br>CHN<br>USA(E)<br>USA(W)<br>USA(S)<br>USA(C)<br>ALS | HNG<br>NOR<br>DNK<br>STP<br>IND | GRC<br>LBR<br>INS<br>KEN<br>URS(FE)<br>USA(E)<br>USA(W)<br>USA(S)<br>USA(C)<br>ALS<br>HWA | URS(En)<br>GUF<br>BEL<br>CHN | TUN<br>DDR<br>URS(En)<br>COG | EGY<br>POL<br>IRN<br>PHL<br>USA(E)<br>USA(W)<br>USA(S)<br>USA(C)<br>ALS<br>HWA<br>PTR<br>GUM | LBY<br>CYP<br>PAK | MRT<br>INS<br>YMS<br>IRN<br>USA(E)<br>USA(W)<br>USA(S)<br>USA(C)<br>ALS<br>HWA<br>PTR<br>GUM | GRC<br>CYP<br>TGK<br>IRN |

| 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 |
|---|---|---|---|---|---|---|---|---|---|---|
| C<br>A<br>L<br>L<br>I<br>N<br>G | USA(E)<br>USA(S)<br>POL<br>DDR<br>MRC<br>YUG<br>B<br>BGD<br>KEN<br>AUS<br>USA(W)<br>CHN | CAN(E)<br>URS(NW)<br>DNK<br>NOR<br>S<br>I<br>JMC<br>ROU<br>ARG<br>GHA<br>IND<br>TGK<br>NZL<br>URS(FE)<br>J | USA(E)<br>USA(S)<br>USA(NW)<br>BEL<br>EGY<br>HNG<br>MRC<br>B<br>REU<br>SNG<br>PRU<br>USA(W)<br>CHN | CAN(C)<br>UKR<br>DNK<br>NOR<br>BUL<br>F<br>MRT<br>GNA<br>IND<br>CKH<br>URS(FE)<br>PHL | URS(Eu)<br>USA(C)<br>UKR<br>DDR<br>HOL<br>I<br>MEX<br>G<br>PRG<br>PAK<br>GUM<br>CHN<br>J | USA(E)<br>PTR<br>DNK<br>NOR<br>E<br>ISR<br>VEN<br>ARG<br>BGD<br>ETH<br>NIU<br>PRU<br>USA(W)<br>ALS<br>HWA<br>GUM<br>MAC | USA(E)<br>PTR<br>D<br>F<br>HNG<br>LBN<br>MRT<br>MRC<br>B<br>MAU<br>INS<br>PAK<br>USA(W)<br>ALS<br>HWA<br>GUM<br>J | USA(E)<br>USA(S)<br>UKR<br>DNK<br>NOR<br>D<br>GMB<br>PRG<br>ETH<br>BGD<br>OCE<br>USA(W)<br>CHN<br>AUS | USA(S)<br>POL<br>BUL<br>F<br>SPM<br>PTR<br>B<br>URS(SA)<br>YMS<br>INS<br>SLM<br>PRU<br>URS(FE)<br>KOR<br>PNG | USA(E)<br>USA(S)<br>PTR<br>UKR<br>DDR<br>ISL<br>MRC<br>FLK<br>GMB<br>PAK<br>MDG<br>USA(W)<br>CHN<br>J |
| | MEX<br>TUR<br>BRB<br>STP<br>IRN | GRC<br>TMP<br>IRQ | JMC<br>TUN<br>GUB<br>DDR<br>STP<br>OMA<br>G | ARG<br>KER<br>IRN<br>USA(E)<br>USA(W)<br>USA(S)<br>ALS | URS(NA)<br>CME<br>INS<br>KEN<br>CAN(W) | YUG<br>S<br>NOR<br>AFI<br>MOZ<br>IRN | TUR<br>NOR<br>ALB<br>CBG | GIB<br>MEX<br>LBY<br>S<br>VEN<br>FNL | URS(NA)<br>YUG<br>IRN<br>CBG<br>J | I<br>SUI<br>COG<br>MDG<br>MLA<br>IRN |

INTERNATIONAL TELECOMMUNICATION UNION

# MARITIME CONFERENCE

GENEVA, 1974

Document No. 426-E
27 May 1974
Original : English

PLENARY MEETING

## SIXTH REPORT OF COMMITTEE 6
## (OPERATION)

ARTICLE 1

ADD 18A
ADD 21BA
MOD 37
Mar
ADD 37A

ARTICLE 7

ADD 457B

ARTICLE 23

Note A MOD Title
Note B ADD 849A

CHAPTER VII

MOD Title

ARTICLE 27

MOD Title
MOD 952
Spa 2
ADD 952A - 952E
MOD 953
MOD 954

ARTICLE 35

ADD 1368A
MOD 1371
Mar
ADD 1371A
MOD 1373C
Mar

---

Note A - For the Editorial Committee

This text should replace the text between brackets in Fourth Report (See Note A).

Note B - For the Editorial Committee

See Note B in Fourth Report.

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ARTICLE 36

ADD 1381A
NOC 1476B
Mar

CHAPTER IX

MOD Title

ARTICLE 37

MOD Title
MOD 1496

APPENDIX 18

ADD Two notes

ADDITIONAL RADIO REGULATIONS

ARTICLE 1

MOD Title

ARTICLE 1A

ADD 2004A - 2004D

ARTICLE 2

NOC 2005 - 2014

ARTICLE 3

NOC 2015 - 2017

ARTICLE 4

MOD Title

ARTICLE 4A

ADD 2062AA - 2062BH

ARTICLE 5

MOD Title

ARTICLE 5A

ADD 2087AA - 2087AN

ARTICLE 7A

ADD 2123A

RESOLUTION No. Mar ...

Resolution No. Mar ...
Technical Cooperation, with the Developing Countries, in Maritime Telecommunications

Resolution No. Mar ...
Relating to the Use of Class A3A and A3J Emissions for Distress and Safety Purposes on the International Distress Frequency for Radiotelephony, 2 182 kHz

RECOMMENDATION No. Mar ...

Recommendation No. Mar ...
On the choice of a frequency in the Mobile-Maritime bands between 1 605 kHz - 3 800 kHz to be reserved for maritime safety requirements

Recommendation No. Mar ...
Relating to the Provision of a Watch by Coast Stations for Distress Purposes on the Frequency 156.8 MHz

1. All proposals relating to these items were considered.

2. The Committee adopted the texts which appear in the annex to this report.

Annex: 1

# A N N E X

## ARTICLE 1

### Section I.

### General Terms

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.

### Section II.

### Radio Systems, Services and Stations

ADD 21BA Ship Earth Station : An earth station in the maritime mobile-satellite service located on board a vessel.

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.

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.

ARTICLE 7

Section IV.

Maritime Mobile Service

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.

Note A MOD Title

ARTICLE 23

Operators' certificates for ship and aircraft stations and mobile earth stations in the maritime mobile-satellite service

Section I.

General Provisions

Note B 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.

MOD Title

Chapter VII

Working conditions in the mobile and the maritime mobile-satellite services

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Note A - For the Editorial Committee

This text should replace the text between brackets in Fourth Report (See Note A).

Note B - For the Editorial Committee

See Note B in Fourth Report.

MOD Title

ARTICLE 27

Aeronautical stations and stations on board aircraft

MOD 952 Spa2 The text adopted by Committee 6 has been referred to Committee 5 (Document No. 386)

ADD 952A )
( 
ADD 952B )
( 
ADD 952C ) The text adopted by Committee 6 has been referred to Committee 5 (Document No. 386)
( 
ADD 952D )
( 
ADD 952E)

MOD 953 The text adopted by Committee 6 has been referred to Committee 5 (Document No. 386)

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 37-39 and 40A).

ARTICLE 35

Section IV.

Bands between 156 and 174 MHz

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.

MOD 1373C The text adopted by Committee 6 has been referred to Committee 5 (Document No. 418).

ARTICLE 36

Section I.

General

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.

Section VIIIA.

Emergency position-indicating radiobeacon signals

NOC 1476B

MOD Title CHAPTER IX

Radiotelegrams, radiotelephone calls and / direct-printing messages /

MOD Title ARTICLE 37

Order of priority of communications in the mobile service and maritime mobile-satellite service

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 (ETATPRIORITTENATIONS)

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.

APPENDIX 18

ADD Two notes The texts adopted by Committee 6 for these notes have been referred to Committee 5 (Document No. 418).

ADDITIONAL RADIO REGULATIONS

MOD Title

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

2004D § 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 Title

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

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

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

2062AD c) the land-line charges;

2062AE d) the accessory charges for special services requested by the sender.

2062AF § 2. (1) The land station charge and the mobile station charge, as well as the land-line charge 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 (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 (3) Administrations shall notify to the Secretary General the rates fixed by them.

2062AI § 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.

2062AJ (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 land-line charge for the section between the two stations.

2062AK § 4. The retransmission service by mobile stations is governed by Article 10 of these Regulations. 1)

2062AL § 5. In the case of radiotelegrams originating in or destined for a country which pass through land stations of that country, the land-line 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.

2062AM § 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.

2062AN (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

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

- 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.

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

2062AP a) express charges to be collected on delivery (see C.C.I.T.T. Recommendations);

2062AQ b) charges applicable to radiotelegrams to be redirected at the request of the addressee as provided under C.C.I.T.T. Recommendations;

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

2062AS § 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 § 9. The land station or mobile 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 mobile 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.

2062AU § 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 (2) If there are several notifications, the date of the first only is to be considered in reckoning the interval.

2062AW (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 (4) Nevertheless, for radiotelegrams originating in mobile stations, modifications of tariffs are not applicable until a month after the periods laid down in No. 2062AU.

2062AY (5) No exceptions shall be made to the provisions of Nos. 2062AU to 2062 AX.

## Section II.

## Reduced-rate Radiotelegrams

### A. Radiotelegrams of Immediate General Interest

2062AZ Regulations contained in Article 4 - Section IIA are applicable to the Mobile Maritime Service.

### B. Radiotelegrams Relating to Medical Advice

2062BA Regulations contained in Article 4 - Section IIB are applicable to the Mobile Maritime Service.

### C. Meteorological Radiotelegrams

2062BB Regulations contained in Article 4 - Section IIC are applicable to the Mobile Maritime Service.

D. Press Radiotelegrams

2062BC § 11. Press telegrams from a mobile station to a land station shall be admitted as press radiotelegrams.

2062BD § 12. The minimum number of chargeable words for press radiotelegrams shall be fixed at fourteen.

2062BE § 13. (1) The land station and mobile station charges are reduced by 50 per cent. The conditions of acceptance specified in C.C.I.T.T. Recommendations should be taken into account for these radiotelegrams.

For those radiotelegrams which are addressed to a destination in the country of the land station, the land-line charge to be collected is one-half of the land-line charge applicable to an ordinary radiotelegram.

2062BF (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 § 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 number 4 of the Annex to the Telegraph Regulations (Geneva, 1973), taking into account C.C.I.T.T. Recommendations and shall bear the service indication RCT placed before the address.

2062BH (2) The land station charge and the mobile station charge for radiotelegrams bearing the service indication RCT shall be decreased in the same proportion as the charge for transmission on the general network of telecommunication channels (see C.C.I.T.T. Recommendations).

MOD Title

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 Mobile Service

### Section I.

### Mobile Station Charge, Land Station Charge, Land-line Charge

2087AA § 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 mobile service :

2087AB § 2. The charge for a radiotelephone call originating in and/or intended for a mobile station comprises, according to circumstances :

2087AC a) the mobile station charge or charges accruing to the mobile station of origin or destination, or to both of these stations;

2087AD b) the land station charge or charges accruing to the land station or land stations which participate in the transmission;

2087AE c) the land-line charge or charges;

2087AF d) the accessory charges for special facilities requested by the person who booked the call (see Section II).

2087AG § 3. (1) 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. 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.

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.

2087AI (3) 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 radiotelephone calls may be fixed for the MF, HF and VHF frequency bands.

2087AJ (4) The land and mobile station charges for radiotelephone calls shall be expressed in gold francs; administrations shall notify to the Secretary General the rates fixed by them.

2087AK § 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.

2087AL (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.

2087AM § 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.

2087AN (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.

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

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.

RESOLUTION No. Mar ...

Technical Cooperation, with the Developing Countries, in Maritime Telecommunications

The World Administrative Maritime Radio Conference, Geneva, 1974,

noting

that the assistance the Union has commenced to render to developing countries, in the field of maritime telecommunications, in collaboration with other organizations, notably the I.M.C.O., has been promising;

conscious of

- the necessity that the developing countries, in order to develop their trade, increase their own shipping activities and attract foreign maritime traffic;

- the important role that telecommunications play in maritime activities throughout the world, both from an economic aspect and from the safety aspect;

- the possibility of providing adequate safety and improved economy in shipping activities by a relatively modest spending in the installation and operation of maritime telecommunication facilities;

considering

a) that the efficiency of the services, in many developing countries, for

- safety of navigation and safety of life at sea;

- commercially viable port operations; and

public correspondence for passengers and crews,

needs to be increased; and

b) that in this regard the Union's technical cooperation activities could be extended to render a most valuable assistance to these countries;

requests the Secretary-General of the I.T.U.

1. to offer to the developing countries endeavouring to improve their maritime telecommunications the assistance of the Union, especially by providing technical advice in the establishment, operation and maintenance of equipment and by assisting in training staff;

2. in this context, to seek the collaboration of I.M.C.O., UNCTAD and other Specialized Agencies of the United Nations, as appropriate; and

3. to seek the support of the U.N.D.P. and other financial resources in order to enable the Union to render a sufficient amount of technical assistance in the field of maritime telecommunications and to make this assistance effective;

urges Member countries

to support, to the extent of their capabilities and their technical advancement, the Union's technical cooperation with the developing countries in the field of maritime telecommunications by facilitating the recruitment of experts for missions to and in developing countries and by receiving students from developing countries who have been awarded a fellowship by the Union, as well as by providing lecturers to seminars arranged by the Union and, upon request, by giving technical advice to the Union;

invites the developing countries

to include, as needed, in their country programme of external technical assistance, projects in the field of maritime telecommunications and to support inter-country projects in this field.

RESOLUTION No. Mar ...

Relating to the Use of Class A3A and A3J Emissions for Distress and Safety Purposes on the International Distress Frequency for Radiotelephony, 2 182 kHz

The World Administrative Maritime Radio Conference, Geneva, 1974,

noting

that the Radio Regulations (1968 Edition) require,

a) class A3 and A3H emissions for ships, survival craft and aircraft stations transmitting with a carrier frequency of 2 182 kHz;

b) class A3H emissions for coast stations transmitting with a carrier frequency of 2 182 kHz;

c) the class of emission specified in Appendix 20A to the Radio Regulations for emergency position-indicating radiobeacons (EPIRB) (see also No. 1476K of the Radio Regulations);

that the main object of these provisions is to maintain reliable distress and safety communications based on established techniques;

noting also

a) the Final Report, Panel of Experts, Geneva, 1962;

b) relevant C.C.I.R. studies concerning SSB techniques, in particular Question 19/8 and related texts;

recognizing

that the use of class A3A and A3J emissions would provide 2 182 kHz with the same operational and technical advantages of SSB techniques as are available to other frequencies;

considering

1. that a large number of equipments employing class A3 and A3H emissions will still be in use for distress and safety purposes on 1st January, 1982;

2. that SSB equipment must be designed to work with closer frequency tolerances and higher technical standards than those necessary for DSB equipment;

3. that equipment designed for safety purposes, particularly survival craft equipment, should:

a) be capable of reliable operation in varying environmental circumstances, and after long periods of storage, and

b) be easy to operate by unskilled people in all circumstances;

4. that the requirement for direction-finding and homing must be covered;

5. that the need to transmit and receive the two-tone radiotelephone alarm-signal, including signals from emergency position-indicating radiobeacons (EPIRB) must also be covered, taking into account the frequency tolerances in Appendix 20A and the relevant C.C.I.R. Recommendations;

is of the opinion

that study is required into the use of class A3A and A3J emissions for distress and safety purposes and that this study should be completed in time for a decision on a final date for the conversion of 2 182 kHz to class A3A and A3J emissions, to be made by the next appropriate World Administrative Radio Conference;

requests

the C.C.I.R. to study the above-mentioned subject as a matter of urgency, and issue, if possible, Recommendations before the above-mentioned conference;

invites

the Inter-Governmental Maritime Consultative Organization to consider the matter as part of the study currently being undertaken on the maritime distress and safety system;

requests the Secretary-General

to communicate this resolution to the Inter-Governmental Maritime Consultative Organization.

RECOMMENDATION No. Mar ...

On the choice of a frequency in the Mobile-Maritime bands between 1 605 kHz - 3 800 kHz to be reserved for maritime safety requirements

The World Administrative Maritime 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, 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;

c) that similar difficulties would occur even if more advanced watch and alarm systems than those used at present were adopted;

d) that MF radiotelephone traffic, in some areas is constantly increasing;

requests

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 appropriate 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.

RECOMMENDATION No. Mar ...

Relating to the Provision of a Watch by Coast Stations for Distress Purposes on the Frequency 156.8 MHz

The World Administrative Maritime Radio Conference, Geneva, 1974,

considering

a) that the frequency 156.8 MHz has been designated the international distress frequency for stations in the maritime mobile service operating in the authorized bands between 156 and 174 MHz;

b) that this frequency is most useful for short range communication and its use in distress situations will materially improve the safety of life at sea, particularly in areas of heavy traffic where an efficient listening watch can be maintained;

c) that many administrations already provide radio coverage of their coasts on frequencies in the band 156-174 MHz;

d) that, however, it would be impracticable or unnecessary in their prevailing circumstances for some administrations to provide sufficient coverage of their coasts in the band 156 - 174 MHz to enable an effective watch to be kept on 156.8 MHz for distress purposes;

recommends

that administrations where they consider it necessary and practicable take steps to implement a watch for distress purposes on the coasts of their countries on the frequency 156.8 MHz.

INTERNATIONAL TELECOMMUNICATION UNION

# MARITIME CONFERENCE

**GENEVA, 1974**

Document No. 427-E
24 May 1974
Original : English

COMMITTEE 5

Note by the Secretary-General

## ANALYSIS OF LIST OF COAST STATIONS

(by occupancy of frequencies)

This document is made available at the request of the Chairman of Working Group 5C-3 and shows the number of stations for each frequency. Reference is also made as to when the frequency is used as a working frequency.

This data has been extracted from the index, as prepared by the General Secretariat, from the data contained in the List of Coast Stations, and has been up-dated to include notifications received for inclusion in the forthcoming first supplement.

M. MILI

Secretary-General

Annex : 1 *)

*) Distribution : 1 per delegation in the interest of economy.

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INTERNATIONAL TELECOMMUNICATION UNION

**MARITIME CONFERENCE**

**GENEVA, 1974**

Document No. 428-E
24 May 1974
Original : French/English/Spanish

PLENARY MEETING

# FIFTH REPORT OF COMMITTEE 4 TO THE PLENARY MEETING

1. Having considered Documents 387 and 413 at its 9th meeting on Friday, 24 May 1974, Committee 4 unanimously recommends adoption of the following :

| | | |
|---|---|---|
| i) | MOD 1145, Article 32 | (Annex 1) |
| ii) | MOD 1182, MOD 1183, SUP 1184, Article 32 | (Annex 2) |
| iii) | MOD 1191E, Article 32 | (Annex 3) |
| iv) | MOD 1191G, Article 32 | (Annex 4) |
| v) | MOD Appendix 15 | (Annex 5) |
| vi) | ADD Appendix 15D | (Annex 6) |
| vii) | ADD Resolution [ ] to replace Resolution No. Mar 10 | (Annex 7) |
| viii) | ADD Resolution [ ] to replace Recommendation No. Mar 7 | (Annex 8) |
| ix) | ADD new Resolution [ ] | (Annex 9) |

2. Annexes 5 and 9 were approved in a joint meeting of Committee 4 and Committee 5.

3. Annexes 5 and 6 may need modifications consequent upon the decisions of Committee 6 on Calling Procedures.

Annexes : 9

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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) 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]).

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ANNEX 2

Proposal for further modification to Nos. MOD 1182, MOD 1183 and MOD 1184 in Document No. 319 :

MOD 1182 In all frequency bands the working frequencies for ship stations using A1 Morse telegraphy, at speeds not exceeding 40 bauds, are spaced 0.5 KHz , except in the 6 MHz band where the working frequencies are spaced 0.75 kHz . (See also Note e) to Appendix 15). The extreme assignable frequencies in each of these bands are shown in Appendix 15.

MOD 1183 In the 4, 6, 8, 12 and 16 MHz bands certain frequencies are harmonically related as shown in Appendix 15D.

SUP 1184

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## ANNEX 3

MOD 1191E § 38E. When assigning frequencies listed in Appendix 15A for narrow-band direct-printing telegraph and data transmission systems, administrations shall apply the procedure contained in /ADD Resolution No. .../.

## ANNEX 4

ADD 1191G 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 MOD Resolution No. Mar 8 (Rev.).

ANNEX 5

MOD

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<br>26 frequencies spaced 3.1 | 4 143.6 | 4 145<br>1 frequency | 4 146.6 | |
| 6 | 6 200 | 6 201.4 ... 6 216.9<br>6 frequencies spaced 3.1 | 6 218.6 | 6 220 ... 6 223<br>2 frequencies spaced 3 | 6 224.6 | |
| 8 | 8 195 | 8 196.4 ... 8 289.4<br>31 frequencies spaced 3.1 | 8 291.1 | 8 292.5 ... 8 295.6<br>2 frequencies spaced 3.1 | 8 297.3 | 8 297.6 ... 8 299.6<br>5 frequencies spaced 0.5 |
| 12 | 12 330 | 12 331.4 ... 12 427.5<br>32 frequencies spaced 3.1 | 12 429.2 | 12 430.6 ... 12 436.8<br>3 frequencies spaced 3.1 | 12 439.5 | |
| 16 | 16 460 | 16 461.4 ... 16 585.4<br>41 frequencies spaced 3.1 | 16 587.1 | 16 588.5 ... 16 594.7<br>3 frequencies spaced 3.1 | 16 596.4 | |
| 22 | 22 000 | 22 001.4 ... 22 122.3<br>40 frequencies spaced 3.1 | 22 124 | 22 125.4 ... 22 137.8<br>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<br>4 frequencies spaced 4 | 4 162.5 | 4 162.9 ... 4 165.6<br>10 frequencies spaced 0.3 | 4 166 | 4 168<br>1 frequency |
| 6 224.6 | 6 226.6 ... 6 242.6<br>5 frequencies spaced 4 | 6 244.5 | 6 244.9 ... 6 247.6<br>10 frequencies spaced 0.3 | 6 248 | 6 250 ... 6 254<br>2 frequencies spaced 4 |
| 8 300 | 8 302 ... 8 326<br>7 frequencies spaced 4 | 8 328 | 8 328.4 ... 8 331.1<br>10 frequencies spaced 0.3 | 8 331.5 | 8 333.5 ... 8 341.5<br>3 frequencies spaced 4 |
| 12 439.5 | 12 441.5 ... 12 477.5<br>10 frequencies spaced 4 | 12 479.5 | 12 479.9 ... 12 482.6<br>10 frequencies spaced 0.3 | 12 483 | 12 485 ... 12 489<br>2 frequencies spaced 4 |
| 16 596.4 | 16 598.4 ... 16 634.4<br>10 frequencies spaced 4 | 16 636.5 | 16 636.9 ... 16 639.6<br>10 frequencies spaced 0.3 | 16 640 | 16 642 ... 16 658<br>5 frequencies spaced 4 |
| 22 139.5 | 22 142 ... 22 158<br>5 frequencies spaced 4 | 22 160.5 | 22 160.9 ... 22 163.6<br>10 frequencies spaced 0.3 | 22 164 | 22 166 ... 22 190<br>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 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) |
|---|---|---|---|
| 4 170 | 4 170.5 ... 4 177.5<br>15 frequencies spaced 0.5 | 4 177.75 | 4 178 ... 4 179.5<br>4 frequencies spaced 0.5 |
| 6 256 | 6 256.5 ... 6 268<br>24 frequencies spaced 0.5 | 6 268.25 | 6 268.5 ... 6 269.5<br>3 frequencies spaced 0.5 |
| 8 343.5 | 8 344 ... 8 357.5<br>28 frequencies spaced 0.5 | 8 357.75 | |
| 12 491 | 12 491.5 ... 12 520.5<br>59 frequencies spaced 0.5 | 12 520.75 | 12 521 ... 12 526.5<br>12 frequencies spaced 0.5 |
| 16 660 | 16 660.5 ... 16 695.5<br>71 frequencies spaced 0.5 | 16 695.75 | 16 696 ... 16 705.5<br>20 frequencies spaced 0.5 |
| 22 192 | 22 192.5 ... 22 226.5<br>69 frequencies spaced 0.5 | 22 227 | |

| Limits | Assignable frequencies for ship stations, Al Morse telegraphy e) | Limits | Assignable frequencies for ship stations, telegraphy, calling frequencies g) h) i) | Limits | Assignable frequencies for ship stations, Al 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 | [8 359.75] | 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 | [16 719.8] | 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 |

| Assignable frequencies for coast stations, wide-band and A1 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<br>15 frequencies spaced 0.5 | 4 357.4 | 4 358.8 ... 4 436.3<br>26 frequencies spaced 3.1 | 4 438 |
| | 6 493.9 | 6 494.5 ... 6 506<br>24 frequencies spaced 0.5 | 6 506.4 | 6 507.8 ... 6 523.3<br>6 frequencies spaced 3.1 | 6 525 |
| | 8 704.4 | 8 705 ... 8 718.5<br>28 frequencies spaced 0.5 | 8 718.9 | 8 720.3 ... 8 813.3<br>31 frequencies spaced 3.1 | 8 815 |
| | 13 070.8 | 13 071.5 ... 13 100.5<br>59 frequencies spaced 0.5 | 13 100.8 | 13 102.2 ... 13 198.3<br>32 frequencies spaced 3.1 | 13 200 |
| | 17 196.9 | 17 197.5 ... 17 232.5<br>71 frequencies spaced 0.5 | 17 232.9 | 17 234.3 ... 17 358.3<br>41 frequencies spaced 3.1 | 17 360 |
| | 22 561 | 22 561.5 ... 22 595.5<br>69 frequencies spaced 0.5 | 22 596 | 22 597.4 ... 22 718.3<br>40 frequencies spaced 3.1 | 22 720 |

Assignable frequencies to ships in the 25 MHz band

| Limit | Assignable frequencies for ship stations, telegraphy, calling frequencies<br>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)<br>b) | Limit | Assignable frequencies for ship stations, Al Morse telegraphy<br>e) f) | Limit |
|---|---|---|---|---|---|---|
| 25 070 | | 25 076 | 25 076.3 - 25 089.8<br>28 frequencies<br>spaced 0.5 | 25 090.1 | 25 091.5 - 25 108.5<br>35 frequencies<br>spaced 0.5 | 25 110 |

MOD a) For details see Appendix [17 (Rev.)]

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 the 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 bands and avoid as far as possible the assignment of the two 100 Hz frequencies, immediately adjacent to the harmonically related assignable frequencies indicated in the first line of each series 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./

ANNEX 6

ADD

APPENDIX 15D

Table of working frequencies (kHz) assignable to ship stations for A1 Morse telegraphy at speeds not exceeding 40 bauds (see also Note e) to Appendix 15)

Note: The first line in each series indicates the harmonically related assignable frequencies, in kHz, in the 4, 6, 8, 12 and 16 MHz bands upto and including series No. /51/. The other frequencies are not necessarily harmonically related.

| Series No. | 4 MHz | 6 MHz | 8 MHz | 12 MHz | 16 MHz |
|---|---|---|---|---|---|
| /1/ | 4 189.5 | 6 284.25 | 8 379 | 12 568.5 | 16 758 |
| a) | | | | 12 569 | 16 758.5 |
| b) | | | 8 379.5 | | 16 759 |
| c) | | | | 12 569.5 | 16 759.5 |
| /2/ | 4 190 | 6 285 | 8 380 | 12 570 | 16 760 |
| a) | | | | 12 570.5 | 16 760.5 |
| b) | | | 8 380.5 | | 16 761 |
| c) | | | | 12 571 | 16 761.5 |
| /3/ | 4 190.5 | 6 285.75 | 8 381 | 12 571.5 | 16 762 |
| a) | | | | 12 572 | 16 762.5 |
| b) | | | 8 381.5 | | 16 763 |
| c) | | | | 12 572.5 | 16 763.5 |
| /4/ | 4 191 | 6 286.5 | 8 382 | 12 573 | 16 764 |
| a) | | | | 12 573.5 | 16 764.5 |
| b) | | | 8 382.5 | | 16 765 |
| c) | | | | 12 574 | 16 765.5 |
| /5/ | 4 191.5 | 6 287.25 | 8 383 | 12 574.5 | 16 766 |
| a) | | | | 12 575 | 16 766.5 |
| b) | | | 8 383.5 | | 16 767 |
| c) | | | | 12 575.5 | 16 767.5 |
| /6/ | 4 192 | 6 288 | 8 384 | 12 576 | 16 768 |
| a) | | | | 12 576.5 | 16 768.5 |
| b) | | | 8 384.5 | | 16 769 |
| c) | | | | 12 577 | 16 769.5 |
| /7/ | 4 192.5 | 6 288.75 | 8 385 | 12 577.5 | 16 770 |
| a) | | | | 12 578 | 16 770.5 |
| b) | | | 8 385.5 | | 16 771 |
| c) | | | | 12 578.5 | 16 771.5 |
| /8/ | 4 193 | 6 289.5 | 8 386 | 12 579 | 16 772 |
| a) | | | | 12 579.5 | 16 772.5 |
| b) | | | 8 386.5 | | 16 773 |
| c) | | | | 12 580 | 16 773.5 |

| Series No. | 4 MHz | 6 MHz | 8 MHz | 12 MHz | 16 MHz |
|---|---|---|---|---|---|
| [9] | 4 193.5 | 6 290.25 | 8 387 | 12 580.5 | 16 774 |
| a) | | | | 12 581 | 16 774.5 |
| b) | | | 8 387.5 | | 16 775 |
| c) | | | | 12 581.5 | 16 775.5 |
| [10] | 4 194 | 6 291 | 8 388 | 12 582 | 16 776 |
| a) | | | | 12 582.5 | 16 776.5 |
| b) | | | 8 388.5 | | 16 777 |
| c) | | | | 12 583 | 16 777.5 |
| [11] | 4 194.5 | 6 291.75 | 8 389 | 12 583.5 | 16 778 |
| a) | | | | 12 584 | 16 778.5 |
| b) | | | 8 389.5 | | 16 779 |
| c) | | | | 12 584.5 | 16 779.5 |
| [12] | 4 195 | 6 292.5 | 8 390 | 12 585 | 16 780 |
| a) | | | | 12 585.5 | 16 780.5 |
| b) | | | 8 390.5 | | 16 781 |
| c) | | | | 12 586 | 16 781.5 |
| [13] | 4 195.5 | 6 293.25 | 8 391 | 12 586.5 | 16 782 |
| a) | | | | 12 587 | 16 782.5 |
| b) | | | 8 391.5 | | 16 783 |
| c) | | | | 12 587.5 | 16 783.5 |
| [14] | 4 196 | 6 294 | 8 392 | 12 588 | 16 784 |
| a) | | | | 12 588.5 | 16 784.5 |
| b) | | | 8 392.5 | | 16 785 |
| c) | | | | 12 589 | 16 785.5 |
| [15] | 4 196.5 | 6 294.75 | 8 393 | 12 589.5 | 16 786 |
| a) | | | | 12 590 | 16 786.5 |
| b) | | | 8 393.5 | | 16 787 |
| c) | | | | 12 590.5 | 16 787.5 |
| [16] | 4 197 | 6 295.5 | 8 394 | 12 591 | 16 788 |
| a) | | | | 12 591.5 | 16 788.5 |
| b) | | | 8 394.5 | | 16 789 |
| c) | | | | 12 592 | 16 789.5 |
| [17] | 4 197.5 | 6 296.25 | 8 395 | 12 592.5 | 16 790 |
| a) | | | | 12 593 | 16 790.5 |
| b) | | | 8 395.5 | | 16 791 |
| c) | | | | 12 593.5 | 16 791.5 |
| [18] | 4 198 | 6 297 | 8 396 | 12 594 | 16 792 |
| a) | | | | 12 594.5 | 16 792.5 |
| b) | | | 8 396.5 | | 16 793 |
| c) | | | | 12 595 | 16 793.5 |

| Series No. | 4 MHz | 6 MHz | 8 MHz | 12 MHz | 16 MHz |
|---|---|---|---|---|---|
| [19] | 4 198.5 | 6 297.75 | 8 397 | 12 595.5 | 16 794 |
| a) | | | | 12 596 | 16 794.5 |
| b) | | | 8 397.5 | | 16 795 |
| c) | | | | 12 596.5 | 16 795.5 |
| [20] | 4 199 | 6 298.5 | 8 398 | 12 597 | 16 796 |
| a) | | | | 12 597.5 | 16 796.5 |
| b) | | | 8 398.5 | | 16 797 |
| c) | | | | 12 598 | 16 797.5 |
| [21] | 4 199.5 | 6 299.25 | 8 399 | 12 598.5 | 16 798 |
| a) | | | | 12 599 | 16 798.5 |
| b) | | | 8 399.5 | | 16 799 |
| c) | | | | 12 599.5 | 16 799.5 |
| [22] | 4 200 | 6 300 | 8 400 | 12 600 | 16 800 |
| a) | | | | 12 600.5 | 16 800.5 |
| b) | | | 8 400.5 | | 16 801 |
| c) | | | | 12 601 | 16 801.5 |
| [23] | 4 200.5 | 6 300.75 | 8 401 | 12 601.5 | 16 802 |
| a) | | | | 12 602 | 16 802.5 |
| b) | | | 8 401.5 | | 16 803 |
| c) | | | | 12 602.5 | 16 803.5 |
| [24] | 4 201 | 6 301.5 | 8 402 | 12 603 | 16 804 |
| a) | | | | 12 603.5 | 16 804.5 |
| b) | | | 8 402.5 | | 16 805 |
| c) | | | | 12 604 | 16 805.5 |
| [25] | 4 201.5 | 6 302.25 | 8 403 | 12 604.5 | 16 806 |
| a) | | | | 12 605 | 16 806.5 |
| b) | | | 8 403.5 | | 16 807 |
| c) | | | | 12 605.5 | 16 807.5 |
| [26] | 4 202 | 6 303 | 8 404 | 12 606 | 16 808 |
| a) | | | | 12 606.5 | 16 808.5 |
| b) | | | 8 404.5 | | 16 809 |
| c) | | | | 12 607 | 16 809.5 |
| [27] | 4 202.5 | 6 303.75 | 8 405 | 12 607.5 | 16 810 |
| a) | | | | 12 608 | 16 810.5 |
| b) | | | 8 405.5 | | 16 811 |
| c) | | | | 12 608.5 | 16 811.5 |
| [28] | 4 203 | 6 304.5 | 8 406 | 12 609 | 16 812 |
| a) | | | | 12 609.5 | 16 812.5 |
| b) | | | 8 406.5 | | 16 813 |
| c) | | | | 12 610 | 16 813.5 |

| Series No. | 4 MHz | 6 MHz | 8 MHz | 12 MHz | 16 MHz |
|---|---|---|---|---|---|
| [29] | 4 203.5 | 6 305.25 | 8 407 | 12 610.5 | 16 814 |
| a) | | | | 12 611 | 16 814.5 |
| b) | | | 8 407.5 | | 16 815 |
| c) | | | | 12 611.5 | 16 815.5 |
| [30] | 4 204 | 6 306 | 8 408 | 12 612 | 16 816 |
| a) | | | | 12 612.5 | 16 816.5 |
| b) | | | 8 408.5 | | 16 817 |
| c) | | | | 12 613 | 16 817.5 |
| [31] | 4 204.5 | 6 306.75 | 8 409 | 12 613.5 | 16 818 |
| a) | | | | 12 614 | 16 818.5 |
| b) | | | 8 409.5 | | 16 819 |
| c) | | | | 12 614.5 | 16 819.5 |
| [32] | 4 205 | 6 307.5 | 8 410 | 12 615 | 16 820 |
| a) | | | | 12 615.5 | 16 820.5 |
| b) | | | 8 410.5 | | 16 821 |
| c) | | | | 12 616 | 16 821.5 |
| [33] | 4 205.5 | 6 308.25 | 8 411 | 12 616.5 | 16 822 |
| a) | | | | 12 617 | 16 822.5 |
| b) | | | 8 411.5 | | 16 823 |
| c) | | | | 12 617.5 | 16 823.5 |
| [34] | 4 206 | 6 309 | 8 412 | 12 618 | 16 824 |
| a) | | | | 12 618.5 | 16 824.5 |
| b) | | | 8 412.5 | | 16 825 |
| c) | | | | 12 619 | 16 825.5 |
| [35] | 4 206.5 | 6 309.75 | 8 413 | 12 619.5 | 16 826 |
| a) | | | | 12 620 | 16 826.5 |
| b) | | | 8 413.5 | | 16 827 |
| c) | | | | 12 620.5 | 16 827.5 |
| [36] | 4 207 | 6 310.5 | 8 414 | 12 621 | 16 828 |
| a) | | | | 12 621.5 | 16 828.5 |
| b) | | | 8 414.5 | | 16 829 |
| c) | | | | 12 622 | 16 829.5 |
| [37] | 4 207.5 | 6 311.25 | 8 415 | 12 622.5 | 16 830 |
| a) | | | | 12 623 | 16 830.5 |
| b) | | | 8 415.5 | | 16 831 |
| c) | | | | 12 623.5 | 16 831.5 |
| [38] | 4 208 | 6 312 | 8 416 | 12 624 | 16 832 |
| a) | | | | 12 624.5 | 16 832.5 |
| b) | | | 8 416.5 | | 16 833 |
| c) | | | | 12 625 | 16 833.5 |
| [39] | 4 208.5 | 6 312.75 | 8 417 | 12 625.5 | 16 834 |
| a) | | | | 12 626 | 16 834.5 |
| b) | | | 8 417.5 | | 16 835 |
| c) | | | | 12 626.5 | 16 835.5 |

| Series No. | 4 MHz | 6 MHz | 8 MHz | 12 MHz | 16 MHz |
|---|---|---|---|---|---|
| [40] a) b) c) | 4 209 | 6 313.5 | 8 418<br>8 418.5 | 12 627<br>12 627.5<br>12 628 | 16 836<br>16 836.5<br>16 837<br>16 837.5 |
| [41] a) b) c) | 4 209.5 | 6 314.25 | 8 419<br>8 419.5 | 12 628.5<br>12 629<br>12 629.5 | 16 838<br>16 838.5<br>16 839<br>16 839.5 |
| [42] a) b) c) | 4 210 | 6 315 | 8 420<br>8 420.5 | 12 630<br>12 630.5<br>12 631 | 16 840<br>16 840.5<br>16 841<br>16 841.5 |
| [43] a) b) c) | 4 210.5 | 6 315.75 | 8 421<br>8 421.5 | 12 631.5<br>12 632<br>12 632.5 | 16 842<br>16 842.5<br>16 843<br>16 843.5 |
| [44] a) b) c) | 4 211 | 6 316.5 | 8 422<br>8 422.5 | 12 633<br>12 633.5<br>12 634 | 16 844<br>16 844.5<br>16 845<br>16 845.5 |
| [45] a) b) c) | 4 211.5 | 6 317.25 | 8 423<br>8 423.5 | 12 634.5<br>12 635<br>12 635.5 | 16 846<br>16 846.5<br>16 847<br>16 847.5 |
| [46] a) b) c) | 4 212 | 6 318 | 8 424<br>8 424.5 | 12 636<br>12 636.5<br>12 637 | 16 848<br>16 848.5<br>16 849<br>16 849.5 |
| [47] a) b) c) | 4 212.5 | 6 318.75 | 8 425<br>8 425.5 | 12 637.5<br>12 638<br>12 638.5 | 16 850<br>16 850.5<br>16 851<br>16 851.5 |
| [48] a) b) c) | 4 213 | 6 319.5 | 8 426<br>8 426.5 | 12 639<br>12 639.5<br>12 640 | 16 852<br>16 852.5<br>16 853<br>16 853.5 |
| [49] a) b) c) | 4 213.5 | 6 320.25 | 8 427<br>8 427.5 | 12 640.5<br>12 641<br>12 641.5 | 16 854<br>16 854.5<br>16 855<br>16 855.5 |
| [50] a) b) c) | 4 214 | 6 321 | 8 428<br>8 428.5 | 12 642<br>12 642.5<br>12 643 | 16 856<br>16 856.5<br>16 857<br>16 857.5 |

| Series No. | 4 MHz | 6 MHz | 8 MHz | 12 MHz | 16 MHz |
|---|---|---|---|---|---|
| [51] | 4 214.5 | 6 321.75 | 8 429 | 12 643.5 | 16 858 * |
| a) | | | | 12 644 | |
| b) | | | 8 429.5 | | |
| c) | | | | 12 644.5 | |
| [52] | 4 215 | 6 322.5 | 8 430 | 12 645 | |
| a) | | | | 12 645.5 | |
| b) | | | 8 430.5 | | |
| c) | | | | 12 646 | |
| [53] | 4 215.5 | 6 323.25 | 8 431 | 12 646.5 | |
| a) | | | | 12 647 | |
| b) | | | 8 431.5 | | |
| c) | | | | 12 647.5 | |
| [54] | 4 216 | 6 324 | 8 432 | 12 648 | |
| a) | | | | 12 648.5 | |
| b) | | | 8 432.5 | | |
| c) | | | | 12 649 | |
| [55] | 4 216.5 | 6 324.75* | 8 433 | 12 649.5 | |
| a) | | | | 12 650 | |
| b) | | | 8 433.5 | | |
| c) | | | | 12 650.5 | |
| [56] | 4 217 | | 8 434 | 12 651 * | |
| a) | | | | | |
| b) | | | 8 434.5 | | |
| [57] | 4 217.5 | | 8 435 * | | |
| [58] | 4 218 | | | | |
| [59] | 4 218.5 | | | | |
| [60] | 4 219 * | | | | |

*) This is the extreme assignable frequency at the higher end of the band.

ANNEX 7

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 Maritime 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 8

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 Maritime Administrative Radio Conference, Geneva, 1974,**

Considering

a) **that the Recommendation No. Mar 7 of the W.A.R.C., Geneva, 1967, asks administrations to study the problems relating to the future use of harmonic relationship in ships' radio requipment;**

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 9

ADD

RESOLUTION ..

Relating to the Implementation of the
Rearrangement of the Coast Radiotelegraphy
and Radiotelephony Bands

The World Maritime 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 the Radio 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.

INTERNATIONAL TELECOMMUNICATION UNION

# MARITIME CONFERENCE

GENEVA, 1974

Corrigendum No. 1 to
Document No. 429-E
3 June 1974
Original : English

COMMITTEE 5

SUMMARY RECORD

OF THE

FIFTH MEETING OF COMMITTEE 5

On page 10, replace the tenth paragraph by the following :

"The Chairman of Working Group 5D and the delegate of Switzerland explained that the paired frequencies listed in paragraph 9 were available in the countries indicated but that the preferred frequencies were those listed in ADD 318C."

ARCHIVES U.I.T. GENÈVE

INTERNATIONAL TELECOMMUNICATION UNION

# MARITIME CONFERENCE

GENEVA, 1974

Document No. 429-E
24 May 1974
Original : English

COMMITTEE 5

SUMMARY RECORD

OF THE

FIFTH MEETING OF COMMITTEE 5

(RADIOTELEPHONY)

Thursday, 16 May 1974, at 0900 hrs

Chairman : Mr. O.J. HAGA (Norway)

| Subjects discussed | Document No. |
|---|---|
| 1. Summary record of the third meeting of Committee 5 | 298 |
| 2. First and second reports of Working Group 5A | 308 and 310 |
| 3. Third to ninth reports of Working Group 5B | 316, 317, 318 324, 325, 332 333 |
| 4. Second and third reports of Working Group 5D | 315 and 334 |
| 5. Draft revision of Resolution No. Mar 9 | DT/74 |
| 6. Oral report from the Chairman of Working Group 5C | - |
| 7. Suggestion from the Representative of the I.C.S. | |

ARCHIVES U.I.T. GENÈVE

1. Summary record of the third meeting of Committee 5 (Document 298)

Page 2

The delegate of Australia said that the word "band" in the eighth line of the first paragraph should be replaced by "channel".

The Chairman said that the figure "6208.6" in the last line of the page should be replaced by "6210".

Page 3

The delegate of the Federal Republic of Germany said that the hyphen in the word "A3-B" in the last line should be deleted.

The summary record of the third meeting of Committee 5 was approved with those amendments.

2. First and second reports of Working Group 5A (Documents 308 and 310)

First report (Document 308)

The Chairman of Working Group 5A, introducing the report, said that the topic with which the report dealt also concerned Working Group 5B. The Chairman of the latter group had agreed with him that a joint note for the two frequencies 3 023.5 and 5 680 kHz could be adopted. The outcome had been ADD 205A. The English text should, however, be amended to bring it into line with Appendix 27 and other Regulations. In the third line the words "taking part" should be replaced by "engaged". The joint note ADD 205A had a precedent - ADD 201A - and was designed to avoid repetition in the Regulations.

It was also proposed that number 1326C, which had been amended by Sub-Working Group 6B-3, should be amended to contain a general reference to Appendix 27 in order to avoid prejudging decisions which might be taken by the Aeronautical Conference concerning the frequencies to be used by aircraft with single sideband equipment.

The French text of Annex 2 was in line with the decision of Working Group 5A but in the English text the words "involving aircraft" in the fourth line should be deleted and in the fifth line the word "the" should be replaced by "these".

The Chairman invited the Committee to consider pages 3 and 4.

Page 3

The delegate of the Federal Republic of Germany said that the letter "R" in brackets in the bottom section of the table should be replaced by the letters "OR". The side heading should read 5680 - 5730 and not 6730.

The delegate of India said that in the fourth line of ADD 205A the words "accordance with" should be inserted between the word "in" and the word "the".

Referring to the last point, the Chairman said that, whatever the decision, the wording used in Documents 308 and 333 should be identical.

After a discussion in which the delegates of Turkey, France, the United Kingdom, the Federal Republic of Germany and the United States of America participated, it was decided to amend the wording of ADD 205A to bring it into line with that used in Document 333, namely "in accordance with the provisions specified in numbers 1326C and 1353B respectively", it being understood that the Editorial Committee would be requested to make certain that the French and English texts corresponded.

Page 4

The Chairman said that MOD 1326C now concerned only the lower frequency 3 023.5. The corresponding text for the upper frequency would be considered later.

Page 4, as amended by the Chairman of Working Group 5A, was approved.

The first report as a whole, as amended, was approved.

Second report (Document 310)

The Chairman of Working Group 5A introduced its second report, which concerned a proposal by Japan to delete note 196 from the table in Article 5.

In the extract from the table which had been reproduced, the number 196 with a stroke through it should be placed before the number 197.

The proposal concerned Japan only.

The second report by Working Group 5A, as amended, was approved.

3. Third to ninth reports of Working Group 5B (Documents 316, 317, 318, 324, 325, 332 and 333)

Third report of Working Group 5B (Document 316)

The Chairman of Working Group 5B, introducing its third report, said that the Working Group had agreed unanimously on the proposals set out in the annex to that report. It had not adopted a United States proposal to advance the date of full implementation of SBB working, which remained 1 January 1978.

The Chairman invited the Committee to consider pages 3 and 4.

Page 3

In answer to a question by the Chairman, the Chairman of Working Group 5B said that in the second line the square bracket around MOD Resolution No. Mar 6 should be around 6 only.

The delegate of India said that the word "Maritime" should be deleted from the title of the Conference, since in 1967 it had not been used.

The Chairman suggested that the question should be referred to the Editorial Committee.

Subject to the amendment and that proviso, page 3 was approved.

Page 4

The delegate of the United Kingdom pointed out that no decision had yet been taken concerning Resolution No. Mar 3.

In response to a suggestion by the Chairman, the Chairman of Working Group 5B agreed that the footnote should be placed in square brackets. The third report of Working Group 5B as a whole, as amended, was approved.

Fourth report of Working Group 5B (Document 317)

Introducing the document, the Chairman of Working Group 5B drew attention to a number of editorial corrections to be made to the French and Spanish versions of the text. Working Group 5B had discussed the revision of Appendix 17A at length, both with regard to technical characteristics and implementation dates. A compromise decision had

finally been reached on the dates on which the provisions for new installations should come into force. The wishes expressed by some administrations for an earlier date had been taken account of in note (6), page 6. Other difficulties had arisen over ambiguities between the three language versions of the Radio Regulations and had been solved as explained in the note on page 1 addressed to the Editorial Committee.

The representative of the I.C.S., supported by the representative of the C.I.R.M., recalled that the ship station transmitters referred to in the second sub-paragraphs of paragraphs 1(a) and 4(b) and in paragraph 6(b) (pages 3, 4 and 6 respectively) had, in the original draft revision, been qualified by the word "new". At the time he had drawn attention to the need to define the term "new ship station", but the Chairmen of the Working Groups had decided that it fell within the competence of administrations to interpret the scope of the term, while Working Group 5B had, in the course of discussion, decided to delete the word "new" altogether. That disquieted him, for if those provisions applied, for example, to the transfer of old, but still serviceable, equipment from a ship that was being scrapped to another, shipowners, especially small ones, would be faced with great difficulties and expense.

The delegates of Papua-New Guinea and the Netherlands supported these views and proposed that the word "new" be reinserted in the three places indicated.

The delegate of the United Kingdom, supported by the delegates of New Zealand, Spain and France, said that insertion of the word "new" would create as many difficulties as it solved as it opened the question as to what was new equipment. The present text already contained one word, namely "installed", that left room for interpretation by administrations in their application of the provisions concerned. He felt there would be greater advantage to shipowners in leaving the text as it was.

In the light of the discussion, it was agreed to keep the three provisions concerned as they stood.

With regard to the notes on page 6, the delegate of Sweden said he would have difficulty in accepting the definitions contained in (3), (4) and (5) as their sequence of reasoning appeared to him to imply that out-of-band emission, as opposed to spurious radiation, could not be reduced without affecting the corresponding transmission of information. The reduction of unwanted emissions referred to in note (6) would thus reduce the transmission of information, which was inadmissible. He proposed that notes (3), (4) and (5) should either be deleted or left in square brackets for the C.C.I.R. Plenary Assembly to provide more acceptable definitions.

With regard to the latter proposal, the Chairman said that the Conference had no power to leave a specific text in abeyance pending a decision by a future conference. Nor, as suggested by the delegate of Finland, would it be a good solution to leave the Plenary meeting to decide whether to delete, amend or retain the definitions when the Committee was competent to do so.

The delegate of the United Kingdom, disagreeing with the Swedish interpretation of the definitions concerned, said that the wording was perhaps not perfect but was the best that could be achieved under the circumstances and in the time available. He doubted whether the C.C.I.R. Plenary would be able to improve the definitions as one difficulty was the definition of spurious emission in Radio Regulation No. 92, and that could only be changed by a general W.A.R.C. The notes should be retained as they stood.

The delegates of New Zealand, Spain, the United States of America, the Federal Republic of Germany, Nigeria and Bangladesh also proposed retention of the notes.

It was so agreed.

The delegate of the United Kingdom, supported by the delegate of India, proposed that, to clarify the situation, the footnote (*) on page 6 should be amended to read "These definitions have been adopted for the purposes of Appendix 17A only". In that way the C.C.I.R. Plenary Assembly would be free to adopt other definitions in fields unaffected by Appendix 17A.

It was so agreed.

It was further agreed to remove the square brackets in the heading and thus make the text applicable to the MF bands also, with the proviso that implementation dates in points 1(a) and 4(b) should be 1 January 1982 for the MF band. It was left to the Editorial Committee to bring that point out clearly in the final draft.

Document 317, and its annex, as amended, were approved.

Fifth report of Working Group 5B (Document 318)

The Chairman of Working Group 5B introduced its fifth report, pointing out that the square brackets around ADD 1351C.1 on page 3 indicated that later either a number would be inserted in the second line or the entire ADD would be deleted. The reference in round brackets to Resolution No. Mar 2... in ADD 1351C indicated that the subject had not yet been discussed. It could be left to the Editorial Committee to complete the reference.

The delegate of Spain said that no reference to any resolution had been made when ADD 1351C had been discussed in the Working Group. The reference should be deleted for the time being.

The Chairman of Working Group 5B said that the Resolution related to the power limitations and invited the I.F.R.B. to simplify the procedure for updating the Master Register.

The Chairman suggested that the round brackets should be placed in the square brackets.

That suggestion failing to prove acceptable, it was decided that the reference in round brackets should be deleted.

The delegate of the United Kingdom said that the reference to both coast radiotelephone stations and ship radiotelephone stations in a single paragraph in ADD 1351C was not in conformity with the format elsewhere in the Radio Regulations. He suggested that the second sentence should be in a separate ADD - 1351D.

The delegate of Spain observed that both were referred to in a single paragraph in 1351A.

The Chairman of Working Group 5B said that the Working Group, after discussion, had decided on one paragraph in the interests of brevity.

After a discussion in which the delegates of Spain, India, Switzerland and the United States of America participated, it was decided that the text should be left in one paragraph but that the Editorial Committee should be informed of the discussions which had taken place.

The fifth report of Working Group 5B as a whole, as amended, was approved.

Sixth report of Working Group 5B (Document 324)

The Chairman of Working Group 5B, introducing its sixth report, said that the text had been agreed after consideration of the provisions prepared by Committee 6.

The Chairman invited comments on page 3.

The delegate of the United Kingdom, supported by the delegates of Sweden and Spain, suggested that the words "be authorized to" in line 2 should be deleted.

It was so agreed.

The sixth report of Working Group 5B, as amended, was approved.

Seventh report of Working Group 5B (Document 325)

The Chairman of Working Group 5B, introducing the report, said that some delegations had suggested that there should always be pairing; others had been against the proposal. The result had been a compromise text, which was slightly stronger than the present text.

The Chairman invited comments on page 3.

The delegate of Sweden, supported by the delegates of Greece, the United Kingdom and New Zealand, suggested that the word "temporarily" should be transferred from the penultimate line and inserted in the fourth line between the words "except" and "in".

The delegate of India said that the word "temporarily" had been placed in its present position to indicate that the normal paired frequency would be used unless there was interference from the outer band.

The Swedish suggestion was approved.

The seventh report of Working Group 5B, as amended, was approved.

Eighth report of Working Group 5B (Document 332)

In reply to a question from the delegate of Italy, the Chairman of Working Group 5B confirmed that in the third line of the French text of ADD 1322AB the word "doivent" should be replaced by "devraient" to conform to the English wording. There were also a number of other editorial corrections to be made to the French text.

The report and its Annexes, as amended, were approved.

Ninth report of Working Group 5B (Document 333)

The Chairman of Working Group 5B said that the contents of the report had been discussed in connection with Document 308. It was closely related to the use of the frequency 3 023.5 kHz. The text of Article 5 was identical with that already approved by the Committee in connection with Document 308.

The text of MOD 1353B had been agreed after consideration of the results of the deliberations in Sub-Working Group 6B-3.

There being no comments, the ninth report of Working Group 5B was approved.

4. Second and third reports of Working Group 5D (Documents 315 and 334)

Second report of Working Group 5D (Document 315)

The Chairman of Working Group 5D, introducing the report, said that it was primarily concerned with on-board communications. There had been many proposals for various frequencies to provide on-board communications in the 450 - 470 MHz frequencies and the final texts of ADD 318B and ADD 318C represented a compromise.

Slight changes, involving increase of the power, had been made to the original note i) to Appendix 18. Appendix 19A merely provided an enumeration of the technical characteristics of the on-board communications services.

The draft Recommendation was the result of various proposals, some in favour of the cessation of on-board communications in the VHF MM bands, while others favoured their retention at least for the time being.

The Chairman invited the Committee to consider pages 3-6.

Page 4

The delegate of France, referring to paragraph 3, said that the word "bridge" in the English text should be "passerelle" in French, not "pont".

The delegate of New Zealand, supported by the delegate of the U.S.S.R, suggested the deletion of the words "or better" in paragraph 6.

The Chairman, supported by the delegate of the United Kingdom, said that the frequency tolerance was being defined and that covered the situation. It was not a question of frequencies but of frequency tolerances.

The Chairman of Working Group 5D suggested two alternatives - either "the frequency tolerance shall not exceed" or the deletion of the words "or better".

The delegate of France, supported by the delegates of Spain and the Ivory Coast, favoured the expression "the frequency tolerance should not be more than ..." which was in current use.

Mr. Petit, member of the I.F.R.B., drew attention to the definition of "frequency tolerance" in 88 of the Radio Regulations. The frequency tolerance was the maximum permissible departure ...

The delegates of Canada, Switzerland, Tunisia, the United Kingdom and India asserted that that definition made the words "or better" unnecessary.

The delegate of Sweden pointed out that the tolerance in question was that of the I.T.U., not of manufacturers.

The delegate of France, having ascertained that the Radio Regulations contained both expressions "should not be more than" and "shall be", withdrew his suggestion.

Paragraph 6, amended in accordance with the New Zealand proposal, was approved.

Paragraphs 7 and 8 were approved.

Paragraph 9

The representative of the I.C.S. pointed out that the paired frequencies in paragraph 9 did not correspond to those listed in ADD 318C. Did that mean that those paired frequencies would not be available in the territorial waters of Canada, Philippines and the United States?

The Chairman said that he understood that the use of those paired frequencies might be subject to national regulations, although that was not made explicit in the text.

The Chairman of Working Group 5D explained that the paired frequencies listed in paragraph 9 were not at present available in the countries in question. That was why ADD 318C mentioned "preferred" frequencies for use by on-board communication stations.

The delegate of France pointed out that the word "répéteurs" in the French text of paragraph 9 should read "relais".

Paragraph 9, thus amended, was approved.

Page 5

Draft recommendation

Paragraphs (a) to (e) were approved.

Paragraph (f)

The delegate of the Netherlands thought the words "that there is a need" too strong, since the study of the need for repeaters was far from complete. He proposed to replace those words by "that there may be a need for frequencies ...".

The delegate of France endorsed that view. The word "répéteur" in the French text should be amended to read "relais".

The delegate of Switzerland endorsed the Netherlands' proposal.

The delegate of the United Kingdom said that he was surprised the question had been raised, since the Committee had just made provision for the use of repeaters by adopting Appendix 19A (9). He thought that the text should stand.

The delegate of Israel supported the Netherlands' proposal. Adoption of Appendix 19A (9) was immaterial, since it read "If the use of a repeater station is required...".

Paragraph (f), amended in accordance with the proposal of the delegate of the Netherlands, was approved.

Paragraph (g) was approved.

Page 5 (Draft resolution)

Page 5 was approved.

Page 6

Page 6 was approved.

The draft resolution as a whole was approved.

Third report of Working Group 5D (Document 334)

The Chairman of Working Group 5D said that the title of Document 334 should read "Third Report ..." instead of "Second Report".

The report dealt with the introduction and use of 25 kHz spacing in Appendix 18 of the Radio Regulations.

There had been a great many proposals for the introduction of 25 kHz spacing at a date earlier than the previously indicated one of 1983. Various dates had been put forward. Upon examination, however, it had been found that present Resolution No. Mar 14 did in fact permit countries to introduce 25 kHz spacing before 1983, and a slight modification of that resolution would obviate the need to establish any date other than the final one already agreed upon. Moreover, there would be no need for any country to change its present schedule for implementation, purchase of equipment and so on. The Working Group was therefore submitting a slightly amended version of Mar 14.

The square brackets round the number of the resolution in the title had no substantive significance and had merely been put in to take account of a possible change in numbering. The square brackets in the parenthetical note were also not substantive : some resolutions were prefixed Mar, others not.

Square brackets had been placed round paragraph (f) because the need to provide VHF channels for communication between helicopters or light aircraft and ships had not yet been established by Committee 5 or 6.

The Chairman invited the Committee to consider the draft Resolution on page 3 of Document 334.

Paragraphs (a) to (d)

Paragraphs (a) to (d) were approved.

Paragraph (e)

The delegate of Switzerland proposed to add "à bande étroite" at the end of the French text of paragraph (e), to align it with the English.

Paragraph (e), as amended, was approved.

Paragraph (f)

The Chairman suggested that the Committee adopt paragraph (f) provisionally, subject to a final decision by Committee 6.

The delegate of Sweden proposed to include the word "ice-breaking" after "search and rescue" in the third line.

Paragraph (f), thus amended, was provisionally approved.

Noting

Paragraphs (a), (b) and (c) were approved.

The delegate of Spain thought that paragraphs 1 to 4 should be redrafted to take account of the fact that the various dates mentioned were in the past. Paragraph 5 of (d) could be deleted, since paragraph 3 under "resolves" already stated that "by 1 January 1983 all equipments shall conform to 25 kHz standards and all interleaved channels may be generally introduced".

The delegate of the Federal Republic of Germany felt that paragraphs 1-4 of (d) were obsolete and could be deleted altogether.

The delegate of Spain endorsed that view. Paragraphs 1-4 of (d) might be replaced by a paragraph stating that the transition from a channel spacing of 50 kHz to that of 25 kHz had taken place in accordance with the 1967 directives of the Conference.

The Chairman of Working Group 5D said that the matter had been discussed at length in the Working Group. The consensus had been that since some countries might not have completed the action required by the dates laid down, it would be useful to include the provisions in the new Mar 14 as a reminder.

The delegate of Greece thought that paragraphs 1-4 of (d) should be retained but that paragraph 5 could be deleted.

The delegate of India was in favour of retaining paragraphs 1-5.

The delegate of Spain pointed out that if the history of every provision adopted were to be recorded, the Radio Regulations would become too cumbersome.

The delegate of France endorsed that view, and questioned the need for a new resolution at all. All that was needed was to include in the Radio Regulations the three provisions under "resolves".

The Chairman of Working Group 5D agreed that that would be a satisfactory alternative. He had no personal preference.

The delegates of the Federal Republic of Germany and Switzerland supported the French proposal.

The Chairman pointed out that such a course would mean referring the whole matter back to the Working Group.

The delegate of the United Kingdom thought that that would be undesirable, since the Working Group had already discussed the proposal at great length. There would be practical difficulties in including paragraphs 1-3 in the Regulations, particularly if Resolution No. Mar 14 were deleted. The text should be adopted as it stood.

The delegates of the United States, the U.S.S.R. and Ireland supported that view.

After a lengthy discussion, paragraph (d) 1-5 was approved.

Resolves

Paragraphs 1-3 were approved.

The draft Resolution as a whole, as amended, was approved.

5. Draft revision of Resolution No. Mar 9 (Document DT/74)

In response to a proposal by the delegate of the Congo that the words "that it is of paramount importance" be deleted from paragraph (d) under "considering" to align that paragraph with the wording of the others, the delegate of New Zealand pointed out that the phrase existed in the present Resolution No. Mar 9 and expressed his reluctance to see it removed in view of the vital importance of the subject.

It was agreed to retain paragraph (d) as it stood.

It was agreed, following a proposal by the delegate of Canada, to replace the words "in view of" in paragraph 2 under "resolves" by "towards".

In response to the delegate of India, who expressed doubts as to the effectiveness of the action envisaged by paragraph 4 under "resolves" in suppressing pirate radio stations outside territorial waters, the delegate of Switzerland said that the provision, which had been inserted to strengthen the Resolution, would be of great assistance to administrations in ensuring that national legislation was in line with the action they would like to see taken.

The delegate of India proposed that the words "to request their Governments" in paragraph 4 under "resolves" be deleted as redundant but, upon the delegate of the United Kingdom objecting that the wording should stand since in his country the Administration was the servant of the Government and could not enact legislation, he agreed to leave the point to be settled by the Editorial Committee.

The draft revision to Resolution No. Mar 9, as amended, was approved.

6. Oral report from the Chairman of Working Group 5C

The Chairman of Working Group 5C said that the Group had met three times since his previous report. At its last meeting it had approved Document DT/54, which laid down general guidelines for future sub-groups of Working Group 5C, and Document DT/67(Rev.2), which set out the terms of reference of Sub-Working Groups 5C-2 and 5C-3. Sub-Working Group 5C-3 was meeting constantly and hoped to complete its work the following week.

7. Suggestion by the representative of the I.C.S.

The representative of the I.C.S. drew attention to the provisions of Recommendation No. Mar 5 of the 1967 Conference and said that when, in Working Group 5A, he had raised the question of the present Conference taking steps to assign international working frequencies in the MF band to coast stations he had been informed that the Conference was not competent to deal with allocations in the MF band as the maritime mobile service had no exclusive allocations in that band. He was distressed that no significant action was likely to be taken on the matter before the next general W.A.R.C. in 1979 because there were important safety aspects involved in providing such frequencies in the shore-to-ship direction as many small ships trading world-wide relied for their safe navigation on services, such as storm warnings, provided by many coast stations. He felt the Committee might like to consider whether some interim decision could be taken on the matter for immediate action pending a final decision in 1979, as had been done with the allocation of frequencies for on-board use in the HF band.

The representative of I.M.C.O. supported those views and drew attention to pages 12 and 13 of Document 179 submitted by I.M.C.O. to the Conference, in which the views of I.M.C.O.'s member countries on the matter were expressed.

The Chairman said that although no action was envisaged by the present Conference he was sure that administrations individually had made efforts to comply with the Recommendation on the regional, bilateral or multilateral scale described in operative paragraph 2 of the Recommendation.

The delegate of New Zealand, supporting the representatives of the I.C.S. and I.M.C.O., recalled that his country had submitted a proposal to allocate two narrow-band frequencies in the MF band for exclusive use by the maritime mobile service in ship-to-shore communications.

The Chairman of Working Group 5A said that after much discussion the Group had decided that the New Zealand proposal could not be taken up as it was since the only part of the MF band reserved exclusively to the maritime mobile service was the safety frequency and its guard band. There had been other proposals by Sweden and the German Democratic Republic and the three proposals had been combined into a draft Recommendation No. Mar 2 (see Document 343) recommending the 1979 Conference to take action on allocating ship-to-shore channels in the MF band to the maritime mobile service.

The Committee noted the suggestion of the representative of the I.C.S. but felt that no further action could be taken on the subject other than that proposed by Working Group 5A.

The meeting rose at 1750 hours.

The Secretary : The Chairman :

J. BALFROID O.J. HAGA

INTERNATIONAL TELECOMMUNICATION UNION

# MARITIME CONFERENCE

**GENEVA, 1974**

Document No. 430-E
24 May 1974
Original : English

COMMITTEE 6

## FIFTEENTH REPORT OF WORKING GROUP 6B TO COMMITTEE 6

### Permissive use of class A3A/A3J emissions for ship-to-coast calling on 2 182 kHz for safety purposes

Sub-Working Group 6B-5 discussed the proposals by administrations of an A3A/A3J guard on 2 182 kHz, in addition to the basic A3/A3H guard, for the purpose of giving ships the opportunity to take advantage of SSB techniques to establish communications with coast stations for safety purposes, after unsuccessful attempts to communicate a distressed condition on A3/A3H.

The Sub-Working Group has, as the result of its discussions, developed a footnote to Radio Regulation 1323. Working Group 6B unanimously recommends for adoption the footnote below:

ADD 1323.2 Where administrations provide at their coast stations a watch on 2 182 kHz for receiving class A3A and A3J emissions as well as class A3 and A3H emissions, ship stations beyond the A3/A3H communications range of such coast stations may call them for safety purposes using class A3A and A3J emissions. This procedure shall only be used when calling by the use of class A3 and A3H emissions has not been successful.

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INTERNATIONAL TELECOMMUNICATION UNION

# MARITIME CONFERENCE

**GENEVA, 1974**

Document No. 431-E
25 May 1974
Original : French

COMMITTEE 5

NINTH REPORT BY WORKING GROUP 5A

TO COMMITTEE 5

## Use of frequencies in the band 1 605 - 4 000 kHz for radiodetermination

After studying a proposal by France and a proposal by the Netherlands, Working Group 5A proposes the adoption of the two texts annexed hereto :

1) ADD 195A, a note providing for special agreements in the European Maritime Area.

2) ADD Rec. No. /..._/ relating to the use of low power radiolocation stations in the bands between 1 605 and 2 850 kHz.

Annexes : 2

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# A N N E X 1

ADD 195A The countries of the European Maritime Area use radiodetermination systems the establishment and operation of which are covered by special agreements with administrations having services likely to be affected.

This note is to be inserted in Article 5.

The reference 195A must appear in the Region 1 column of the Table, in the sections corresponding to bands :

1 605 - 2 000 kHz
2 000 - 2 045 kHz
2 045 - 2 065 kHz
2 065 - 2 170 kHz
2 194 - 2 300 kHz
2 300 - 2 498 kHz
2 502 - 2 625 kHz
2 625 - 2 650 kHz
2 650 - 2 850 kHz

# ANNEX 2

DRAFT

RECOMMENDATION No. Mar ...

Relating to the use of low power radiolocation stations in the bands between 1 605 and 2 850 kHz

The World Maritime Administrative Radio Conference, Geneva, 1974,

considering

a) that in many coastal areas there is an increasing need for short-range radiolocation facilities providing an accuracy of just a few meters;

b) that, for physical reasons and taking into account the multi-user mode of operation required, this need can best be met in the frequency bands between 1 605 and 2 850 kHz;

c) that these radiolocation stations require low powers, narrow bandwidths and small fractions of the frequency spectrum and that these fractions have to be widely spread over the frequency bands mentioned to enable several stations to be accommodated in the same area;

d) that owing to the present provisions of the frequency table in the Radio Regulations these stations are often only able to operate subject to the uncertainties arising from No. 115 of the Radio Regulations;

e) that the present Conference is not in a position to alter this situation;

invites

1. administrations to study the possibility of providing adequate protection for low power radiolocation stations operating in coastal areas, e.g. by providing a limited number of specific frequencies for this purpose in the bands between 1 605 and 2 850 kHz;

2. administrations to submit relevant proposals for consideration by the next appropriate World Administrative Radio Conference;

recommends

that in the meantime countries should explore the possibility of concluding regional, bilateral or multilateral arrangements to provide adequate protection for these stations.

INTERNATIONAL TELECOMMUNICATION UNION

# MARITIME CONFERENCE

GENEVA, 1974

Document No. 432-E(Rev.1)
28 May 1974
Original : French

COMMITTEE 5

## TENTH REPORT BY WORKING GROUP 5A

## TO COMMITTEE 5

After reverting to the question of applying a power limit to ship station transmitters operating between 1 605 and 4 000 kHz in Regions 2 and 3, Working Group 5A finally concluded that the Radio Regulations should remain unchanged.

Consequently, the Tenth Report of Working Group 5A was not adopted and will not be submitted for examination by Committee 5.

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INTERNATIONAL TELECOMMUNICATION UNION

# MARITIME CONFERENCE

GENEVA, 1974

Document No. 432-E
25 May 1974
Original : French

COMMITTEE 5

TENTH REPORT BY WORKING GROUP 5A

TO COMMITTEE 5

## Power limits on ship station transmitter operating between 1 605 and 3 800 kHz

After studying a proposal by Greece, Working Group 5A, considering that this question is already covered in Region 1 by No. 1341, proposes that No. 1351 bis, annexed hereto, be added to Paragraph 1 (Additional Provisions Applying to Regions 2 and 3).

Annex : 1

ARCHIVES U.I.T. GENÈVE

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# A N N E X

ADD 1351 bis The peak envelope power of mobile station transmitters operating in the authorized bands between 1 605 and /4 000/ kHz shall not exceed 400 watts except in case of absolute necessity; in such cases, it must not exceed 1.5 kilowatts.

INTERNATIONAL TELECOMMUNICATION UNION

# MARITIME CONFERENCE

**GENEVA, 1974**

Document No. 433-E(Rev.1)
25 May 1974
Original : French

COMMITTEE 5

ELEVENTH REPORT BY WORKING GROUP 5A TO COMMITTEE 5

## Use of various classes of emission in the band 1 605 - 4 000 kHz

## The conversion of 2 182 kHz to class A3A and A3J emissions

The Working Group took note of two documents from Committee 6, Document DT/115 and Document 402.

- The first proposal did not give rise to any comment.
- The second document contains a draft resolution on the use of class A3A and A3J on the carrier frequency 2 182 kHz.

Views were divided on whether this document should be submitted as a resolution.

Having studied the problem, Working Group 5A proposes that the text be retained as a resolution with amendments to the presentation of the final paragraphs.

Working Group 5A considered that this text, which invites the C.C.I.R. to seek a technical solution to the problem, should also encourage it to take the economic aspects of the choice of the solution into consideration.

Annex : 1

ARCHIVES U.I.T. GENÈVE

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# A N N E X

It was proposed that the end of the text in the Annex to Document 402 should be amended as follows :

resolves

that study is required into the use of class A3A and A3J emissions for distress and safety purposes;

recommends

that this study be completed in time for a decision on the final date for the conversion of 2 182 kHz to class A3A and A3J emissions to be made by / the next competent World Administrative Radio Conference /;

requests

1. the C.C.I.R. to study the above-mentioned subject as a matter of urgency and, if possible, to issue Recommendations in time for a decision on the final date for the conversion of 2 182 kHz to class A3A and A3J emissions to be made by / the next competent World Administrative Radio Conference /;

2. the Secretary-General to communicate this resolution to the Inter-Governmental Maritime Consultative Organization;

invites

the Inter-Governmental Maritime Consultative Organization to consider the matter as part of the study currently being undertaken on the maritime distress and safety system.

INTERNATIONAL TELECOMMUNICATION UNION

# MARITIME CONFERENCE

**GENEVA, 1974**

Document No. 433-E
25 May 1974
Original : French

COMMITTEE 5

ELEVENTH REPORT BY WORKING GROUP 5A TO COMMITTEE 5

Use of various classes of emission in the band 1 605 - 4 000 kHz

The conversion of 2 182 kHz to class A3A and A3J emissions

The Working Group took note of two documents from Committee 6, Document DT/115 and Document 402.

- The first proposal did not give rise to any comment.
- The second document contains a draft resolution on the use of class A3A and A3J on the carrier frequency 2 182 kHz.

Views were divided on whether this document should be submitted as a resolution.

The most generally held view was that the text should take the form of a recommendation and it was suggested that the end of the text should be modified accordingly (see Annex). Working Group 5A considered that this text, which invites the C.C.I.R. to seek a technical solution to the problem, should also encourage it to take the economic aspects of the choice of the solution into consideration.

It should also be noted that this text only considers class A3, A3H, A3A and A3J emissions, although there is reference to emergency position-indicating radiobeacons whose class of emission is at present A2 or A2H.

The classes of emission of these radiobeacons would be A2A or A2J in the case of suppressed carrier. The classes of emission referred to in the title and the text should therefore not be restricted to classes A3, A3H, A3A and A3J.

Annex : 1

ARCHIVES U.I.T. GENÈVE

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# A N N E X

It was proposed that the end of the text in the Annex to Document 402 should be amended as follows :

is of the opinion

that study is required into the use of class A3A and A3J emissions for distress and safety purposes and that this study should be completed in time for a decision on a date for the conversion of 2 182 kHz to class A3A and A3J emissions to be made by the next appropriate World Administrative Radio Conference;

recommends

that the C.C.I.R. should study the above-mentioned subject as a matter of urgency and, if possible, should issue Recommendations;

requests the Secretary-General

to communicate this resolution to the Inter-Governmental Maritime Consultative Organization;

invites

the Inter-Governmental Maritime Consultative Organization to consider the matter as part of the study currently being undertaken on the maritime distress and safety system.

INTERNATIONAL TELECOMMUNICATION UNION

# MARITIME CONFERENCE

GENEVA, 1974

Document No. 434-E*)
25 May 1974
Original : English

COMMITTEE 5

SUB-WORKING GROUP 5C-3-F

## Draft Plan of the 4 and 6 MHz bands for the revision of Appendix 25 MOD 2

E.D. DUCHARME
Chairman

*) This Document is an Addendum to Document 425.

U.I.T. GENÈVE

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4 MHz - Band

| Ch.1 | Ch.2 | Ch.3 | Ch.4 | Ch.5 | Ch.6 | Ch.7 | Ch.8 | Ch.9 |
|---|---|---|---|---|---|---|---|---|
| CUB | BGD | IND(S) | ISR | B | CLN | URS(NA) | INS | IND(N) |
| CKH | URS(SA) | URS(E) | GIB | AUS(E) | ARG | URS(NW) | MOZ | VEN |
| INS | ARG | AFS | CHL(S) | EGY | CUB | E | ARG | B |
| SMO | G | DNK | MTN | INS | FNL | KEN | ATN | DNK |
| SOM | J | ETH | PAQ | D | ISL | POL | HOL | GHA |
| UKR | PNG | FJI | COG | URG | NMB | PRU | J | I |
| URS(S) | ALB | MEX | CTI | JMC | ALB | CAN(C) | NZL | NOR |
| AFS | GHA | NOR | F | AFS | FJI | SNG | SUR | PHL |
| PNR | POL | S | MRT | URS(E) | BEL | BEL | YUG | S |
| URG | I | CYP | NCL | BRB | POL | J | MEX | CHN |
| URS(NA) | HND | KOR | REU | F | CHL | USA(W) | DDR | USA(W) |
| URS(EU) | GTM | ARG | SEN | ROU | CHN | ALS | EGY | USA(C) |
| URS(E) | USA(E) | MAC | SPM | USA(E) | USA(W) | HWA | CAN(E) | CUB |
| URS(NW) | USA(W) | TGO | J | USA(W) | USA(E) | PTR | CAN(W) | PNG |
| NIU | USA(S) | PNR | PNZ | USA(S) | USA(C) | GUM | | |
| E | USA(C) | CAN(E) | POL | ALS | USA(S) | | | |
| G | ALS | CAN(N) | AUS | HWA | ALS | | | |
| DNK | HWA | | B | PTR | HWA | | | |
| THA | PTR | | BGD | | PTR | | | |
| PRG | GUM | | CHN | | GUM | | | |
| CHL | | | USA(E) | | CLM | | | |
| USA(E) | | | USA(W) | | | | | |
| USA(W) | | | USA(C) | | | | | |
| GAB | CHN | CLN | MEX | CHN | ARS | AFS | I | ARS |
| GRG | DDR | E | IRN | GMB | E | ARG | USA(E) | CNR |
| Turks Isl. | TUN | GAB | ALS | CNR | TUN | BRB | USA(S) | USA(E) |
| NOR | IRN | CAN(W) | | IRN | COG | CYP | USA(C) | USA(S) |
| S | MDG | MCO | | | CBC | HOL | PTR | TUR |
| TUR | BOL | USA(E) | | | MDG | NOR | IRN | YUG |
| YUG | | USA(S) | | | | NIG | USA(W) | BOL |
| IRQ | | USA(C) | | | | INS | ALS | |
| J | | PTR | | | | IRN | HWA | |
| KOR | | IRQ | | | | GIL | GUM | |
| | | PRU | | | | | LBR | |
| | | CAN(W) | | | | | | |
| | | USA(W) | | | | | | |
| | | HWA | | | | | | |

Note : Allotissements au dessous de la ligne sont des besoins additionnels.

Note : The allotments below the line are additional requirements.

Nota : Las adjudicaciones que figuran por debajo de la línea son necesidades adicionales.

4 MHz - Band

| Ch.10 | Ch.11 | Ch.12 | Ch.13 | Ch.14 | Ch.15 | Ch.16 | Ch.17 | Ch.18 |
|---|---|---|---|---|---|---|---|---|
| MLT<br>ARG(S)<br>BER<br>CAN(W)<br>G<br>ISR<br>NZL<br>CLN<br>CNR<br>GUM<br>HNG<br>FJI<br>ROU<br>DDR<br>PRG<br>CHN<br>USA(E) | UKR<br>ARG(N)<br>BEL<br>HKG<br>IRN<br>E<br>PNZ<br>DDR<br>J<br>G<br>GIL<br>INS<br>URS(NW)<br>BGD<br>USA(E)<br>USA(W)<br>USA(C)<br>FLK | I<br>BRB<br>PRU<br>YMS<br>UKR<br>D<br>AUS<br>J<br>URS(NW)<br>URS(NA)<br>USA(E)<br>USA(W)<br>USA(S)<br>DAH | D<br>MCO<br>ETH<br>PNZ<br>CAN(W)<br>ALS<br>GRC<br>ARG<br>POR<br>URS(E)<br>BHR<br>UKR<br>BGD<br>J<br>CAN(E)<br>MDR<br>AZR<br>GNP | URS(En)<br>PRU<br>ISL<br>E<br>J<br>D<br>GRC<br>PHL<br>KEN<br>PAK<br>USA(E)<br>USA(S)<br>ALS<br>PTR<br>ASC | MLA<br>F<br>URS(En)<br>AUS<br>ARG<br>ROU<br>URS(NW)<br>BHR<br>CHN<br>USA(E)<br>USA(W)<br>USA(S)<br>ALS<br>HWA<br>PTR<br>GUM | B<br>GRC<br>PRU<br>ISL<br>F<br>OCE<br>JMC<br>MAU<br>J<br>URS(En)<br>BGD<br>USA(E)<br>USA(W)<br>USA(C)<br>ALS<br>HNG | TUR<br>TCH<br>G<br>PNZ<br>URS(FE)<br>AUS<br>J<br>ARG<br>FNL<br>GRC<br>HKG<br>TGK-ZAN<br>CHL<br>IND<br>USA(E)<br>USA(W)<br>USA(S)<br>USA(C)<br>BEL<br>MRC | YUG<br>DNK<br>NOR<br>S<br>REU<br>SPM<br>E<br>URS(SA)<br>USA(C)<br>HWA<br>J<br>ISR |
| GRC<br>HOL<br>JMC<br>LBR<br>CBG<br>SEY<br>IRN | KER<br>TUR<br>LBR | DDR<br>IRQ<br>PHL | FNL<br>MEX<br>USA(E)<br>USA(S)<br>USA(C)<br>PTR<br>CPV<br>STP<br>AGL<br>MOZ<br>TMP<br>USA(W)<br>HWA<br>GUM | COM<br>FNL<br>TUR<br>SHN<br>INS | CYP<br>DNK<br>NOR<br>LBR<br>MDG | DDR<br>CNR<br>NIG<br>IRN | DDR<br>MTN<br>MLA<br>YMS | ARG<br>GRC<br>CUB<br>CAN(E)<br>CAN(W)<br>INS<br>IRN<br>PNG |

| Ch.19 | Ch.20 | Ch.21 | Ch.22 | Ch.23 | Ch.24 | Ch.25 | Ch.26 |
|---|---|---|---|---|---|---|---|
| HNG | J | C | CHL | D | | GRC | G |
| F | MRC | | HNG | PNZ | SUI | DNK | LBN |
| AUS | DNK | A | G | RYU | MRC | PNZ | |
| KOR | BUL | | | | MRT | MLA | DDR |
| BUL | PNZ | L | | I | DNK | E | |
| DDR | PHL | | CNR | ARG | PNR | | BUL |
| ISL | SMA | L | DDR | | THA | HOL | MDR |
| | URS(NA) | | YMS | ISR | AUS(W) | NZL | PNZ |
| URS(NW) | JOR | I | SNG | MRC | GRC | ETH | DNK |
| | NOR | | GRC | POL | NOR | | ARG |
| B | S | N | J | PNG | ARG | BEL | CHN |
| CHN | | | ALS | | CHN | J | USA(E) |
| USA(W) | USA(E) | G | CAN(W) | CHN | PAK | USA(E) | USA(W) |
| USA(S) | USA(W) | | URS(EU) | USA(E) | USA(E) | USA(W) | USA(S) |
| USA(E) | ALS | | USA(E) | USA(W) | USA(W) | USA(S) | ALS |
| PTR | HWA | | CUB | USA(S) | USA(S) | USA(C) | HWA |
| HWA | PTR | | | USA(C) | USA(C) | ALS | PTR |
| GUM | GUM | | | ALS | ALS | HWA | GUM |
| PAK | IND | | | PAK | HWA | PTR | POR |
| | | | | | PTR | GUM | AZR |
| | | | | | GUM | | CPV |
| | | | | | | | GNP |
| | | | | | | | PAK |
| | | | | | | | THA |
| HOL | I | | CHN | ROK | | TCH | |
| LBY | TUR | | GUF | NIG | S | LBY | NOR |
| VEN | CME | | LBY | INS | | NOR | STP |
| TGK-ZAN | MLA | | FNL | KEN | | NIG | AGL |
| J | IRN | | OMA | J | | KWT | MCZ |
| CTI | | | USA(W) | | | | TMP |
| | | | | | | | J |

6 MHz Band

| 1 | 2 | 3 | 4 | 5 | 6 |
|---|---|---|---|---|---|
| GRC<br>MEX(E)<br>ROU<br>ARG<br>URS(SA)<br>NZL<br>MEX(W)<br>RYU<br>CAN(W)<br>CHN | PNR<br>CAN(E)<br>MCO<br>ETH<br>SNG<br>URS(EA) | CAN(W)<br>DNK<br>HNG<br>ISL<br>IND<br>PRU<br>CAN(W)<br>U | E<br>USA(E)<br>PTR<br>MDG<br>USA(W)<br>ALS<br>HWA<br>GUM<br>CHN | CNR<br>NOR<br>HNG<br>CAN(E)<br>URG<br>IND<br>J | C<br>A<br>L<br>L<br>I<br>N<br>G |
| D<br>CNR<br>EGY<br>HNG<br>LBY<br>TCH<br>URS(Eu)<br>COG<br>GHA<br>NIG<br>ARS<br>CLN<br>IRN<br>IRQ<br>MLA<br>PKA<br>TGK-ZAN<br>CHL<br>PRU<br>INS<br>J<br>USA(E)<br>USA(S)<br>USA(C)<br>USA(W)<br>PTR<br>HWA<br>ALS<br>GUM<br>BGD<br>YUG | BEL<br>BUL<br>I<br>LBY<br>POL<br>POR<br>TUR<br>URS(Eu)<br>URS(NA)<br>AFS<br>CTI<br>GAB<br>NIG<br>IRN<br>KWT<br>MDG<br>URS(SA)<br>BOL<br>PRU<br>CAN(W)<br>CHN<br>IND<br>KOR<br>USA(E)<br>USA(S)<br>USA(C)<br>USA(W)<br>PTR<br>HWA<br>ALS<br>GUM<br>VEN<br>BGD<br>YUG | ALB<br>CYP<br>E<br>BER<br>GRC<br>ISR<br>MEX<br>NOR<br>ROU<br>S<br>TUN<br>URS(NW)<br>ARG<br>CTI<br>GAB<br>MTN<br>TGO<br>ARS<br>IRN<br>IRQ<br>KEN<br>THA<br>SMO<br>HKG<br>INS<br>PHL<br>URS(FE)<br>USA(E)<br>USA(S)<br>USA(C)<br>USA(W)<br>PTR<br>HWA<br>ALS<br>GUM<br>BGD | BUL<br>HOL<br>I<br>ISL<br>ISR<br>POL<br>TUN<br>TUR<br>URS(NW)<br>CME<br>MTN<br>NIG<br>CBG<br>IRN<br>IRQ<br>PAK<br>CHL<br>PRU<br>AUS<br>CAN(W)<br>CHN<br>HKG<br>INS<br>USA(C)<br>USA(S)<br>BGD<br>YUG | BRB<br>BUL<br>DNK<br>EGY<br>HOL<br>JMC<br>LBY<br>S<br>SUI<br>UKR<br>COG<br>DAH<br>ETH<br>IRN<br>MDG<br>THA<br>BOL<br>PNG<br>PRU<br>CAN(W)<br>INS<br>KOR<br>PHL<br>URS(FE)<br>USA(E)<br>USA(W)<br>USA(C)<br>USA(S)<br>PTR<br>HWA<br>ALS<br>GUM<br>BGD<br>YUG | |

INTERNATIONAL TELECOMMUNICATION UNION

# MARITIME CONFERENCE

**GENEVA, 1974**

Corrigendum No. 1 to
Document No. 435-E
29 May 1974
Original : English

COMMITTEES 4, 5 and 6

FIRST REPORT BY THE EDITING GROUP FOR APPENDIX 3 OF COMMITTEES 4 AND 5

As a result of the decision taken in the joint meeting of Committee 4 and Committee 6 on Wednesday, 29 May 1974, the modifications shown in the Annex should be made to Document 435.

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

Annex : 1

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# A N N E X

1. In Annex C, on page 4 of Document 435, add a symbol 'z)' against "3 a) 1) Class A1 emissions" in the last column of the Table in place of '***'.

2. On page 7 of Document 435, add the following text :

"ADD z) In the A1 Morse calling bands a frequency tolerance of 40 parts in $10^6$ in the bands between 4 and 23 MHz and 30 parts in $10^6$ in the 25 MHz band are recommended as far as possible."

INTERNATIONAL TELECOMMUNICATION UNION

# MARITIME CONFERENCE

**GENEVA, 1974**

Document No. 435-E
25 May 1974
Original : French

COMMITTEE 4

COMMITTEE 5

## FIRST REPORT BY THE EDITING GROUP FOR APPENDIX 3 OF COMMITTEES 4 AND 5

The Editing Group for Appendix 3, consisting of the Chairmen of Working Groups 4C, 5A, 5B and 5D, was responsible for revising and completing Document 338 in the light of the results obtained by their Working Groups.

The results of the Editing Group's work are given in Annexes A, B, C, D and E of this report.

As can be seen from the annexes, the Editing Group was unable to complete some sections of Appendix 3 without knowing what decisions would be taken by Committee 6 as regards the types of emission to be used by survival craft stations and emergency position-indicating radio beacons operating in the MF bands and by ship stations for calling systems using the HF bands.

The revision of Appendix 3 can only be completed when the decisions of Committee 6 are known.

The Editing Group noted that type 3 transmission is shown for emergency position-indicating radio beacons in some Committee 6 Working Group documents. The attention of Committee 6 should be drawn to the fact that radio beacons of this kind use type 2 transmission.

A. PETTI
Chairman

Annexes : 5

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ANNEX A

MOD

| | | |
|---|---|---|
| Band : 10 to 535 kHz | | |
| 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

MOD

| | | |
|---|---|---|
| Band : 1 605 to 4 000 kHz | | |
| 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 | | |
| b A) Emergency Position-Indicating Radiobeacons | **) | |

**) The tolerances for these stations cannot be laid down without knowing the results of the work of Committee 6. Information on these results is needed urgently.

ANNEX C

| | | |
|---|---|---|
| Band : 4 to 29,7 kHz | | |
| 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) Class A1 emissions | | 50 y)***) |
| 2) Emissions other than Class A1 | | 50 i) k) |
| b) Survival Craft Stations | 200 | 200 |

***) This value may be altered if a stricter tolerance for calling frequencies is requested in accordance with the decisions of Committee 6.

ANNEX D

MOD

| | | |
|---|---|---|
| Band : 100 to 470 MHz | | |
| 3. Mobile Stations :<br>a) Ship Stations and Survival Craft Stations : | | |
| - in the band 156-174 MHz | 100 | 20 n) |
| - outside the band 156-174 MHz | 100 d) | 50 d) o) |

ANNEX E

NOTES REFERRING TO TABLE OF FREQUENCY TOLERANCES

SUP a)

SUP c)

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

1) bands between 1 605 and 4 000 kHz :

- 100 Hz for transmitters in use or to be installed before 1 January 1982;
- 50 Hz for transmitters installed after 1 January 1982;

2) bands between 4 000 and 23 000 kHz :

- 100 Hz for transmitters in use of 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)

(MOD) n) For coast and ship station transmitters in the band 156-174 MHz put into service after 1 January 1973 a tolerance of 10 parts in $10^6$ shall apply. This tolerance is applicable to all transmitters, including survival craft stations, after 1 January 1983.

ADD x) For transmitters used by on-board communication stations a tolerance of 5 parts in $10^6$ shall apply.

ADD y) Applicable to transmitters brought into service after 1 January 1978; a tolerance of 200 parts in $10^6$ can continue to be applicable for transmitters in service or installed before this date.

Document No. 436-E
27 May 1974

PLENARY MEETING

B.5

# 5th 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 | 385 | RR Art. 33 : 1258A, 1290<br>Art. 34 : 1297A<br>Art. 36 : 1466AA, 1490<br>Art. 40 : title<br>Art. 40A : 1559AA - 1559BZ<br>App. 13A : QST, QUX<br>App. 21 : title<br>App. 21A :<br>Recommendation E<br>Recommendation F |

P. CHASPOUL
Chairman of the
Editorial Committee

Annex : 19 pages

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B.5

/ ARTICLE 33 /

B.5

/ Section III. Calls, Reply to Calls and Signals Preparatory to Traffic /

B.5

MOD 1258A (4) However, a brief exchange of traffic not to
Mar 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

B.5

MOD 1290 § 25. (1) Calling, and signals preparatory to traffic, shall
Mar 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.

B.5

B.5

B.5

B.5

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B.5

B.5

ANNEX RR

## Revision of Article 34 of the Radio Regulations

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

ADD 1297A (3) The provisions of this Article relating to the intervals between calls are not applicable to a station in the maritime mobile service operating under conditions involving distress, urgency or safety.

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B.5

/ ARTICLE 36 /

/ Section VIII. Radiotelegraph and Radiotelephone Alarm Signals /

1466AA is to be inserted between Nos. 1466 and 1466A.

B.5 ADD 1466AA (2A) The radiotelephone alarm signal transmitted by coast stations 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 /

B.5 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.

B.5

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ANNEX RR

Revision of Article 40 of the Radio Regulations

B.5

The title of Article 40 shall be amended as follows :

B.5

MOD

Accounting for Radiotelegrams and Radiotelephone Calls Except in the Maritime Mobile Service

B.5

B.5

B.5

B.5

B.5

B.5

B.5

B.5

ANNEX RR

## Addition of a new Article (Article 40A) to the Radio Regulations

The following new Article shall be added to the Radio Regulations after Article 40 :

ADD

### ARTICLE 40A

### Accounting for Radiotelegrams, Radiotelephone Calls and [ *) ] in the Maritime Mobile Service

### Section I. General

1559AA §1. For the purposes of this Article, the following terms shall have the meanings defined below :

1559AAA 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 radio 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.

1559AAB Land-line charges : Charges relating to transmission over the general network of telecommunication channels, national and international.

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 :

[*) Note: - The terms to be put between the square brackets will be indicated by Committee 6.]

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B.5

B.5 1559AD (1) In the case of radiotelegrams, radiotelephone calls and [ *) ] originating in 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 radiotelephone calls with special facilities.

B.5 1559AE (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.

B.5 1559AF (3) As far as the transmission over the general international network of telecommunication channels is concerned, and from the point of view of accounting, the provisions laid down in the Telegraph Regulations and Telephone Regulations, taking into account C.C.I.T.T. Recommendations and Instructions, shall apply to radiotelegrams, radiotelephone calls and [ *) ].

B.5 1559AG (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 Telegraph Regulations and Telephone Regulations, taking into account C.C.I.T.T. Recommendations and Instructions.

B.5 1559AH §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.

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B.5 1559AH.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.

[ *) Note: - The terms to be put between the square brackets will be indicated by Committee 6. ]

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B.5

1559AI §5. In the absence of a different arrangement in accordance with the provisions of No. 1559AH, 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 accounting authorities concerned.

1559AJ §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 concerned, as the country of origin or destination and not as a transit country.

1559AK §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, all the provisions of Article 40A shall apply to such enterprise in the same manner as to an administration.

1559AL (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.

1559AM (3) If an 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.

1559AN (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.

[*) Note: - The terms to be put between the square brackets will be indicated by Committee 6.]

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## Section II. Establishment of Accounts for Radiotelegrams

1559AO §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.

1559AP (2) So far as concerns transmission over the general network of telecommunication channels, see Nos. 1559AF and 1559AG.

1559AQ §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.

1559AR (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.

1559AS (3) A seven-word minimum charge is levied for every radiotelegram; for press radiotelegrams this minimum is fourteen words.

1559AT §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.

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1559AU (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) : B.5

1559AV a) with the mobile station charge;

1559AW b) if occasion arises, with B.5

- the total charge collected for prepaid replies,
- any accessory charges for special services.

1559AX §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. B.5

1559AY §12. Radiotelegrams exchanged between mobile stations :

1559AZ a) without the intervention of land stations : B.5

except when other arrangements have been made, the administration to which the station of destination is subject (or, if appropriate, the accounting authority) debits the administration to which the station of origin is subject (or, if appropriate, the accounting authority) with all charges collected, less the charges due to this latter station; B.5

1559BA 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. 1559AU to 1559AW are applied; B.5

1559BB 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. 1559AF and 1559AT to 1559AW are applied, the first land station being regarded as the office of origin as far as the accounts are concerned. B.5

B.5

## Section III. Establishment of Accounts for Radiotelephone Calls

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1559BC §13. (1) 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 :

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- the land station charges,
- the land-line charges,
- where appropriate, the supplementary charges for radiotelephone calls with special facilities.

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1559BD (2) So far as concerns transmission over the general network of telecommunication channels, see Nos. 1559AF and 1559AG.

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1559BE §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.

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1559BF §15. 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.

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1559BG §16. (1) In the case of radiotelephone calls destined for mobile stations and originating in a country other than that to which the land station belongs, the administration to which the land station is subject :

B.5

- debits the administration or recognized private operating agency of the country of origin with the land station and mobile station charges,

B.5

- credits the administration to which the mobile station of destination is subject (or, if appropriate, the accounting authority) with the mobile station charges.

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B.5

B.5

1559BH (2) So far as concerns transmission over the general network of telecommunication channels, see Nos. 1559AF and 1559AG.

1559BI §17. The provisions of Nos. 1559AY to 1559BB relative to the accounting for radiotelegrams exchanged between mobile stations shall be followed in the case of radiotelephone calls exchanged between mobile stations.

1559BJ §18. 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 /- *) -/

1559BK §19. (1) 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.

1559BL (2) So far as concerns transmission over the general network of telecommunication channels, see Nos. 1559AF and 1559AG.

1559BM §20. 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.

1559BN §21. 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.

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/-*) Note: - The terms to be put between the square brackets will be indicated by Committee 6. -/

1559BO §22 (1) In the case of [ *) ] destined for mobile stations and originating in a country other than that to which the land station belongs, 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 station charges;

1559BP (2) So far as concerns transmission over the general network of telecommunication channels, see Nos. 1559AF and 1559AG.

1559BQ §23. The provisions of Nos. 1559AY to 1559BB relative to the accounting for radiotelegrams exchanged between mobile stations shall be followed in the case of [ *) ] exchanged between mobile stations.

1559BR §24. 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

1559BS §25. Exchange and verification of accounts will be carried out in accordance with the Telegraph Regulations and the Telephone Regulations taking into account C.C.I.T.T. Recommendations, subject to the special provisions in Nos. 1559BT to 1559BX.

1559BT §26. (1) The accounts, in duplicate, are forwarded before the end of the third month following that to which the accounts relate.

1559BU (2) 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 for the accounting with the mobile station licensee by the administration to which the mobile stations are subject (or, if appropriate, the accounting authority). In

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[ *) Note: - The terms to be put between the square brackets will be indicated by Committee 6.]

B.5

B.5 addition, 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.

B.5 1559BV §27. (1) In principle, an account shall be considered as accepted without the need for specific notification of acceptance to the accounting authority which sent it.

1559BW (2) However, any accounting authority shall have the right to question the contents of an account for a period of six months after receipt of the account.

B.5 1559BX §28. The periods mentioned in Nos. 1559BT and 1559BW 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

B.5 1559BY §29. (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.

B.5 1559BZ (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.

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[*)] Note: - The terms to be put between the square brackets will be indicated by Committee 6.]

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## APPENDIX 13A

### Section I. Q code

#### A. List of abbreviations in alphabetical order

After QSS :

B.5

| | Abbreviation | Question | Answer or advice |
|---|---|---|---|
| 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.5

After QUW* :

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| | Abbreviation | Question | Answer or advice |
|---|---|---|---|
| ADD | QUX | Do you have any navigational warnings or gale warnings in force? | I have the following navigational warning(s) or gale warning(s) in force : |

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#### B. List of signals according to the nature of questions, answer or advice

In sub-section "Establishing Communication", after QSR :

B.5

| | Abbreviation | Question | Answer or advice |
|---|---|---|---|
| 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. |

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In sub-section "Meteorology" after QUH* :

B.5 ADD

| Abbreviation | Question | Answer or advice |
|---|---|---|
| QUX | Do you have any navigational warnings or gale warnings in force? | I have the following navigational warning(s) or gale warning(s) in force : |

B.5

In sub-section "Safety" after QOE :

B.5 ADD

| Abbreviation | Question | Answer or advice |
|---|---|---|
| QUX | Do you have any navigational warnings or gale warnings in force? | I have the following navigational warning(s) or gale warning(s) in force : |

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ANNEX RR

Revision of Appendix 21 to the Radio Regulations

The title of Appendix 21 shall be amended as follows :

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MOD

Specimen Form of Statement of Account for Radiotelegrams, Radiotelephone Calls Except in the Maritime Mobile Service

B.5

(See Article 40)

B.5

B.5

B.5

B.5

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ANNEX RR

Addition of a new Appendix (Appendix 21A) to the Radio Regulations

The following new Appendix shall be added to the Radio Regulations after Appendix 21 :

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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 (radiotelegrams / radiotelephone calls / /_____*) . _/

sent through the land stations of country A during the 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 | |
| | | | | | | | | | | |

/_*) Note : The terms to be put between the square brackets will be indicated by Committee 6._/

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## REDOMMENDATION No. Mar2 - E

### Relating to Temporary Provisions Covering the Technical and Operational Aspects of the Maritime Mobile-Satellite Service

The World Maritime Administrative Radio Conference, Geneva, 1974,

B.5

/ having adopted a minimum number of provisions to introduce the maritime mobile-satellite service in an orderly manner; /

considering

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a) that administrations have, as yet, little or no experience in operating a maritime mobile-satellite service;

b) that, consequently, it is impossible at the present time to establish comprehensive regulatory provisions covering / in detail / the technical and operational aspects of such a service;

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

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recommends

that, whilst gaining experience to provide a basis for the adoption of detailed regulations by the next appropriate Administrative Radio Conference, administrations participating in the 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.

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## RECOMMENDATION No. Mar2 - F

### Relating to the Introduction of an Additional Tone after the Radiotelephone Alarm Signal Transmitted by Coast Stations

The World Maritime Administrative Radio Conference, Geneva, 1974,

considering

a) that coast stations receive numerous radiotelephone alarm signals which cannot be identified because no voice announcement follows the alarm or because the announcement is unintelligible owing to low modulation or interference;

b) that coast stations have an obligation to take action to identify all alarm signals received and to alert search and rescue services for subsequent action;

c) that many radiotelephone alarm signals which precede the MAYDAY RELAY announcement are from coast stations at considerable distances from the receiving coast stations;

d) that it could be of considerable value if the radiotelephone alarm signal transmitted by coast stations were distinguishable from that transmitted by ship stations;

recognizing

a) that no characteristics introduced to distinguish the radiotelephone alarm signal transmitted by coast stations from that transmitted by ship stations should affect the normal reception of the radiotelephone alarm signal;

b) that proposals have been made to the present Conference to add a single tone following the radiotelephone alarm signal transmitted by coast stations, and that practical tests conducted in the North Sea area during the present Conference indicate that 1 300 Hz tone for a period of 10 seconds is suitable;

c) that the cost of the necessary changes to existing equipment in coast stations is expected to be small;

recommends

that the radiotelephone alarm signal transmitted by coast stations be followed by a single tone of 1 300 Hz, for a period of 10 seconds (see No. 1466AA).

B.5

INTERNATIONAL TELECOMMUNICATION UNION

# MARITIME CONFERENCE

GENEVA, 1974

Document No. 437-E
27 May 1974
Original : English

PLENARY MEETING

## PROPOSAL OF THE UNITED STATES OF AMERICA

1. In observing the progress of the work of Sub-Working Groups 5C-2 and 5C-3, it has become increasingly clear that delegations will not be in a position to know whether or not it is possible to produce an acceptable revised Allotment Plan until the very end of this Conference. There appears to be considerable evidence from the opinions expressed regarding portions of the Plan brought forth during the past week that the requirements of administrations cannot be met in a satisfactory manner. Following up the discussions of the 25 May, 1974, meeting of Committee 5, our Delegation has drawn up a procedure whereby the Conference can provide for a revised Allotment Plan to be implemented by the I.F.R.B. after the Conference and to be added to in respect of new allotments thereafter.

2. The highlights of the proposal are explained in paragraphs 3 through 13. The proposal and its procedures would be accomplished by Resolutions Mar2 - A and 2 - B which are annexed. The proposal is patterned in some measure after the French proposal in Document 64 but with modifications to capture the essence of other proposals to meet the objectives expressed by delegates throughout the Conference. While it is a complete procedure, it could be modified by this Conference.

3. The Resolutions provide for the revision of the Plan by the I.F.R.B. immediately after the Conference. Further stages would be required (a) with the introduction of 3.1 kHz spacing and (b) when the additional channels, made available by this Conference, come into use. The date by which ships must cease DSB emissions should also be taken into account when considering implementation dates and it is recommended that a common date should be set for all of these considerations. This would ensure minimum disruption, minimum expenditure on recrystalling and would also permit the adoption of equal spacing between ships and coast stations throughout each band. The date, for the purposes of this paper, has been taken as 1 January 1978. It will be observed that the Resolutions provide for all the existing duplex channels listed in Appendix 17 as well as those to become available after the Conference to be used in revising Appendix 25 MOD.

ARCHIVES U.I.T. GENÈVE

Resolution Mar2 - A

Format of the revised plan

4. The revised plan would be known as Appendix 25 Mar. It would be published, as soon as practicable in loose-leaf form, to facilitate amendments, and would contain three sections :

a) Section I listing all allotments covering assignments with 2 a) dates (including Sections I and III of Appendix 25 MOD);

b) Section II listing all allotments covering assignments with 2 b) dates (including Section II of Appendix 25 MOD);

c) Section III listing all allotments provided on the 37 new channels made available at this Conference.

Each section should be presented in the format of columns headed Channel No., Old Frequency (kHz), New Frequency (kHz), Country or Area, and Remarks. As far as they apply the Channel Nos. of the existing Appendix 17 would be used to indicate the old and the corresponding new frequencies.

Resolution Mar2 - B

Provisions for the period up to and including the date of the Final Acts of this Conference

5. All assignments existing on /1 January 1976/ would retain their existing dates in Columns 2 a) or 2 b) of the Master Frequency Register and would be covered by allotments to be recorded in Section I of the new plan in the case of 2 a) dates and Section II of the new plan in the case of 2 b) dates.

Provisions for the period beyond the date of the Final Acts

6. An assignment carrying a 2 a) or 2 b) date which was not transferred from the Appendix 25 MOD frequency to the Appendix 25 Mar frequency by /1 January 1978/ would retain only its 2 c) date and would no longer be taken into account when considering sharing arrangements. After a further six months such assignments, if still not complying, would lose all rights and the covering allotment would lapse.

7. An allotment provided but not taken into use by an appropriate assignment shall be treated as lapsed :

i) after 18 months in the case of a country having an established station or stations;

ii) after 36 months in the case of a country in process of establishing its first station.

Administrations may seek the reinstatement of lapsed allotments but such reinstated allotments would carry an appropriate note in the Remarks column of the plan / and would be treated as a new allotment /.

8. All assignments applied for would be given an appropriate 2 a) implementation date and would be covered by an allotment to be recorded in Section I of the new plan, providing :

i) the application constitutes the first request by that country for an assignment in the band concerned; or

ii) the application gains a favourable finding.

9. Applications resulting in an unfavourable finding and not provided for in paragraph 8 above would be treated as under the existing Radio Regulations and would be recorded in Section II.

10. During the period up to / 1 January 1978 / any new or additional requirements would be met :

i) firstly, by loading up the SSB channels corresponding to the old LSB channels to the same level as those corresponding to the old USB channels;

ii) then by further loading all available channels as evenly as possible whilst having regard to the status of the assignments referred to in paragraph 5 above.

11. Administrations would be able to apply for allotments on the 37 new channels listed in Section III of Appendix 25 Mar up to :

a) 18 months in advance in the case of a country having an established station or stations; and

b) 36 months in advance in the case of a country in process of establishing its first station.

12. The frequencies of Section III of Appendix 25 Mar would additionally be used, after / 1 January 1978 / to equalize sharing problems over the whole of each band as far as practicable.

13. All new and additional needs for allotments and assignments would be met.

14. Our Delegation, therefore, submits for the consideration and approval of the Conference the annexed Resolutions Mar2 - A and B.

Annexes : 2

# ANNEX 1

## RESOLUTION No. Mar2 - A

relating to the format for Appendix 25 Mar and the inclusion of the additional coast radiotelephone duplex channels made available by the Conference of 1974

The World Administrative Radio Conference, Geneva, 1974

considering

a) that a revised allotment plan to be known as Appendix 25 Mar must be prepared in a format to replace Appendix 25 MOD to take into account the procedures for determining allotments as developed by this Conference;

b) that Appendix 25 Mar must take account of the additional duplex radiotelephone channels obtained through the actions taken by this Conference;

c) that the present allotment plan and coast radiotelephone assignments provide a reasonable starting point for the development of Appendix 25 Mar;

d) that Appendix 25 Mar should contain an explanatory preface and that each section should carry introductory notes to be prepared, as deemed necessary, by the I.F.R.B.;

e) that the format of Appendix 25 Mar should provide for only the basic information necessary to facilitate its use;

resolves

1. that Appendix 25 Mar shall be prepared as soon as possible after the Conference and in loose-leaf form to facilitate the inclusion of amendments as they arise;

2. that Appendix 25 Mar shall enter into force on the effective date of the Final Acts of this Conference;

instructs the I.F.R.B.

3. to implement the format of Appendix 25 Mar in accordance with the principles set forth in items 3.1 through 3.3 below :

3.1 Appendix 25 Mar shall consist of four parts - Preface, Sections I, II and III;

3.1.1 Preface - to include appropriate explanatory notes to be prepared by the I.F.R.B. as deemed necessary;

3.1.2 Section I - to include allotments for all assignments qualifying for a date of 2a on the existing duplex channels of Appendix 17 and, after 1 January 1978, on the corresponding channels in Appendix 17(Rev.);

3.1.3 Section II - to include allotments for all assignments qualifying for a 2b date on the existing duplex channels of Appendix 17 and, after 1 January 1978, on the corresponding channels in Appendix 17(Rev.);

3.1.4 Section IIIA - to include all allotments after 1 January 1978 on the additional duplex channels created by the Conference, as listed in Appendix 17(Rev.) and qualifying for a 2a date;

3.1.5 Section IIIB - to include all allotments after 1 January 1978 on the additional duplex channels created by the Conference as listed in Appendix 17(Rev.) and qualifying for a 2b date;

3.2 Sections I and II shall contain columns in the format designated below :

3.2.1 Channel No. - to include the numerical series number for each duplex channel shown in Appendix 17 and Appendix 17(Rev.);

3.2.2 Old Frequency (kHz) - to include both the carrier and assigned duplex frequency for each series number shown in Appendix 17;

3.2.3 New Frequency (kHz) - to include both the carrier and assigned duplex frequency for each corresponding series number shown in Appendix 17(Rev.);

3.2.4 Country or area - to include the name of the country (and its area) having allotments as explained in 3.1.2 and 3.1.3 above;

3.2.5 Remarks - to include explanatory information, if any, relating to conditions of use of a channel;

3.3 Section IIIA and Section IIIB shall contain columns in the same format as specified in 3.2.1, 3.2.3, 3.2.4 and 3.2.5 above.

# ANNEX 2

## RESOLUTION No. Mar2 - B

### Relating to the introduction of Appendix 25 Mar, a revised Frequency Allotment Plan for Coast Radiotelephone Stations operating in the exclusive maritime mobile bands between 4 000 and 23 000 kHz

The World Administrative Radio Conference, Geneva, 1974

considering

a) that the frequency allotment plan for coast radiotelephone stations operating in the exclusive maritime mobile bands between 4 000 and 23 000 kHz will be revised and that the plan will be known as Appendix 25 Mar;

b) that in the time available it has not been possible for this Conference to prepare a new plan based on the requirements indicated by Administrations in response to the Secretary-General's letter of 30 April 1973;

c) that therefore it is necessary to revise Appendix 25 MOD after the Conference to accommodate on a continuing basis and as satisfactorily as possible, the requirements for coast radiotelephone station allotments;

recognizing

d) that it is necessary, in order to meet the new and additional requirements of coast radiotelephone stations, to make maximum utilization of each coast radiotelephone channel available at present in Appendix 17 until the new channels of Appendix 17(Rev.) become available on [1 January 1978];

e) that suitable procedures are required by the I.F.R.B. to be applied after the Conference which will make it possible for new and additional needs to be satisfied on an equitable basis;

f) that the present allotment plan and coast radiotelephone station assignments provide a reasonable starting point for the development of Appendix 25 Mar;

g) that the channel assignments required by coast radiotelephone stations may overload existing channels beyond the most desirable sharing level which can be accommodated on each channel;

h) that new procedures will be required for the period commencing / 1 January 1976 /.

resolves

1. that administrations should provide valuable assistance in the development of Appendix 25 Mar by re-notifying their initial or additional needs to the I.F.R.B. after the Conference, as such needs are anticipated, preferably with a foreseeable implementation date in sight;

2. that the I.F.R.B. shall publish Appendix 25 Mar as soon as possible, in the format specified in Resolution Mar2 - A.

3. that Section I of Appendix 25 Mar shall contain allotments for :

3.1 all assignments existing on 1 January 1976 and carrying 2a dates; these assignments shall retain their 2a dates in the M.I.F.R. but would be grouped as necessary into a single allotment wherever several assignments appear for the same country or area on the same frequency;

3.2 all assignments applied for after 1 January 1976 providing the application constitutes the first request by that country for an assignment in the band concerned or the application gains a favourable finding; these assignments shall carry in the M.I.F.R. a 2a date corresponding to the date of application.

4. that Section II of Appendix 25 Mar shall contain allotments for :

4.1 all assignments existing under Section II of Appendix 25 MOD or Note 2 on 1 January 1976 and carrying 2b dates; these assignments shall retain their 2b dates but shall be grouped where necessary into a single allotment wherever several assignments appear for the same country or area on the same frequency;

4.2 all assignments existing on 1 January 1976 with a favourable finding under RR 545; these shall carry the 2b date of 1 January 1976;

4.3 all assignments existing on 1 January 1976 with an unfavourable finding under RR 545; these shall carry the 2b date of 2 January 1976;

4.4 all assignments applied for after 1 January 1976 which gain an unfavourable finding; these shall carry the date of application in column 2b of the M.I.F.R.

5. that Section III of Appendix 25 Mar shall contain allotments for assignments on the 37 new channels resulting from the work of this Conference and which will come into use on 1 January 1978; these shall carry 2a or 2b dates of 1 or 2 January 1978 respectively or the date of application if that is later.

further resolves that the following provisions and procedures shall also come into effect on 1 January 1976

6. Administrations may apply in advance for assignments on the 37 new channels listed in Section III but attention is drawn to the date on which these channels may be taken into use and the provisions of 10 below.

7. that applications received for assignments on the 37 new channels shall first be considered on 1 January 1977 and then at 3-monthly intervals up to and including 1 January 1978 in the priorities of :

1. the first allotment for a country in that band;

2. the resolution of harmful interference due to an undesirable sharing arrangement involving stations with a date in Column 2a;

3. as in 2 above, but involving stations with a mixture of Columns 2a and 2b dates;

4. as in 2 above, but involving stations with dates in Column 2b;

5. the need to avoid adjacent channel assignments/allotments to the same country;

6. the needs of countries requiring additional channels;

7. the need to equalize the sharing level of all channels in Appendix 17(Rev.);

8. that after 1 January 1978 the 37 new channels shall not in any way be treated differently from other channels;

9. An assignment carrying a 2a or 2b date which by 1 January 1978 has not been transferred from the old frequency to the new frequency, as listed in Appendix 25 Mar, shall / retain only its 2c date and shall no longer be taken into account when considering sharing arrangements; after a further 6 months such assignments, if still not complying, shall lose all rights and the covering allotment shall be cancelled./ / be treated in accordance with Resolution Mar 11 MOD./

10. An allotment provided but not taken into use by an appropriate assignment shall be treated as lapsed :

i) after 18 months in the case of a country having an established station or stations;

ii) after 36 months in the case of a country in process of establishing its first station.

11. Administrations may seek the reinstatement of lapsed allotments but such reinstated allotments would carry an appropriate note in the Remarks column of the Plan and would then be treated as a new allotment.

further resolves

12. that during the period up to 1 January 1978 the I.F.R.B. shall meet new and additional requirements :

i) firstly, by loading up the SSB channels corresponding to the old LSB channels to the same level as those corresponding to the old USB channels;

ii) then by further loading all available channels as evenly as possible.

13. that new and additional needs for assignments shall always be met;

14. that Administrations seeking initial or additional channels should apply to the I.F.R.B. specifying the band or bands but not a channel or channels;

15. that the I.F.R.B., on receiving an application, shall give full consideration to all technical and operational aspects to determine the three channels which would accommodate the new demand with least detriment to existing services;

16. that the I.F.R.B. shall then notify the proposals to the applicant and all Administrations already making use of the channels; this notification shall be by means of a telegram requesting acknowledgment of receipt;

17. that any Administration objecting to the proposals shall notify the I.F.R.B. within 60 days of the despatch of the notification;

18. that, after evaluating the comments received from administrations occupying the channels taking into account all available technical standards and recommendations of the I.F.R.B. and the C.C.I.R., the I.F.R.B. shall provide the assignment and a covering allotment on the channel to be then determined as presenting the least interference to existing services;

19. that Administrations experiencing harmful interference may consult with each other in efforts to achieve satisfactory sharing arrangements, provided they notify the I.F.R.B. of any such sharing arrangements finally agreed;

20. that the I.F.R.B., when so requested by any Administration, shall provide every possible assistance in the resolution of harmful interference resulting from bad sharing arrangements with a view to exchanging the affected assignment for a more effective assignment;

21. that the I.F.R.B. shall keep all Administrations informed of the continuing status of requests for new or additional allotments and the channels affected through publication of the pertinent details in the I.F.R.B. weekly circular.

INTERNATIONAL TELECOMMUNICATION UNION

# MARITIME CONFERENCE

GENEVA, 1974

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27 May 1974
Original : English

COMMITTEE 5

SUB-WORKING GROUP 5C-3-F

## Draft Plan of the 12, 16 and 22 MHz bands for the revision of Appendix 25 MOD 2

Annexes : 3

*) This Document is Addendum No. 2 to Document 425.

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ANNEXE 1 - ANNEX 1 - ANEXO 1

12 MHz Band

| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
|---|---|---|---|---|---|---|---|---|---|
| CAN(N)<br>UKR<br>URS(En)<br>URS(NW)<br>DAH<br>CUB<br>ARG<br>INS<br>URS(FE)<br>PHL | URS(NA)<br>BER<br>G<br>HNG<br>DDR<br>USA(E)<br>USA(S)<br>MRC<br>GHA<br>FJI<br>CHL<br>J<br>USA(W) | DNK<br>CLM<br>NOR<br>S<br>VEN<br>CPV<br>GRC<br>AZR<br>MDR<br>GNP<br>POR<br>AGL<br>MOZ<br>TMP<br>AUS(E)<br>CHN | ISR<br>F<br>DDR<br>PNR<br>USA(E)<br>USA(S)<br>PTR<br>COG<br>PAK<br>ETH<br>J<br>MAC<br>USA(W)<br>HWA<br>GUM<br>ALS<br>URS(FE) | G<br>UKR<br>URS(En)<br>E<br>PNZ<br>USA(E)<br>USA(S)<br>PTR<br>J<br>USA(W)<br>HWA<br>GUM<br>ALS | CUB<br>ISL<br>I<br>DDR<br>G<br>USA(E)<br>USA(S)<br>B<br>AUS(W)<br>IRN<br>J<br>USA(W) | URS(NW)<br>ATN<br>POR<br>GNP<br>HOL<br>SUR<br>MDR<br>HNG<br>AZR<br>ISR<br>TMP<br>CAN(W)<br>CHN | D<br>YUG<br>ISL<br>USA(E)<br>USA(S)<br>ARG(N)<br>IND(N)<br>J<br>CHN | BEL<br>MEX<br>TUR<br>E<br>URS(En)<br>URS(NW)<br>B<br>AFS<br>BHR<br>NZL<br>J<br>CAN(W) | E<br>URS(NA)<br>DNK<br>S<br>NOR<br>ROU<br>USA(E)<br>USA(S)<br>URG<br>INS<br>CHL<br>URS(FE)<br>GUM |
| E<br>GUF<br>G<br>GRC<br>USA(E)<br>USA(S)<br>GAB<br>ETH<br>PRU<br>CAN<br>USA(W) | CYP<br>TUN<br>BGD<br>ARS | EGY<br>LBY<br>USA(E)<br>USA(S)<br>USA(C)<br>COG<br>STP<br>IRQ<br>USA(W)<br>ALS<br>HWA | NOR<br>GRC<br>URS(En)<br>THA<br>BOL | DNK<br>I<br>NOR<br>S<br>CTI<br>ARG<br>BGD<br>MOZ<br>TMP<br>YMS<br>NCL | ALB<br>E<br>TUR<br>MRC<br>CBG<br>MDG<br>CHN<br>FNL | GRC<br>CPV<br>STP<br>AGL<br>MOZ<br>TMP<br>GIL<br>J | CNR<br>GRC<br>URS(En)<br>LBR<br>KEN<br>PRU | FNL<br>I<br>POL<br>USA(E)<br>USA(S)<br>INS<br>USA(W)<br>ALS | GRC<br>GAB<br>REU<br>AFI |

12 MHz Band

| 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 |
|---|---|---|---|---|---|---|---|---|---|---|
| URS(NA)<br>CUB<br>DNK<br>E<br>BEL<br>TUR<br>B<br>MLA<br>CHL<br>PAQ<br>J | D<br>URS(En)<br>GIB<br>PNZ<br>G<br>MAU<br>J<br>RYU | BEL<br>ISR<br>I<br>CAN(E)<br>ARG<br>IND<br>CHN | SUI<br>NOR<br>GRC<br>G<br>DNK<br>PNZ<br>B<br>ETH<br>AUS<br>CAN(W)<br>HKG | ROU<br>ISR<br>HOL<br>ISL<br>PNZ<br>USA(E)<br>USA(S)<br>PTR<br>SEY<br>IND<br>J<br>MDW<br>USA(W) | FNL<br>F<br>POL<br>LBN<br>EGY<br>USA(E)<br>USA(S)<br>PTR<br>MRC<br>SNG<br>CHN<br>USA(W)<br>HWA<br>GUM<br>ALS | S<br>DNK<br>NOR<br>GRC<br>CUB<br>MRT<br>IRQ<br>SNG<br>PRG<br>J | I<br>BEL<br>D<br>USA(E)<br>USA(S)<br>CME<br>BGD<br>GUM<br>USA(W)<br>HWA<br>PHL<br>ALS<br>URS(FE) | HOL<br>MRC<br>DNK<br>NOR<br>S<br>UKR<br>URS (En)<br>URS(NW)<br>B<br>SNG<br>J | POL<br>ISL<br>G<br>GRC<br>USA(E)<br>USA(S)<br>BER<br>ARG<br>FJI<br>PHL<br>J<br>USA(W) | C<br>A<br>L<br>L |
| I<br>NOR<br>S<br>USA(E)<br>USA(S)<br>USA(C)<br>IRQ<br>URS(SA)<br>CHN<br>USA(W)<br>ALS | GRC<br>USA(E)<br>USA(S)<br>USA(C)<br>PTR<br>CTI<br>INS<br>PRU<br>USA(W)<br>ALS<br>HWA<br>GUM | BRB<br>CNR<br>FNL<br>GRC<br>HOL<br>NOR<br>URS(NA)<br>LBR<br>KEN<br>SMO<br>KOR<br>URS(FE) | HNG<br>S<br>USA(E)<br>USA(S)<br>USA(C)<br>PTR<br>IRN<br>THA<br>URS(FE)<br>USA(W)<br>ALS<br>GUM | GRC<br>CME<br>PRU | ALB<br>TUR<br>SHN<br>ARG<br>IRN | BUL<br>USA(E)<br>USA(S)<br>USA(C)<br>PTR<br>URS(SA)<br>USA(W)<br>ALS<br>HWA<br>GUM | NOR<br>TUR<br>URS (En)<br>IRN<br>NIU | BUL<br>VEN<br>USA(E)<br>USA(S)<br>IRN<br>USA(W)<br>ALS | TUN<br>NIG<br>BGD<br>IRN<br>CHL | I<br>N<br>G |

12 MHz Band

| 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | 32 |
|---|---|---|---|---|---|---|---|---|---|---|
| F<br>ROU<br>D<br>MRT<br>MEX<br>CAN(E)<br>ARG<br>J<br>HWA | GRC<br>DNK<br>NOR<br>MRC<br>USA(E)<br>USA(S)<br>B<br>BGD<br>CHL<br>USA(W)<br>GUM<br>URS(FE) | FNL<br>G<br>MCO<br>ROU<br>USA(E)<br>PTR<br>AFS<br>NZL<br>J<br>USA(W)<br>ALS<br>HWA<br>GUM | D<br>E<br>GRC<br>USA(E)<br>URS(NW)<br>CUB<br>NIG<br>MDG<br>PNG<br>CHN | F<br>TCH<br>DNK<br>USA(E)<br>USA(S)<br>AUS<br>SEY<br>J<br>USA(W) | TUR<br>POL<br>E<br>USA(E)<br>PNZ<br>PTR<br>IND<br>AUS<br>PRG<br>HKG<br>USA(W)<br>ALS<br>HWA<br>GUM<br>URS(FE) | HNG<br>G<br>CNR<br>E<br>BEL<br>CUB<br>URS(En)<br>UKR<br>USA(c)<br>ETH<br>PAK<br>USA(W)<br>CHN | URS(NA)<br>PNZ<br>F<br>POL<br>URS(En)<br>CAN(E)<br>URS(NW)<br>ARG<br>URS(SA)<br>KEN<br>AUS<br>USA(W)<br>J | G<br>SUI<br>FNL<br>I<br>USA(E)<br>USA(S)<br>PNZ<br>MTN<br>ARG<br>BGD<br>J<br>USA(W)<br>HWA | POL<br>F<br>GRC<br>USA(E)<br>PTR<br>PRG<br>ETH<br>AUS<br>HKG<br>USA(W)<br>ALS<br>HWA<br>GUM<br>URS(FE) | G<br>GRC<br>DDR<br>USA(E)<br>USA(S)<br>PTR<br>PNZ<br>ARG<br>URS(SA)<br>PAK<br>J<br>USA(W)<br>ALS<br>HWA<br>GUM |
| NOR<br>TUR<br>BGD<br>IRN<br>ARS<br>CKH | S<br>TCH<br>UKR<br>IRN | JMC<br>YUG<br>GHA<br>CLN<br>KWT | MEX<br>NOR<br>J | NOR<br>TUR<br>URS(NW)<br>TGO<br>BGD<br>IRN | SUI<br>YUG<br>FNL<br>TGK-ZAN<br>KWT | CYP<br>NOR<br>NIG<br>J | BUL<br>YUG<br>IRN<br>KOR | CYP<br>UKR<br>KEN<br>PRU | LBY<br>NOR<br>NIG<br>IRN | FNL<br>MTN |

ANNEXE 2 - ANNEX 2 - ANEXO 2

16 MHz Band

| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
|---|---|---|---|---|---|---|---|---|---|
| UKR<br>URS(EU)<br>URS(NW)<br>DNK<br>FNZ<br>USA(E)<br>USA(S)<br>J<br>USA(W)<br>ALS<br>HWA | G<br>MRC<br>URS(EU)<br>USA(E)<br>USA(S)<br>BGD<br>AUS(E)<br>URS(FE)<br>USA(W)<br>URS(NA) | DNK<br>NOR<br>S<br>PNZ<br>GRC<br>MRT<br>ARG(N)<br>IND<br>CHN | F<br>ROU<br>CAN(E)<br>VEN<br>ETH<br>AUS<br>J | UKR<br>URS(EU)<br>F<br>NOR<br>USA(E)<br>USA(S)<br>PHL<br>J | CUB<br>FNL<br>ISL<br>I<br>G<br>B<br>BGD<br>NZL<br>J | ATN<br>CAN(E)<br>URS(NW)<br>POL<br>URS(FE) | DNK<br>NOR<br>S<br>I<br>SUR<br>AFS<br>PAK<br>CAN(W) | BEL<br>ISR<br>URS(NW)<br>G<br>USA(E)<br>USA(S)<br>IND<br>J<br>USA(W) | D<br>EGY<br>URS(NW)<br>USA(E)<br>USA(S)<br>URG<br>INS<br>AUS<br>CHN<br>USA(W) |
| NOR<br>S<br>TUN<br>ARG<br>SEY<br>CLM | DDR<br>GRC<br>CME<br>ARS | USA(E)<br>USA(S)<br>E<br>HNG<br>BOL<br>USA(W)<br>ALS | DDR<br>GRC<br>MEX<br>NOR<br>COG<br>GBG | DNK<br>S<br>CTI<br>BGD<br>IRN<br>OCE | USA(E)<br>USA(S)<br>PTR<br>TUR<br>URS(EU)<br>ARS<br>USA(W)<br>ALS<br>HWA<br>GUM | USA(E)<br>USA(S)<br>GRC<br>NOR<br>LBR<br>IRN<br>GIL<br>USA(W)<br>ALS | MTN<br>TCH<br>TUR<br>PRU<br>CHN | E<br>GRC<br>COG<br>CKH | MTN<br>NOR<br>TUN<br>UKR<br>IRN |

16 MHz Band

| 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 |
|---|---|---|---|---|---|---|---|---|---|
| G<br>GIB<br>YUG<br>USA(E)<br>USA(S)<br>B<br>ETH<br>J<br>USA(W) | CUB<br>UKR<br>URS(Eu)<br>URS(NW)<br>DDR<br>MRC<br>PAK<br>AUS<br>URS(FE) | BEL<br>NOR<br>ROU<br>ISR<br>USA(E)<br>USA(S)<br>B<br>SNG<br>USA(W)<br>ALS<br>HWA<br>GUM | DNK<br>FNL<br>MEX<br>MRC<br>EGY<br>URS(NA)<br>ETH<br>CAN(W) | POR<br>AZR<br>MDR<br>SUI<br>ISL<br>POL<br>TUR<br>GNP<br>URS(FE) | MRC<br>D<br>I<br>USA(E)<br>USA(S)<br>IRN<br>USA(W)<br>ALS<br>HWA | ISR<br>MEX<br>NOR<br>HNG<br>URS(NA)<br>F<br>DNK<br>B<br>URS(FE) | BER<br>DNK<br>G<br>TUR<br>MRC<br>BHR<br>J | F<br>DDR<br>GRC<br>PNZ<br>USA(E)<br>PTR<br>MAU<br>USA(W)<br>ALS<br>HWA<br>GUM | DDR<br>TUR<br>PNZ<br>USA(E)<br>USA(C)<br>J |
| FNL<br>LBY<br>SUI<br>TUR<br>MLA<br>PRU | USA(E)<br>USA(S)<br>PTR<br>SHN<br>USA(N)<br>ALS<br>HWA<br>GUM | E<br>GRC<br>IRN<br>URS(FE) | I<br>NOR<br>S<br>YUG<br>GAB<br>NIU<br>CHN | FNL<br>TURK I.<br>CPV<br>STP<br>AGL<br>IRN<br>MOZ<br>TMP<br>PRU | TUR<br>URS(NW)<br>GHA<br>J | CNR<br>GRC<br>S<br>GAB<br>BGD<br>IRN<br>PRU | NOR<br>S<br>ARG | NOR<br>LBR<br>KWT<br>PRU<br>URS(FE) | CNR<br>LBY<br>NOR<br>UKR<br>URS(Eu)<br>ETH |

16 MHz Band

| 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 |
|---|---|---|---|---|---|---|---|---|---|
| C<br>A<br>L<br>L<br>I<br>N<br>G | F<br>ROU<br>DNK<br>NOR<br>S<br>AUS<br>J | HOL<br>UKR<br>G<br>USA(E)<br>USA(S)<br>PRG<br>CHN<br>USA(W)<br>ALS<br>HWA<br>GUM | URS(Eu)<br>E<br>D<br>I<br>USA(E)<br>PTR<br>USA(S)<br>BGD<br>J<br>USA(W) | GRC<br>BEL<br>ISL<br>POL<br>PNZ<br>USA(E)<br>PTR<br>J<br>USA(W)<br>ALS<br>HWA<br>GUM | G<br>CUB<br>GRC<br>URS(NA)<br>URS(NW)<br>HOL<br>CAN(W) | E<br>HNG<br>BEL<br>URS(Eu)<br>ETH<br>J | F<br>MRT<br>ROU<br>URS(NW)<br>ISR<br>CUB<br>URS(FE) | GRC<br>DDR<br>CAN(E)<br><br>G<br>AUS<br>J | E<br>ISL<br>URS(Eu)<br>UKR<br>BEL<br>USA(E)<br>USA(S)<br>PTR<br>IND<br>USA(W)<br>ALS<br>HWA<br>GUM |
| | GRC<br>VEN<br>GHA<br>BGD<br>KWT | FNL<br>I<br>REU | TUR<br>DAH<br>KEN<br>SMO | NIG<br>IRN | USA(E)<br>IRQ<br>HKG<br>URS(FE) | CYP<br>NOR<br>YUG<br>NIG | DDR<br>GRC<br>BGD<br>IRQ | NOR<br>SEN<br>IRN | |

16 MHz band

| 31 | 32 | 33 | 34 | 35 | 36 | 37 | 38 | 39 | 40 | 41 |
|---|---|---|---|---|---|---|---|---|---|---|
| GRC<br>SUI<br>POL<br>USA(E)<br>CHL<br>CHN | G<br>POR<br>AZR<br>MDR<br>HNG<br>ARG<br>BGD<br>J | GRC<br>F<br>DDR<br>USA(E)<br>PTR<br>B<br>AFS<br>CHN<br>USA(W)<br>ALS<br>HWA<br>GUM | E<br>ROU<br>D<br>CAN(N)<br>CTI<br>J | G<br>DNK<br>POR<br>AZR<br>MDR<br>CPV<br>AGL<br>GNP<br>TMP<br>MOZ<br>AUS<br>MAC<br>J | PNZ<br>GRC<br>USA(E)<br>PTR<br>HOL<br>IND<br>J<br>USA(W)<br>ALS<br>HWA<br>GUM | G<br>DDR<br>E<br>UKR<br>PRG<br>MDG<br>NZL<br>HKG | G<br>MRC<br>FNL<br>BUL<br>PNZ<br>USA(E)<br>PTR<br>PAK<br>USA(W)<br>HWA<br>GUM<br>ALS | E<br>D<br>USA(E)<br>PTR<br>IRQ<br>USA(W)<br>ALS<br>HWA<br>GUM | G<br>GRC<br>DDR<br>ETH<br>CHL<br>J | DNK<br>NOR<br>S<br>USA(E)<br>USA(S)<br>UKR<br>SNG<br>USA(W)<br>J |
| BUL<br>TGO<br>IRQ | USA(E)<br>USA(S)<br>CYP<br>MDG<br>USA(W)<br>ALS | POL<br>URS(SA) | GRC<br>IRQ<br>KOR | BUL<br>NOR<br>S<br>STP<br>BGD | FNL | HOL<br>JMC<br>URS(SA)<br>KOR | DDR<br>YUG | ALB<br>ZAI | BRB<br>URS(Eu)<br>THA<br>CLN | IRQ |

## ANNEXE 3 - ANNEX 3 - ANEXO 3

22 MHz band

| CH 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
|---|---|---|---|---|---|---|---|---|---|
| HNG<br><br>URS(NW)<br>E<br>HOL<br>ETH<br>AUS | G<br><br>HNG<br>CAN(E)<br>UKR<br>BGD<br>URS(FE) | VEN<br><br>DNK<br>NOR<br>S<br>E<br>AUS(E)<br>J | CAN(N)<br>F<br>ISR<br>FNL<br>AFS<br>AUS | URS (EU)<br><br>URS(NW)<br>HOL<br>GRC<br>USA(E)<br>USA(S)<br>IRN<br>AUS<br>USA(W) | POL<br><br>G<br>MRC<br>AFS<br>IND<br>J | HOL<br><br>POR<br>AZR<br>MDR<br>ISR<br>BGD | DNK<br><br>NOR<br>S<br>E<br>ARG(N)<br>IND(S)<br>J | BEL<br><br>MRC<br>URS(NW)<br>PNZ<br>PTR<br>USA(E)<br>PAK<br>ALS<br>GUM<br>HWA<br>USA(W) | D<br><br>E<br>UKR<br>USA(E)<br>IND<br>J |
| GRC<br>USA(E)<br>USA(S)<br>CME<br>CHN<br>USA(W)<br>GUM | I<br>MTN<br>NOR<br>NIG<br>ARG<br>IRN<br>PRU | BUL<br>CTI<br>CBG<br>IRN | BER<br>URS(NW)<br>YUG<br>NIG<br>ARG<br>KWT<br>URS(FE) | COG<br>KOR<br>URS(FE) | VEN<br>USA(E)<br>USA(S)<br>PTR<br>NIG<br>PRU<br>USA(W)<br>ALS<br>HWA<br>GUM | URS(En)<br>TUN<br>CPV<br>AGL<br>MOZ<br>TMP<br>CHN | BUL<br>YUG<br>ALB<br>COG | POL<br>GRC<br>DAH<br>BDL | FNL<br>GRC |

22 MHz band

| 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 |
|---|---|---|---|---|---|---|---|---|---|
| CUB<br>DNK<br>UKR<br>I<br>PAK<br>J | G<br>GIB<br>USA(E)<br>PTR<br>HNG<br>ETH<br>AUS<br>USA(W)<br>ALS<br>HWA<br>GUM | E<br>URS(En)<br>CAN(E)<br>DNK<br>NZL<br>URS(FE) | BEL<br>YUG<br>URG<br>BGD | F<br>GRC<br>USA(E)<br>USA(S)<br>J<br>USA(W) | NOR<br>I<br>DNK<br>ETH<br>CAN(W)<br>J | D<br>PNZ<br>USA(E)<br>PTR<br>ISR<br>HKG<br>USA(W)<br>ALS<br>HWA<br>GUM | F<br>USA(E)<br>PTR<br>NOR<br>PAK<br>USA(W)<br>ALS<br>HWA<br>GUM | POL<br>MCO<br>CUB<br>BEL<br>CHN | G<br>GRC<br>DDR<br>PAK<br>PHL<br>CAN(W) |
| NOR<br>S<br>GAB<br>PRU | CYP<br>TUN<br>MLA | BUL<br>LBY<br>NOR<br>S<br>TUR<br>GHA<br>IRQ | E<br>FNL<br>URS(NW)<br>TUR<br>USA(E)<br>USA(S)<br>IRN<br>CHN<br>USA(W) | POL<br>NOR<br>GHA<br>IRQ<br>PRU | GRC<br>MTN<br>USA(E)<br>USA(S)<br>GUM | E<br>GRC<br>LBR<br>BGD<br>IRN<br>PRU | CYP<br>DNK<br>S<br>UKR<br>HKG | GRC<br>LBR<br>BGD<br>SMO | TCH<br>SEN |

22 MHz band

| 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 |
|---|---|---|---|---|---|---|---|---|---|
| C<br>A<br>L<br>L<br>I<br>N<br>G | POR<br>D<br>AZR<br>MDR<br>USA(E)<br>USA(S)<br>USA(W) | ISL<br>I<br>D<br>AUS<br>J | DDR<br>PNZ<br>USA(E)<br>PTR<br>MAU<br>USA(W)<br>ALS<br>HWA<br>GUM | GRC<br>ISL<br>BEL<br>CTI<br>CHL<br>J | ROU<br>F<br>DDR<br>ETH<br>CHN | DDR<br>G<br>USA(E)<br>USA(S)<br>IND<br>CHL<br>J<br>USA(W) | DNK<br>USA(E)<br>MRC<br>AUS<br>USA(W) | E<br>CAN(E)<br>G<br>UKR<br>CHL<br>J | DDR<br>PNZ<br>MRC<br>TUR<br>USA(E)<br>PTR<br>USA(W)<br>ALS<br>HWA<br>GUM |
| | FNL<br>GRC<br>CPV<br>AGL<br>MOZ<br>TMP<br>KOR | TUR<br>USA(E)<br>PTR<br>TGU<br>BGD<br>USA(W)<br>ALS<br>HWA | E<br>GRC | DDR<br>MEX<br>BGD | EGY<br>CNR<br>BGD | MRT/GDL<br>GRC<br>UKR | GRC<br>NOR<br>S<br>BGD<br>KEN<br>URS(FE) | DDR<br>ETH<br>THA | NDR<br>URS(SE) |

22 MHz band

| 31 | 32 | 33 | 34 | 35 | 36 | 37 | 38 | 39 | 40 |
|---|---|---|---|---|---|---|---|---|---|
| FNL<br>F<br>SNG<br>CAN(W)<br>J | CUB<br>URS(Eu)<br>SUI<br>POL<br>URS(FE) | G<br>PNZ<br>ROU<br>USA(E)<br>USA(S)<br>BGD<br>USA(W)<br>ALS<br>HWA<br>GUM | DNK<br>NOR<br>S<br>ROU<br>SUI<br>ARG<br>ETH<br>J | GRC<br>F<br>URS(NW)<br>CAN(E)<br>J | DNK<br>NOR<br>S<br>E<br>PNZ<br>USA(E)<br>USA(W) | DDR<br>POR<br>MDR<br>AZR<br>I<br>USA(E)<br>USA(S)<br>PTR<br>J<br>USA(W) | GRC<br>D<br>B<br>AUS<br>J | BEL<br>PNZ<br>MRC<br>G<br>USA(E)<br>PTR<br>USA(W)<br>ALS<br>HWA<br>GUM | GRC<br>G<br>MDG<br>CHL<br>J |
| URS(Eu)<br>GRC<br>USA(E)<br>USA(S)<br>IRQ<br>NIU<br>USA(W)<br>ALS | GRC<br>HOL<br>IRQ | DDR<br>NOR<br>EGY<br>IRN<br>CKH | CNR<br>LBY<br>INS | DDR<br>USA(E)<br>USA(S)<br>PTR<br>IRN<br>USA(W)<br>ALS<br>HWA<br>GUM | GRC<br>UKR<br>IRQ<br>NZL<br>J | NOR<br>ROU<br>IRN | URS(Eu)<br>MEX<br>IRQ | HNG<br>NOR<br>TUR<br>IRN | JMC<br>NOR<br>TUN |

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Document No. 439-E
27 May 1974

PLENARY MEETING

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# 6th 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 |
|---|---|---|
| PL | 407 | Recommendation H |
| C4 | 409 | Resolution No. Mar 10 (SUP) |
| | 409 | Resolution No. Mar 12 (SUP) |
| | 409 | Recommendation No. Mar 7 (SUP) |
| | 303/409 | Recommendation A |
| | 303/409 | Recommendation B |
| | 409 | Resolution F / MOD Resolution No. Mar 8 / |
| | 409 | Resolution G |
| | 409 | Recommendation G |
| C7 | - | Partial revision of the Radio Regulations |

P. CHASPOUL
Chairman of the
Editorial Committee

Annex : 15 pages

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## RECOMMENDATION No. Mar2 - H

### Relating to the Presentation of Draft Amendments to the Radio Regulations

The World Maritime Administrative Radio Conference, Geneva, 1974,

having noted

a) that in the proposals submitted by some administrations a uniform method has been utilized for the presentation of modified texts (e.g. underlining of new texts, and crossing out of suppressed texts);

b) that this uniform method of presentation has proved itself to be very effective during the consideration of the proposed texts;

c) that if such a uniform method of presentation were followed in the different stages of preparing Conference documents (Sub-Working Groups, Working Groups) it would facilitate the work of delegations and may facilitate the work of the Conference;

d) that the Secretary-General has taken steps to provide guidelines to administrations to assist them in the presentation and lay-out of their proposals to Administrative Conferences in accordance with the provisions of the International Telecommunication Convention and in their coordinated presentation to conferences;

recommends

1. that administrations be invited to present their proposals in a uniform manner;

2. that guidelines be issued by the Secretary-General to facilitate this presentation;

3. that a uniform presentation be used, through the different stages of preparing texts up to Working Group level, at forthcoming administrative conferences.



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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

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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

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SUP

RECOMMENDATION No. Mar 7

Relating to Harmonic Relationship and Channel Spacing in the High Frequency Bands used by Ship Stations for Radiotelegraphy

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## 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;

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requests the C.C.I.R.

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to recommend, after consultation with appropriate international organizations, including the International Civil Aviation Organization, the technical parameters to be met by such devices, taking into account electromagnetic compatibility with other services having allocations in the same frequency band;

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invites

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administrations, the Inter-Governmental Maritime Consultative Organization and the International Association of Lighthouse Authorities to continue to evaluate the operational benefits which would result from the widespread use of fixed frequency radar beacons.

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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;

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

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requests the C.C.I.R.

to recommend, after 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 taking into account electromagnetic compatibility with other services having allocations in the same frequency band;

invites

administrations and the Inter-Governmental Maritime Consultative Organization to continue to evaluate the operational benefits which could result from the widespread use of transponders on ships and to consider whether there would be advantage in adopting an internationally approved system for future implementation;

recommends

that, pending further technical and operational developments and evaluation, administrations 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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/ MOD RESOLUTION Mar 8 / RESOLUTION No. Mar2 - F

## 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 Maritime Administrative 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 a non-paired frequency basis;

b) that although several administrations have systems in operation, the general introduction of such systems 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 those 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;

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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;

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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.

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RESOLUTION No. Mar2 - G

Relating to the Use and Notification of Paired Frequencies Reserved 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 Maritime Administrative Radio Conference, Geneva, 1974,

considering

a) that certain sections of the HF bands allocated to the maritime mobile service have been reserved for narrow-band direct-printing telegraph and data transmission systems for use on a paired frequency basis only;

b) that the number of paired frequencies in each band is limited;

c) that although several administrations have systems in operation, the general introduction of such systems is still in the early stages;

d) that a future competent conference may provide for wider bands for narrow-band direct-printing than those available at present;

e) that for this reason it is inopportune to draw up a plan at present but that such a plan 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 narrow-band direct-printing telegraphy between coast stations and ship stations shall be used by these stations, and shall be 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;

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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 I.F.R.B.;

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1.3 the assignments thus selected and brought into service shall be notified to the I.F.R.B. on notices as shown in Appendix 1 to the Radio Regulations and administrations shall supply the basic characteristics listed in section A or B of that Appendix, as appropriate. If the assignments conform to the Table of Frequency Allocations, to the related provisions of the Radio Regulations and to the present Resolution, the Board shall enter them for information in the Master Register and in Part 1A of its Weekly Circular. 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 column 13C of the Master Register and in Part 1A of the Weekly Circular. There will be a reference to the present Resolution in the Remarks column;

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1.4 any notice not in conformity with the above-mentioned provisions of the Radio Regulations or with the present Resolution shall be returned to the notifying Administration by the I.F.R.B., together with any suggestion which the Board may be able to submit in this respect;

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1.5 should difficulties arise between countries using the same channel, the matter shall be settled by mutual arrangements between the administrations concerned;

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2. that a future competent conference be invited to examine any difficulties which may 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 afore-mentioned conference;

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3. that the present Resolution shall apply to assignments of paired frequencies for narrow-band direct-printing telegraphy as shown in 1.1 above, notwithstanding any other provisions of the Radio Regulations and Resolutions of Administrative Radio Conferences.

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RECOMMENDATION No. Mar2 - G

Relating to Studies of the Interconnection of Maritime Mobile Radiocommunication 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 the 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 a draft Recommendation relating to the operational characteristics for a digital selective calling system was adopted at the Final Meetings (February/March 1974) of the C.C.I.R. Study Groups;

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 Question 15/XIII relating to the interconnection of the different international mobile telephone services - mainly of the maritime mobile service - and the international telephone network;

f) that the study of new Questions 7/I and 4/X relating to the interconnection of maritime satellite communication services with the international telex network is proposed to the C.C.I.T.T.;

considering

a) that it is desirable that there be interconnection of radiocommunication systems in the maritime mobile service with the international public telephone and telegraph networks to permit automatic routing of ship-shore traffic to and from national networks;

b) that such interconnection would greatly improve maritime radiocommunications;

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urges the C.C.I.R. and the C.C.I.T.T.

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to undertake all required studies relating to compatibility between the maritime radio mobile communication systems and the international telephone and telegraph systems, including various quality-of-service criteria, to permit the full interconnection of the maritime mobile services with the international telephone and telegraph networks;

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and invites administrations

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to give priority to these studies in their participation in the work of the C.C.I.R. and the C.C.I.T.T.

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## PARTIAL REVISION
## OF THE RADIO REGULATIONS[1)]

In its Recommendation No. Mar 6, the World Administrative Radio Conference to deal with Matters Relating to the Maritime Mobile Service held in Geneva in 1967, recommended :

1. that a World Administrative Radio Conference be convened :

   - to establish on the basis of single sideband operation a new Frequency Allotment Plan for high-frequency radiotelephone coast stations, covering the channels in the present Appendix 25 as well as the new high-frequency channels made available for maritime radiotelephony;

   - to amend the associated provisions of the Radio Regulations;

2. that such a conference be convened in 1973;

3. that the Administrative Council determine the exact date and place of such a conference, in accordance with No. 64 of the International Telecommunication Convention (Montreux, 1965);

4. that this Conference be preceded by a preparatory meeting, in accordance with No. 73 of that Convention.

---

1) Namely the Radio Regulations, Geneva, 1959, as partially revised by the Extraordinary Administrative Radio Conference to allocate frequency bands for Space Radiocommunication purposes (Geneva, 1963) by the Extraordinary Administrative Radio Conference for the preparation of a revised allotment plan for the Aeronautical Mobile (R) Service (Geneva, 1966) by the World Administrative Radio Conference to deal with matters relating to the Maritime Mobile Service (Geneva, 1967) and, by the World Administrative Radio Conference for Space Telecommunications, Geneva 1971.

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At its 25th Session (1970), the Administrative Council, after consulting the Members of the Union, decided, in its Resolution No. 678, that the Conference should be held at the beginning of 1974 and that the work of the preparatory meeting referred to in Recommendation No. Mar 6 should be replaced by studies carried out by the I.F.R.B. and the competent C.C.I.R. Study Groups.

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At its 26th Session (1971), the Administrative Council instructed the Secretary-General to request administrations to send him their views on the contents of the agenda of this Conference and any other suggestions for the inclusion of particular items in that agenda.

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At its 27th Session (1972), the Administrative Council, after examining the replies of administrations to the Secretary-General's enquiry, adopted Resolution No. 704 containing a provisional agenda for the Conference and stipulating that it should meet on 22 April 1971 for a period not in excess of seven weeks.

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* *

The World Maritime Administrative Radio Conference, accordingly convened on the appointed date, considered and revised, in conformity with its agenda, the relevant parts of the Radio Regulations and of the Additional Radio Regulations. Particulars of the revision of the Radio Regulations are given in Annexes 1 to hereto.

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The revised provisions of the Radio Regulations shall form an integral part of the Radio Regulations which are annexed to the International Telecommunication Convention. They shall come into force on ....., upon which date the provisions of the Radio Regulations which are cancelled or modified by this revision shall be abrogated.

*

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* *

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

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Members / and Associate Members / of the Union shall inform the Secretary-General of their approval of the revision of the Radio Regulations by the World Maritime Administrative Radio Conference, Geneva, 1974. The Secretary-General will inform Members / and Associate Members / of the Union regarding receipt of such notifications of approval as they are received.

---

In witness whereof the delegates of the Members / and Associate Members / of the Union represented at the World Maritime Administrative Radio Conference, Geneva, 1974 have signed in the names of their respective countries this revision of the Radio Regulations in a single copy which will remain in the archives of the International Telecommunication Union and of which a certified copy will be delivered to each Member / and Associate Member / of the Union.

Done at Geneva,

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INTERNATIONAL TELECOMMUNICATION UNION

# MARITIME CONFERENCE

GENEVA, 1974

Document No. 440-E
27 May 1974
Original : English

PLENARY MEETING

## COMMITTEE 5

## Revision of Appendix 25 MOD

1. Committee 5 has discussed the Draft Plan of the 8 MHz band for the revision of Appendix 25 MOD. The discussion has revealed two different views in the Committee. It has not so far been possible to resolve these differences and the Committee has decided to refer the matter to the Plenary.

The Plenary is requested to give the Committee guidance on the following :

1. Should the Conference accept in principle the Draft Plan as presented in Document 425 for the 8 MHz band, in Document 434 for the 4 and 6 MHz bands, and in Document 438 for the remaining bands,

OR

2. Should this Draft Plan be rejected and another course of action sought, for example along the lines proposed by the U.S.A. in Document 437.

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INTERNATIONAL TELECOMMUNICATION UNION

# MARITIME CONFERENCE

GENEVA, 1974

Document No. 441-E
27 May 1974
Original : English

COMMITTEE 6

## SIXTEENTH REPORT OF WORKING GROUP 6B TO COMMITTEE 6

### International distress frequency 156.8 MHz

As a consequence of the adoption of the "Statement of principle" (Document 305) by Committee 6, Sub-Working Group 6B-2 considered all proposals concerning the necessary changes to the related provisions in the Radio Regulations.

The basic modification occurs in Article 35, Section IV, MOD 1359 and is reproduced at the beginning of the Annex to this document.

All other modifications are consequential changes.

Working Group 6B recommends for adoption the modified and new texts as reproduced in the Annex to this Document.

The Delegation of France reserved their right to reopen the discussion concerning the problem of the compatibility between MOD 421 and ADD 1359B.

The Delegation of India reserved their right to reopen the discussion concerning their proposal for ADD 1379A and ADD 1379B.

The Delegation of Norway reserved their right to re-open the discussion concerning MOD 1364.

The attention of Committee 5 is drawn to the texts in the Annex, and in particular to :

MOD 287
MOD 1363
MOD 1363.1

concerning the frequencies.

Capt. W.T. ADAMS
Chairman

Annex : 1

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# A N N E X

## ARTICLE 35

Section IV

MOD Title : A. DISTRESS, SAFETY, CALL AND REPLY

MOD 1359 § 18 (1) 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.

It is used for the distress signal and call and distress traffic, for the urgency signal, urgency traffic and the safety signal. 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).

MOD RR5-51

## ARTICLE 5

<table>
<tr><th colspan="3">150.05 - 174 MHz</th></tr>
<tr><th>Region 1</th><th>Region 2</th><th>Region 3</th></tr>
<tr><td></td><td rowspan="2">150.05-156.7625<br>FIXED<br>MOBILE</td><td rowspan="2">150.05-156.7625<br>FIXED<br>MOBILE</td></tr>
<tr><td>156-156.7625<br>FIXED<br>MOBILE except aeronautical mobile<br>285 287</td><td>287</td><td>287 290</td></tr>
<tr><td colspan="3">156.7625-156.8375<br>MARITIME MOBILE (distress, safety and calling)<br>201A 287</td></tr>
<tr><td>156.8375-174<br>FIXED<br>MOBILE except aeronautical mobile<br><br>285 287<br>287A 288</td><td>156.8375-174<br>FIXED<br>MOBILE<br><br>233A 287<br>287A</td><td>156.8375-170<br>FIXED<br>MOBILE<br><br>287 287A</td></tr>
</table>

MOD 287 The frequency 156.8 MHz is the international distress, safety and calling frequency for the maritime mobile VHF radiotelephone service. Administrations shall ensure that a guard-band on each side of the frequency 156.8 MHz is provided. The conditions for the use of this frequency are contained in Article 35.

In the bands /156.025-157.475 MHz/, /160.625-160.975 MHz/ and /161.475-162.025 MHz/ each administration shall give priority to the maritime mobile service (see Article 35), on only such frequencies as are assigned to stations of the maritime mobile service by that administration.

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

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

ADD 287B Certain frequencies in bands in which the maritime mobile service has priority may be used by aircraft under the conditions specified in Article 27.

## ARTICLE 6

MOD 421 7. Any emission capable of causing harmful interference to distress, alarm, urgency or safety communications on the international distress frequencies of 500 kHz, 2 182 kHz or 156.8 MHz is prohibited. (See Nos. 187, 201, 287, 1112, 1325 and 1363).

## ARTICLE 28

MOD 989 (a) the distress, urgency, safety and calling frequency 156.80 MHz.

MOD 992 22. (1) Any aircraft required by national or international regulations to communicate for distress, safety or urgency purposes with stations of the maritime mobile service shall be capable of transmitting preferably class A2 or A2H and receiving preferably class A2 and A2H emissions on the carrier frequency of 500 kHz or, on the carrier frequency of 2 182 kHz, transmitting class A3 or A3H and receiving class A3 and A3H emissions, or on the frequency of 156.80 MHz transmitting and receiving class F3 emissions.

ADD 998A in the bands between 156 and 174 MHz, be able to transmit on 156.8 MHz using class F3 emissions. If a receiver is provided for any of these bands it shall be able to receive class F3 emissions on 156 8 MHz.

ARTICLE 33

MOD 1239 § 10 (1) In the bands between 156 MHz and 174 MHz used for the maritime mobile services, intership and coast to ship station calling should, as a general rule, be made on 156.80 MHz. However, coast station to ship calling may be conducted on a working channel or on a two-frequency calling channel which has been implemented in accordance with No. 1361. Except for distress, urgency or safety communications, when 156.80 MHz should be used, ship to coast station calling should, whenever possible, be made on a working channel or on a two-frequency calling channel which has been implemented in accordance with No. 1361. Ships wishing to participate in a port operation service or ship movement service should call on a port operations or ship movement working frequency, indicated in heavy type in the list of coast stations.

MOD 1252 § 14 (1) When a station is called on 156.80 MHz it should reply on the same frequency unless another frequency is indicated by the calling station.

ADD 1295A (3) It is not permitted to send tests of the radiotelephone alarm signal on the carrier frequency 2 182 kHz and the frequency 156.8 MHz, except where emergency equipment fitted only with these frequencies is involved, in which case measures shall be taken to prevent radiation. Measures shall also be taken to prevent radiation from radiotelephone alarm tests carried out on frequencies other than 2 182 kHz and 156.8 MHz.

ARTICLE 34

ADD 1308B (1B) In areas where reliable VHF communication with a called coast station is practicable, the calling station may repeat the call as soon as there is evidence of traffic having been terminated at the coast station.

## ARTICLE 35

MOD 1321 (3) Any aircraft in distress shall transmit the distress call on the frequency on which watch is kept by the land or mobile stations capable of helping it. When the call is intended for stations in the maritime mobile service, the provisions of Nos. 1323 and 1324 or 1359 and 1359B shall be complied with.

ADD 1359AA*) (2) However, ship stations which cannot transmit on 156.8 MHz should use any other available frequency on which attention might be attracted.

MOD 1359A Mar (1A) The frequency 156.80 MHz may also be used :

a) by coast stations and ships for call and reply in accordance with the provisions of Article 33;

b) by coast stations to announce the transmission, on another frequency, of traffic lists and important maritime information (see Nos. 1301 to 1304);

ADD 1359B Mar (1B) The frequency 156.80 MHz may be used by ship stations and coast stations for selective calling.

SUP 1360

MOD 1363 Mar (5) All emissions in the band / 156.725-156.875 MHz[1] / capable of causing harmful interference to the authorized transmissions of stations of the maritime mobile service on 156.80 MHz are forbidden.

MOD 1363.1 [1] After 1 January / 1978 / this band is reduced to / 156.7625-156.8375 / MHz (see Resolution No. Mar2 ...).

ADD 1363A (6) Before transmitting on the carrier frequency 156.80 MHz, a station in the mobile service should listen on this frequency for a reasonable period to make sure that no distress traffic is being sent (see No. 1217).

ADD 1363B (7) The provisions of No. 1363A do not apply to stations in distress.

ADD 1363C (8) To facilitate the reception of distress calls all transmissions on 156.8 MHz shall be kept to a minimum and shall not exceed one minute.

---

*) Note to the Editorial Committee : This provision ADD 1359AA shall be inserted between MOD 1359 and MOD 1359A.

MOD 1364 § 19 (1) A coast station providing an international maritime mobile service of radiotelephony in the band 156 to 174 MHz and when it forms an essential part of the coverage of the area for distress purposes should, during the working hours in that band, maintain, an efficient aural watch on 156.80 MHz (see Recommendation Mar2 / Document 403 /).

MOD 1367 (4) Ship stations should, where practicable, maintain watch on 156.80 MHz when within the service area of a coast station providing international maritime mobile radiotelephone service in the band 156-174 MHz. 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.

ARTICLE 36

MOD 1456 § 36 (1) The transmission of a distress message under the conditions prescribed in Nos. 1453 to 1455 shall be made on one or more of the international distress frequencies (500 kHz, 2 182 kHz, 156.80 MHz) or on any other frequency that may be used in case of distress (see Nos. 1107, 1108, 1208, 1321, 1323 and 1324).

MOD 1482 (2) The urgency signal and the message following it shall be sent on one or more of the international distress frequencies (500 kHz, 2 182 kHz, 156.80 MHz) or on any other frequency that may be used in case of distress.

MOD 1491 (2) The safety signal and call shall be sent on one or more of the international distress frequencies (500 kHz, 2 182 kHz, 156.80 kHz) or on any other frequency that may be used in case of distress.

INTERNATIONAL TELECOMMUNICATION UNION

# MARITIME CONFERENCE

GENEVA, 1974

Document No. 442-E
27 May 1974
Original : English

COMMITTEE 6

## SEVENTEENTH REPORT OF WORKING GROUP 6B TO COMMITTEE 6

In its Third Report (Document No. 304) to Committee 6, Working Group 6B proposed four additional provisions, e.g. ADD 1231A to 1231D.

The substance of these provisions where adopted; however, they were returned back to Working Group 6B in order to determine as to the correct place for their insertion in the Radio Regulations.

Working Group 6B reconsidered the matter and unanimously recommends the following action :

| | | |
|---|---|---|
| ADD | | D. Procedure for calling a station providing pilot service |
| ADD | 1240A | § 10A. (1) A radiotelephone ship station calling a station providing pilot service should use for the call, in order of preference: |
| ADD | 1240B | (2) a) an appropriate VHF-channel in the bands between 156 and 174 MHz; |
| ADD | 1240C | (3) b) a working frequency in the bands between 1 605 and 4 000 kHz; |
| ADD | 1240D | (4) c) the carrier frequency 2 182 kHz, and then only to determine the working frequency to be used. |

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INTERNATIONAL TELECOMMUNICATION UNION

# MARITIME CONFERENCE

GENEVA, 1974

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COMMITTEE 5

## FIRST REPORT OF THE AD HOC GROUP OF WORKING GROUP 5B TO COMMITTEE 5

The annex to this report contains all necessary modifications of relevant provisions according to the list in Annex 3 of Document 371(Rev.2) due to the new Appendix 17(Rev.), which could be made so far.

This report is brought to the attention of the Chairmen of Committees 4 and 6, in order to verify whether any further modifications due to the work of their committees have been made.

Annex : 1

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# A N N E X

## 1. ARTICLE 7

### Section IV

MOD 447 (a) Ship stations, telephony, duplex operation Mar2 (two-frequency channels)

| | | |
|---|---|---|
| 4 063 | - 4 139.5 | kHz |
| 6 200 | - 6 210.4 | kHz |
| 8 195 | - 8 281.2 | kHz |
| 12 330 | - 12 421 | kHz |
| 16 460 | - 16 565 | kHz |
| 22 000 | - 22 094.5 | kHz |

As from 1 January 1978, the above-indicated bands will be replaced by

| | | |
|---|---|---|
| 4 063 | - 4 143.6 | kHz |
| 6 200 | - 6 218.6 | kHz |
| 8 195 | - 8 291.1 | kHz |
| 12 330 | - 12 429.2 | kHz |
| 16 460 | - 16 587.1 | kHz |
| 22 000 | - 22 124.0 | kHz |

MOD 448 (b) Coast stations, telephony, duplex operation Mar2 (two-frequency channels)

| | | |
|---|---|---|
| 4 361 | - 4 438 | kHz |
| 6 514 | - 6 525 | kHz |
| 8 728.5 | - 8 815 | kHz |
| 13 107.5 | -13 200 | kHz |
| 17 255 | -17 360 | kHz |
| 22 624.5 | -22 720 | kHz |

As from 1 January 1978, the above-indicated bands will be replaced by

| | | |
|---|---|---|
| 4 357.4 | - 4 438.0 | kHz |
| 6 506.4 | - 6 525.0 | kHz |
| 8 718.9 | - 8 815.0 | kHz |
| 13 100.8 | -13 200.0 | kHz |
| 17 232.9 | -17 360.0 | kHz |
| 22 596.0 | -22 720.0 | kHz |

MOD 449 Mar2 (c) Ship stations and coast stations, telephony, simplex operation (single-frequency channels) and intership cross-band operation (two-frequency)

| | | | |
|---|---|---|---|
| 4 | 139.5- | 4 142.5 | kHz |
| 6 | 210.4- | 6 216.5 | kHz |
| 8 | 281.2- | 8 288 | kHz |
| 12 | 421 | -12 431.5 | kHz |
| 16 | 565 | -16 576 | kHz |
| 22 | 094.5- | 22 112 | kHz |

As from 16 July 1977 the following bands will be in use simultaneously with the above-indicated bands and as from 1 January 1978 will replace them :

| | | | |
|---|---|---|---|
| 4 | 143.6- | 4 146.6 | kHz |
| 6 | 218.6- | 6 224.6 | kHz |
| 8 | 291.1- | 8 297.3 | kHz |
| 12 | 429.2- | 12 439.5 | kHz |
| 16 | 587.1- | 16 596.4 | kHz |
| 22 | 124.0- | 22 139.5 | kHz |

MOD 456 Mar2 § 13. (1) Appendix 17 and Appendix 17(Rev.) show the radiotelephone channels of the maritime mobile service in the frequency bands listed in Nos. 447, 448 and 449.

## 2. ARTICLE 9

Sub-Section II A

544 (4) If a notice relates to an amendment to an assignment in conformity with an allotment in Section I or Section II of the Allotment Plan, which is only a change in the characteristics (including the frequency) of the emission of a radiotelephone coast station, without extending the necessary bandwidth beyond the upper or lower limits of the band provided for double sideband emissions in accordance with the Table in Appendix 17, the original assignment shall be amended according to the notice. The date to be entered in Column 2a or 2b shall be that determined according to the relevant provisions of Section III of this Article.

545 (5) In the case of a notice which is not in conformity with the provisions of Nos. 542 or 544, the Board shall examine this notice with respect to the probability of harmful interference to the service rendered by a radiotelephone coast station for which a frequency assignment :

(a) is in conformity with one of the allotments in Section I or II of the Plan and is already recorded in the Master Register or may be so recorded in the future; or

(b) was recorded in the Master Register on a frequency specified in Appendix 17 as a result of a favourable finding with respect to Nos. 544 or 545; or

(c) was recorded in the Master Register on a frequency specified in Appendix 17 after an unfavourable finding with respect to Nos. 544 or 545, but has not, in fact, caused harmful interference to any frequency assignment to a radiotelephone coast station previously recorded in the Master Register.

548 (2) The Board shall examine each notice covered by No. 547 to determine whether the notified assignment corresponds to a frequency associated, according to Appendix 17, with a frequency allotted to the notifying administration under Section I or Section II of the Allotment Plan contained in Appendix 25 to these Regulations.

550 (4) Where a notice relates to an amendment to an assignment of a frequency which is associated, according to Appendix 17, with a frequency allotted to the notifying administration under Section I or Section II of the Plan, and this amendment is only a change in the characteristics (including the frequency) of the emission of radiotelephone ship stations, without extending the necessary bandwidth beyond the upper or lower limits of the band provided for double sideband emissions in accordance with the Table in Appendix 17, the original assignment shall be amended according to the notice. The date to be entered in Column 2a or 2b shall be that determined according to the relevant provisions of Section III of this Article.

Note : After having carefully studied Nos. 544, 545, 548 and 550, modifications with regard to Appendix 17(Rev.) seem unnecessary, since these regulations apply only to double-sideband assignments and therefore have no bearing on Appendix 17(Rev.).

However, if modifications might be necessary consequential upon Appendix 25 MOD 2, they ought to be done by Working Group 5C in conjunction with relevant amendments in Article 9 of the Radio Regulations.

## 3. ARTICLE 28

Section VI

(MOD) 997 Mar - in the bands between 4 000 and 27 500 kHz, be able to transmit with a carrier frequency of 8 364 kHz using class A2 or A2H emissions. If a receiver is provided for any of these bands, it shall be able to receive class A1, A2 and A2H emissions throughout the band 8 341.75 to 8 728.5 kHz;

Note : After having carefully studied No. 997, it has appeared that a modification does not fall under the terms of reference of Working Group 5B.

## 4. ARTICLE 28A

Frequencies to be used

MOD 999E Mar2 § 4. Selective calls should be sent on one or more of the following calling carrier frequencies :

| | |
|---|---|
| 500 | kHz |
| 2 182 | kHz |
| 2 170.5 | kHz[1] |
| 4 434.9 | kHz |
| 6 518.6 | kHz |
| 8 802.4 | kHz |
| 13 182.5 | kHz |
| 17 328.5 | kHz |
| 22 699.0 | kHz |
| 156.8 | MHz |

As from 1 January 1978, the above-indicated carrier frequencies will be replaced by the following carrier frequencies :

| | |
|---|---|
| 500 | kHz |
| 2 170.5 | kHz |
| 4 419.4 | kHz |
| 6 521.9 | kHz |
| 8 780.9 | kHz |
| 13 162.8 | kHz |
| 17 294.9 | kHz |
| 22 658.0 | kHz |
| 156.8 | MHz |

(MOD) 999E.1 Mar [1]This frequency will replace 2 182 kHz for selective calling not later than 1 April 1977.

Note : It should be borne in mind that Nos. 999E and 999E.1 might be subject to further amendments due to the outcome of the work of Sub-Group 4/6 ad hoc.

## 5. ARTICLE 33

MOD 1236 Mar2 § 9. (1) A ship station calling a coast station by radiotelephony shall use either one of the calling frequencies mentioned in No. 1352 or the working frequency associated with that of the coast station until 1 January 1978 in accordance with Appendix 17, Sections A and B, or as from 1 January 1978 in accordance with Appendix 17(Rev.), Section A.

MOD 1238A Mar2 (4) The provisions of Nos. 1236 and 1237 do not apply to communication between ship stations and coast stations using the simplex frequencies specified in Appendix 17, Section C, or Appendix 17(Rev.), Section B.

MOD 1249 Mar2 § 13. (1) A ship station called by a coast station shall reply on either one of the calling frequencies mentioned in No. 1352 or on the working frequency associated with that of the coast station, until 1 January 1978 in accordance with Appendix 17, Sections A and B, or as from 1 January 1978 in accordance with Appendix 17(Rev.), Section A.

MOD 1251 Mar2 (3) In the Tropical Zone of Region 3, when a station is called on the carrier frequency 6 204 kHz, it should reply on the same frequency.

As from 1 January 1978, the carrier frequency 6 204 kHz will be replaced by the carrier frequency 6 215.5 kHz.

MOD 1251A Mar2 (4) The provisions of Nos. 1249 and 1250 do not apply to communication between ship stations and coast stations using the simplex frequencies specified in Appendix 17, Section C, or in Appendix 17(Rev.), Section B.

MOD 1295 Mar2 (2) Any signals sent for testing shall be kept to a minimum, particularly :

- on the carrier frequency 2 182 kHz;
- on the frequency 156.80 MHz;
- in the zone lying between the parallels 33° North and 57° South, on the carrier frequency 4 136.3 kHz;
- in the zone of Regions 1 and 3 lying between the parallels 33° North and 57° South, on the carrier frequency 6 204 kHz.

As from 1 January 1978, the carrier frequencies 4 136.3 kHz and 6 204 kHz will be replaced by the carrier frequencies 4 125.0 kHz and 6 215.5 kHz.

Note : The regions might be subject to modifications due to the results from Working Group 6B.

## 6. ARTICLE 35

### Section III

MOD 1352 Mar2 **§ 14.** (1) Ship stations may use the following carrier frequencies for calling in radiotelephony :

| | |
|---|---|
| 4 136.3 | kHz[1] |
| 6 204.0 | kHz |
| 8 268.4 | kHz |
| 12 403.5 | kHz |
| 16 533.5 | kHz |
| 22 073.5 | kHz |

As from 1 January 1978, the above-indicated carrier frequencies will be replaced by the following carrier frequencies :

| | |
|---|---|
| 4 125.0 | kHz[1] |
| 6 215.5 | kHz |
| 8 257.0 | kHz |
| 12 392.0 | kHz |
| 16 522.0 | kHz |
| 22 062.0 | kHz |

MOD 1352.1 Mar2 [1]In Region 2, the carrier frequency 4 136.3 kHz is also authorized for common use by coast and ship stations for single sideband radiotelephony on a simplex basis, provided the peak envelope power of such stations does not exceed 1 kW (see also No. 1352A.2). As from 1 January 1978, the carrier frequency 4 136.3 kHz will be replaced by the carrier frequency 4 125.0 kHz.

MOD 1352A Mar2 (2) Coast stations may use the following carrier frequencies for calling in radiotelephony[2] :

| | |
|---|---|
| 4 434.9 | kHz[3] |
| 6 518.6 | kHz[3] |
| 8 802.4 | kHz |
| 13 182.5 | kHz |
| 17 328.5 | kHz |
| 22 699.0 | kHz |

As from 1 January 1978, the above-indicated carrier frequencies will be replaced by the following carrier frequencies :

| | |
|---|---|
| 4 419.4 | kHz[3] |
| 6 521.9 | kHz[3] |
| 8 780.9 | kHz |
| 13 162.8 | kHz |
| 17 294.9 | kHz |
| 22 658.0 | kHz |

Note : Since decisions concerning Nos. 1352B, 1353 and 1353A are still pending, the necessary modifications due to the new Appendix 17(Rev.) will be taken into account in a separate document.

The necessary modification of No. 1355 is already contained in Document 411 as amended on the Fifth Plenary Meeting.

MOD 1356 Mar2 (2) The frequencies to be used for the conduct of simplex radiotelephony are shown in Appendix 17, Section C, or in Appendix 17(Rev.), Section B. In these cases, the peak envelope power of the coast station transmitter shall not exceed 1 kW.

MOD 1357 Mar2 (3) The frequencies indicated in Appendix 17 or in Appendix 17(Rev.) for ship station transmissions may be used by ships of any category according to traffic requirements.

INTERNATIONAL TELECOMMUNICATION UNION

# MARITIME CONFERENCE

**GENEVA, 1974**

Document No. 444-E
27 May 1974
Original : English

COMMITTEE 5

State of Kuwait

PROPOSAL FOR THE WORK OF THE CONFERENCE

In response to the appeal in Working Group 5C on 21 May 1974, Kuwait has reduced its requirements in the revised Allotment Plan, as follow :

| Frequency band MHz | 4 | 6 | 8 | 12 | 16 | 22 |
|---|---|---|---|---|---|---|
| Number of frequencies required | 2 | 2 | 2 | 2 | 2 | 2 |

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INTERNATIONAL TELECOMMUNICATION UNION

# MARITIME CONFERENCE

**GENEVA, 1974**

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COMMITTEE 6

SUMMARY RECORD

OF THE

SIXTH MEETING OF COMMITTEE 6

(OPERATION)

Friday, 17 May 1974, at 1500 hrs

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

| Subjects discussed | | Document No. |
|---|---|---|
| 1. | Summary record of the third meeting of Committee 6 | 322 |
| 2. | Verbal progress report by the Chairman of Working Group 6A | - |
| 3. | Revised Annex 6 to sixth report of Working Group 6A | 314 Corr. |
| 4. | Verbal progress report by the Chairman of Working Group 6B | - |
| 5. | Sixth report of Working Group 6B | 350 |
| 6. | Seventh report of Working Group 6B | 351 |
| 7. | Eighth report of Working Group 6B | 352 |
| 8. | Ninth report of Working Group 6B | 353 |
| 9. | Verbal progress report by the Chairman of Working Group 6C | - |
| 10. | Fourth report of Working Group 6C | 296 |
| 11. | Fifth report of Working Group 6C | 347 |
| 12. | Prohibition of the emission of identification signals on idle channels | 346 |

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1. Summary record of the third meeting of Committee 6 (Document 322)

The summary record of the third meeting was approved, with the substitution of the delegate of the United Kingdom for the delegate of the United States in item 7.

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

The Chairman of Working Group 6A stated that the Working Group's discussion had been concentrated on Articles 1 and 27. Work had been completed on Articles 18, 21, 23, 24 and Appendix 13. Working Group 4/6 was near the end of its task and would probably be submitting its report on 20 May.

Working Group 6A-2 had met three times and was making good progress.

3. Revised Annex 6 to sixth report of Working Group 6A (Document 314 Corr.)

The Chairman of Working Group 6A said that the word "administrative" should be substituted for the word "Administration" in the last two paragraphs of the corrigendum to Document 314.

The delegate of the United States of America said that the square brackets should be deleted from the opening paragraph.

The delegate of the United Kingdom said that he had no objection to the deletion of both sets of square brackets in the document after all proposals designed to introduce the maritime mobile-satellite service had been considered.

The corrigendum to Document 314 was approved.

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

The Chairman of Working Group 6B said that three of its Sub-Working Groups had submitted their final reports.

5. Sixth report of Working Group 6B (Document 350)

The report was approved.

6. Seventh report of Working Group 6B (Document 351)

The seventh report was approved.

The Chairman stated that MOD 1326 would be brought to the attention of Committee 5.

7. Eighth report of Working Group 6B (Document 352)

The report was approved.

The Chairman said that the report would be transmitted to Committee 5.

8. Ninth report of Working Group 6B (Document 353)

The Chairman stated that the report would be transmitted to Committee 5.

The delegate of the United Kingdom said that certain amendments had been agreed in Working Group 5D but they were slight and did not affect substance.

The delegate of the Netherlands said that he had no objection to the adoption of Article 27 but had a proviso to make concerning the use of Appendix 18 frequencies which under the General Regulations could be used by light aircraft. He proposed that they should also be available for helicopters for post operations and safety reasons. The solution would be to insert a general note in Appendix 18 to authorize such use. If that were not agreed his delegation would have to make a general reservation concerning the Article.

The eighth report of Working Group 6B was approved.

9. Verbal progess report by the Chairman of Working Group 6C

10. Fourth report of Working Group 6C (Document 296)

11. Fifth report of Working Group 6C (Document 347)

The Chairman of Working Group 6C said that it had nearly completed its task. It hoped to discuss various proposals under Plenipotentiary Conference Resolution No. 37 and related subjects the following week.

He then introduced the Working Group's fourth report (Document 296) which included a revised title for Article 40 and a completely revised ART 40 in the form of a new ART 40A. The method of inserting amendments with asterisks had not proved satisfactory.

The Chairman listed a number of corrections and invited the Committee to consider the fourth report of Working Group 6C page by page.

Page 1

Approved.

Page 3

The delegate of Norway, supported by the delegate of Denmark, observed that the deletion of references to aircraft charges from No. 1559AB and other provisions, although obviously intended to emphasize the fact that Article 40A related exclusively to the maritime mobile service, would have the effect of omitting any mention of aircraft stations used for public correspondence in that service. It would therefore be advisable to use the term "mobile stations" for "ship and aircraft stations" throughout the Article. Furthermore, initial capitals should be used in the reference to the List of Ship Stations under the heading "Accounting authority" in No. 1559AA and the word "ships" in the fourth line under that heading should be replaced by "ship stations".

The Deputy Secretary-General pointed out that it was inaccurate to state under the heading "Accounting authority" in No. 1559AA that organizations were notified by administrations to the I.T.U. as such, since the Union was composed of organs, i.e. conferences, committees and other bodies. The corresponding terminology of other parts of the Radio Regulations should be used and the term "I.T.U." should be replaced by "Secretary-General".

The delegate of France said that the term "taxes de transmission" in the French version should be replaced by "taxes de ligne" throughout the text, since that term corresponded more closely to the English "land-line charges". Moreover, the words in brackets at the end of the French text of No. 1559AB should be deleted.

The delegate of the United States of America, supported by the delegate of the Federal Republic of Germany, suggested that the term "shipowner" in No. 1559AA should be replaced by "ship station licensee".

Approved as amended.

Page 4

The delegate of Norway, supported by the delegate of Denmark, said that, in the light of the decision to use the term "mobile stations", the phrase "- the land and ship station charges" at the end of No. 1559AD should be replaced by :

"- the land station charges,

- the mobile station charges".

Approved as amended.

Page 5

The delegate of Norway, supported by the delegate of Sweden, suggested that the word "accessory" should be inserted before "charges" in the last line of No. 1559AN, to bring the provision into line with the corresponding phrase of No. 1559AC.

Approved as amended.

Page 6

The delegate of Norway, supported by the delegates of Sweden and Denmark, said that the words "telegraph charges" in No. 1559AP should be replaced by "land-line charges". Furthermore, it was incorrect to replace the reference to collation and copies of multiple telegrams by the term "special services" in No. 1559AS : if that reference was to be omitted, the best solution would be to delete the whole phrase "plus the land station and ship station charges applicable to special services".

The delegate of the Federal Republic of Germany said that since Working Group 6C had decided to delete mention of retransmission charges, it would be only logical to delete the second and third lines of No. 1559AV.

The delegates of Denmark and Norway supported that view, adding that the word "accessory" should be inserted before the word "charges" in the last line.

The delegate of the United States of America, supported by the delegates of Sweden and Norway, suggested that the words "stations in ships" in No. 1559AX should be replaced by "mobile stations".

Approved as amended.

Page 7

The delegate of the Federal Republic of Germany said that in No. 1559BA the phrase "the first land station being regarded as the office of origin as far as the accounts are concerned" should be added at the end of the last sentence, to bring the provision into line with MOD 1523 as it appeared in Document 286.

The Chairman of Working Group 6C said that the phrase had been omitted inadvertently.

Approved as amended.

Page 9

The delegates of Japan, the Federal Republic of Germany and Norway pointed out that, in view of the definition adopted for the term "accounting authority" in the maritime mobile service, the authority responsible for settling the accounts, detailed in the first sub-paragraph of 1559BF (a), was the administration or operating agency concerned. The words "accounting authority" in the third line of No. 1559BF should therefore be replaced by "administration or recognized private operating agency".

Approved as amended.

Page 10

Approved.

Page 11

The delegate of the Federal Republic of Germany, supported by the delegates of Denmark and Japan, said that the amendment to No. 1559BF also applied to the third line of No. 1559BN.

Approved as amended.

Page 12

Approved, subject to replacement of "stations on ships" by "mobile stations".

Page 13

The delegate of the United States of America, supported by the delegates of Norway and Nigeria, said that the words "accounting authority to which the mobile stations are subject" in No. 1559BS should be replaced by "the administration to which the mobile stations are subject or by other appropriate accounting authority, for the accounting with the mobile station licensee".

The delegate of Denmark said that if a reference to radiotelex calls were included after the reference to radiotelegrams in No. 1559BU, then they would also have to be mentioned in relation to the date of establishment to which the accounts related.

Approved with those amendments.

Page 14

Approved.

The fourth report was thus approved, subject to amendment and to correction of the French text as mentioned by the delegate of France.

The Chairman of Working Group 6C, introducing the fifth report, said that new Articles with a suffix A had now replaced those which had been amended.

The Chairman invited the Committee to approve the report page by page.

Pages 1 and 3

Approved.

Page 4

Approved, with the following changes :

2062AE (d) : to read "the accessory charges for special services..."

2062AF : the word "ship" replaced by "mobile station"

2062AH : the first three lines to be deleted in the French text.

Pages 5 - 7

Approved.

Page 8

Further to a point made by the delegate of Denmark, the Chairman of the Working Group proposed amending 2062BE to read : "... the charge to be collected is one-half of the charge applicable to an ordinary telegram".

The fifth report was adopted as amended.

12. Prohibition of the emission of identification signals on idle channels (Document 346)

The Chairman introduced Document 346 which contained a suggested amendment by Committee 5 of ADD 1214C in the form of a cross reference to 1321B.

The delegate of Norway could not agree to the second sentence of 1321B as it did not specify the source of the requests nor refer to the possible repetition of calls. The delegates of Israel, Sweden, the United Kingdom, Yugoslavia, the United States of America, Denmark, Canada, Nigeria and the U.S.S.R. took part in the ensuing discussion; there was general agreement that such tuning calls should be permitted only in well-defined circumstances and also that the text of ADD 1214C should be left as originally worded, with no cross-reference to No. 1321B. To cover the various points raised in the discussion, it was decided to recommend to Committee 5 the following replacement for the second sentence of No. 1321B : "Exceptionally, coast stations 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" (the cross-reference to 1214C being omitted).

The meeting rose at 1825 hours

The Secretary : The Chairman :

A. MACLENNAN W.W. SCOTT

INTERNATIONAL TELECOMMUNICATION UNION

# MARITIME CONFERENCE

GENEVA, 1974

Document No. 446-E
27 May 1974
Original : English

COMMITTEE 6

## TENTH REPORT BY WORKING GROUP 6A TO COMMITTEE 6

Working Group 6A during the meeting of 25 May 1974, after consideration of the under-mentioned proposals, agreed on the attached texts :

Article 1

NOC 38A

Furthermore proposal USA/54/5 was withdrawn.

Article 19

MOD 737

Unanimously agreed.
(See Annex 1)

MOD 783A

Unanimously agreed.
(See Annex 2)

Furthermore proposals HOL/26/58, HOL/26/59 and USA/54/36 were withdrawn.

Article 30

ADD 1064A

With no objections.
(See Annex 3)

Article 31

ADD 1090A

With no objections.
(See Annex 4)

Article 34

ADD 1297A

With no objections.
(See Annex 5)

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Article 35A (New)

ADD New Article 35A

ADD Title

ADD 1379AA to 1379AD

With no objections.
(See Annex 6)

Article 36

ADD 1380A

MOD 1381

With no objections.
(See Annex 7)

Article 43

MOD Title

With no objections.
(See Annex 8)

ADD 1584A

With no objections.
(See Annex 9)

MOD 1383

With no objections.
(See Annex 10)

MOD 1397

With no objections.
(See Annex 11)

MOD 1448

With no objections.
(See Annex 12)

MOD 1479

MOD 1480

With no objections.
(See Annex 13)

MOD 1483

With no objections.
(See Annex 14)

Furthermore proposal USA/54/210 Corr.2 was withdrawn.

Appendix 9

ADD Two new sections in List VI

Unanimously agreed.
(See Annex 15)

Appendix 10

ADD EG, TI, TG (New symbols)

Unanimously agreed.
(See Annex 16)

Appendix 11

ADD ba) (Sub-paragraph in item 3, Section I)

NOC Section III

Unanimously agreed.
(See Annex 17)

Furthermore proposal IND/III/117 was withdrawn.

Resolution No. Mar 18

SUP Resolution No. Mar 18

Unanimously agreed.

At the completion of the meeting the Chairman stated that all proposals relating to Articles 18, 21, 23, 24 and Appendix 13 had been considered in Working Group 6A or referred to other Working Groups or Committees for finalization.

In addition the delegate from the United Kingdom made the following statement :

"that, although he has not objected to the U.S. proposals for Art. 35A (New) and Art. 43 relating to the Maritime Mobile Satellite Service, he did not support them. It was the view of his Delegation that Recommendation No. Mar C relating to the agreement of temporary provisions covering operational and technical usage of the Maritime Mobile Satellite Service adequately provided for the development of such a Service in the initial stages and up to the time of the next Administrative Conference. He did not, however, see anything harmful in the U.S. proposals, and for that reason, had abstained from voting.

He asked for this statement to be placed on record for inclusion in the report to Committee 6."

H.S. YOUNG
Chairman

Annexes : 17

## A N N E X 1

MOD 737 § 2. A station shall be identified by a call sign or other recognized means of identification. Such recognized means of identification may be one or more of the following necessary for complete identification : name of station, location of station, operating agency, official registration mark, flight identification number, selective call number or signal, selective call identification number or signal, characteristic signal, characteristic of emission or other clearly distinguishing features readily recognized internationally.

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## A N N E X 2

MOD 783A § 25A When stations of the maritime mobile service use selective calling devices in accordance with Appendix 20B and Appendix 20C, their call numbers shall be assigned by the responsible administrations in accordance with the provisions below.

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## A N N E X 3

ADD 1064A (3) The provisions of this Article are not applicable to the mobile-satellite service.

---

## A N N E X 4

ADD 1090A § 1A. The provisions of this Article are not applicable to the mobile-satellite service.

## ANNEX 5

ADD 1297A (4) The provisions of this Article are not applicable to the maritime mobile-satellite service.

---

## ANNEX 6

### ARTICLE 35A

ADD Title Conditions to be observed by mobile earth stations in the maritime mobile-satellite service

ADD 1379AA § 1. Mobile earth stations shall be established in such a way as to conform to the provisions of Chapter II as regards frequencies.

ADD 1379AB § 2. The frequencies of emissions of mobile earth stations shall be checked as often as practicable by the inspection service to which these stations are subject.

ADD 1379AC § 3. The energy radiated by receiving apparatus shall be reduced to the lowest practicable value and shall not cause harmful interference to other stations.

ADD 1379AD § 4. Administrations shall take all practicable steps necessary to ensure that the operation of any electrical or electronic apparatus installed in mobile earth stations does not cause harmful interference to the essential radio services of stations which are operating in accordance with the provisions of these Regulations.

## A N N E X 7

ADD 1380A § 1A. The procedures specified in this Article are obligatory in the maritime mobile-satellite service and for communications between stations on board aircraft and stations of the maritime mobile-satellite service, where this service or stations of this service are specifically mentioned. In addition, Nos. 1391, 1394, 1397, 1398, 1399, 1400, 1481, 1483 and 1490 are also applicable.

MOD 1381 § 2. (1) No provision of these Regulations prevents the use by a mobile station or ship earth station in distress of any means at its disposal to attract attention, make known its position, and obtain help.

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## A N N E X 8

### ARTICLE 43

MOD Title Radiodetermination service and radiodetermination-satellite service

---

## A N N E X 9

ADD 1584A § 7A. The provisions of Nos. 1576 to 1584 also apply to the maritime radiodetermination-satellite service, insofar as practicable.

---

## A N N E X 10

MOD 1383 § 3. The distress call and message shall be sent only on the authority of the master or person responsible for the ship, aircraft or other vehicle carrying the mobile station or ship earth station.

## A N N E X 11

MOD 1397 § 10. (1) As a general rule, a ship shall signal its position in latitude and longitude (Greenwich), using figures for the degrees and minutes, together with one of the words NORTH or SOUTH and one of the words EAST or WEST. In radiotelegraphy, the signal .-.-.- shall be used to separate the degrees from the minutes, however this shall not necessarily apply to the maritime mobile-satellite service. When practicable, the true bearing and distance in nautical miles from a knowm geographical position may be given.

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## A N N E X 12

MOD 1448 § 33. A land station or an earth station in the maritime mobile-satellite service at a specified fixed point receiving a distress message shall, without delay, take the necessary action to advise the appropriate authorities responsible for providing for the operation of rescue facilities.

---

## A N N E X 13

MOD 1479 § 46. (1) The urgency signal shall be sent only on the authority of 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.

MOD 1480 (2) The urgency signal may be transmitted by a land station or an earth station in the maritime mobile-satellite service at specified fixed points only with the approval of the responsible authority.

## A N N E X 14

MOD 1483 (3) The urgency signal shall have priority over all other communications, except distress. All stations which hear it shall take care not to interfere with the transmission of the message which follows the urgency signal.

---

## A N N E X 15

ADD 12. Fixed earth stations in the maritime radiodetermination-satellite service

Names of the countries notifying the stations in alphabetical order of country symbols. Names of stations in alphabetical order.

| Name by which station is known | Geographical co-ordinates (in degrees and minutes) of the transmitter site | Transmission of radiodetermination information | | | Reception of radiodetermination information | | Identity of associated space station(s) | Operating administration or company | Remarks |
|---|---|---|---|---|---|---|---|---|---|
| | | Frequency (MHz or GHz) | Class of emission, necessary bandwidth and description of transmission | Power (kW) | Frequency (MHz or GHz) | Class of emission, necessary bandwidth and description of transmission | | | Special methods of modulation, charges, etc. |
| 1 | 2 | 3a | 3b | 3c | 4a | 4b | 5 | 6 | 7 |

ADD

## 13. Space stations in the maritime radiodetermination-satellite service

Names of the countries notifying the stations in alphabetical order of country symbols. Names of stations by alphabetical and/or numerical order of designation of stations.

| Identity of the station | Transmission of radiodetermination information to ships | | | Reception of radiodetermination information from ships | | Service area or areas on the Earth | Name of locality and country in which the associated fixed earth station(s) is (are) located | Operating administration or company | Remarks |
|---|---|---|---|---|---|---|---|---|---|
| | Frequency (MHz or GHz) | Class of emission, necessary bandwidth and description of transmission | Power (watts) | Frequency (MHz or GHz) | Class of emission, necessary bandwidth and description of transmission | | | | Orbital information, special channelling arrangements, special modulation methods, charges, etc. |
| 1 | 2a | 2b | 2c | 3a | 3b | 4 | 5 | 6 | 7 |

# A N N E X 16

## APPENDIX 10

Mar Spa
(Spa2)

ADD EG Space station in the maritime mobile-satellite service

ADD TI Fixed earth station in the maritime mobile-satellite service

ADD TG Mobile earth station in the maritime mobile-satellite service

---

# A N N E X 17

## APPENDIX 11

Mar

Documents with which ship and aircraft stations shall be provided

(See Articles 18, 20, 21, 23, 28 and Appendix 9)

Section I

Ship stations for which a radiotelegraph installation is required by international agreement

ADD In item 3 of section I the following sub-paragraph :

b a) A reference to observance of watch on the international distress frequency during silence periods;

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INTERNATIONAL TELECOMMUNICATION UNION

# MARITIME CONFERENCE

**GENEVA, 1974**

Document No. 447-E
28 May 1974
Original : English

COMMITTEE 6

## EIGHTEENTH REPORT OF WORKING GROUP 6B TO COMMITTEE 6

Sub-Working Group 6B-2 considered all proposals concerning the use of a frequency in the 4 and 6 MHz band to supplement 2 182 kHz.

Working Group 6B unanimously recommends for adoption of the additional and modified texts as reproduced in Annex 1 and of the text of a Draft Recommendation as reproduced in Annex 2 to this Report, subject to :

consideration by Committee 5

- as to the frequencies to be provided,
- as to the date concerning A3H emissions, and
- as to the power of coast stations.

Annexes : 2

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# A N N E X 1

## ARTICLE 5

Section IV

Table of Frequency Allocations - 10 kHz to 275 GHz

MOD kHz

| Region 1 | Region 2 | Region 3 |
|---|---|---|
| 4 063 - 4 438<br>MARITIME MOBILE<br>208 209 209A | | |

ADD 209A For use of the carrier frequency /4 125.0/ kHz in the zone of Regions 1 and 2 south of the parallel 15° North, including Mexico, and in the zone of Region 3 south of the parallel 25° North, see No. 1351C.

MOD kHz

| Region 1 | Region 2 | Region 3 |
|---|---|---|
| 6 200 - 6 525<br>MARITIME MOBILE<br>211 211A | | |

ADD 211A For use of the carrier frequency /6 215.5/ kHz in the zone of Region 3 south of the parallel 25° North, see No. 1351D.

## ARTICLE 28

Conditions to be observed by Mobile Stations

Section IV

Ship Stations using Radiotelephony

ADD Bands between 4 000 and 23 000 kHz.

ADD 987A In the zone of Regions 1 and 2 south of the parallel 15° North, including Mexico, and in the zone of Region 3 south of the parallel 25° North, all ship stations equipped with radiotelephony to work in the authorized bands between 4 000 and 23 000 kHz should be able to send and receive on the carrier frequency of / 4 125.0 and 6 215.5 / kHz. (See Nos. 1351C and 1351D).

## ARTICLE 33

General Radiotelephone Procedure in the Maritime Mobile Service

Section III

B. Bands between 4 000 and 23 000 kHz

MOD 1237 (2) A coast station calling a ship station by radiotelephony shall use one of the calling frequencies mentioned in No. 1352A, one of its working frequencies shown in the List of Coast Stations, or, on / 4 125.0 or 6 215.5 / kHz in accordance with the provisions of 1352.2 and 1352.3.

Frequency for Reply

B. Bands between 4 000 and 23 000 kHz

ADD 1250A In the zone of Regions 1 and 2 south of the parallel 15° North, including Mexico, and in the zone of Region 3 south of the parallel 25° North, when a station is called on the carrier frequency / 4 125.0 / kHz it should reply on the same frequency unless another frequency is indicated by the calling station.

MOD 1251 (3) In the zone of Region 3 south of the parallel 25° North, when a station is called on / 6 215.5 / kHz it should reply on the same frequency unless another frequency is indicated by the calling station.

MOD 1295 (2) Any signals sent for testing shall be kept to a minimum, particularly :

- on the carrier frequency 2 182 kHz;
- on the frequency 156.80 MHz;
- in the zone of Regions 1 and 2 south of the parallel 15° North, including Mexico, and in the zone of Region 3 south of the parallel 25° North, on the carrier frequency / 4 125 / kHz;
- in the zone of Region 3 south of the parallel 25° North also on the carrier frequency / 6 215.5 / kHz.

ARTICLE 35

Use of frequencies for radiotelephony in the Maritime Mobile Service

ADD 1323A In the zone of Regions 1 and 2 south of the parallel 15° North, including Mexico, and in the zone of Region 3 south of the parallel 25° North, if a distress message on 2 182 kHz has not been acknowledged, the radiotelephone alarm signal (whenever possible) followed by the distress call and message may be again transmitted with a carrier frequency of 4 125.0 kHz or / 6 215.5 / kHz as appropriate (see Nos. 1351C, 1351D and 1354A).

MOD 1324 However, ship and aircraft stations which cannot transmit on 2 182 kHz (or / 4 125.0 kHz or 6 215.5 / kHz in accordance with No. 1323A) should use any other available frequency on which attention might be attracted.

ADD B. Distress

ADD 1351C In the zones of Regions 1 and 2 south of the parallel of 15° North, including Mexico, and in the zone of Region 3 south of the parallel of 25° North the carrier frequency / 4 125.0 / kHz is designated to supplement the carrier frequency of 2 182 kHz for distress and safety purposes and for call and reply.

ADD 1351D In the zone of Region 3 south of the parallel of 25° North, the carrier frequency / 6 215.5 / kHz is designated to supplement the carrier frequency of 2 182 kHz for distress and safety purposes and for call and reply.

ADD 1351E In the zone of Regions 1 and 2 south of the parallel 15° North, including Mexico and in the zone of Region 3 south of the parallel 25° North; before transmitting on the carrier frequency / 4 125.0 kHz or 6 215.5 / kHz, a station shall listen on the frequency for a reasonable period to make sure that no distress traffic is being sent (see No. 1217).

ADD 1351F The provisions of No. 1351E do not apply to stations in distress.

ADD 1351G Stations using the frequencies / 4 125.0 / kHz and / 6 215.5 / kHz in the conditions specified in No. 1351C and No. 1351D may continue to use class A3H emissions until / 1 January 1978 /.

(MOD) C. Call and Reply

MOD 1352.1 In the United States and Canada the frequency / 4 125.0 / kHz is also authorized for common use by coast and ship stations for single sideband radiotelephony on a simplex basis, provided the peak envelope power of such stations does not exceed 1 kW (see also No. 1352A.2).

ADD 1352.2 In the zone of Regions 1 and 2 south of the parallel 15° North, including Mexico, and in the zone of Region 3 south of the parallel 25° North the frequency / 4 125.0 / kHz is also authorized for common use by coast and ship stations for radiotelephony on a simplex basis for call, reply and safety purposes, provided the peak envelope power of such coast stations does not exceed / 1 / kW. In these zones the use of the carrier frequency / 4 125.0 / kHz for working purposes is not permitted (see also No. 1351C, 1351E and 1352.1).

ADD 1352.3 In the zone of Region 3 south of the parallel 25° North the frequency / 6 215.5 / kHz is also authorized for common use by coast and ship stations for radiotelephony on a simplex basis for call, reply and safety purposes, provided the peak envelope power of such coast stations does not exceed / 1 / kW. In these zones the use of the carrier frequency 6 215.5 kHz for working purposes is not permitted (see also No. 1351D).

SUP 1352B

SUP 1353

MOD D. Search and Rescue

MOD E. Watch

ADD 1354A § 16A. (1) In the zone of Regions 1 and 2 south of the parallel 15° North, including Mexico, and in the zone of Region 3 south of the parallel 25° North all coast stations which are open to public correspondence and which form an essential part of the coverage of the area for distress purposes may, during their hours of service, maintain a watch on / 4 125.0 / kHz and/or / 6 215.5 / kHz as appropriate (see Nos. 1351C and 1351D). Such watches should be indicated in the List of Coast Stations.

ADD 1354B (2) These stations should maintain this watch by means of an operator using some aural method, such as headphones, split headphones or loudspeaker.

MOD F. Traffic

# ANNEX 2

## DRAFT RECOMMENDATION Mar ...

Relating to the use of the carrier frequencies / 4 125.0 / kHz and / 6 215.5 / kHz to supplement the carrier frequency of 2 182 kHz for distress and safety purposes and for call and reply in the zone of Regions 1 and 2 south of the parallel 15° North, but including Mexico, and in the zone of Region 3 south of the parallel 25° North

The World Maritime Administrative Radio Conference, Geneva, 1974,

considering

a) that in some areas of the world it is not practicable to provide reliable coverage for distress and safety purposes on the international radiotelephony distress frequency of 2 182 kHz because of the wide geographical separation of coast stations guarding this frequency;

b) that a large number of radiotelephony only equipped ships make voyages in these areas during which they are often out of range of coast stations guarding the carrier frequency of 2 182 kHz;

c) that to overcome this problem many administrations in the zones specified above have established watches at their coast stations for distress and safety purposes and for call and reply on the carrier frequencies of / 4 125 / kHz and / 6 215.5 / kHz and these watches have proved to be effective supplements to 2 182 kHz;

d) that provision is made in the Radio Regulations for the carrier frequency / 4 125 / kHz to be used in the zones of Regions 1 and 2 south of the parallel 15° North, including Mexico, and in the zone of Region 3 south of the parallel 25° North and also for the carrier frequency / 6 215.5 / kHz to be used in the zone of Region 3 south of the parallel 25° North as supplementary frequencies to 2 182 kHz for distress and safety purposes and for call and reply;

e) that it could be in the interests of radiotelephony only fitted ships in these zones to have facilities to send and receive on the carrier frequencies of / 4 125 / and / 6 215.5 / kHz where calls on 2 182 kHz could be ineffective;

recommends

1) that administrations bring to the notice of radiotelephony only equipped vessels operating under their jurisdiction that certain land stations as indicated in the list of coast stations provide facilities for distress and safety purposes and call and reply on the carrier frequency of / 4 125 / kHz to supplement the carrier frequency of 2 182 kHz in the zones of Regions 1 and 2 south of the parallel of 15° North, including Mexico, and in the zone of Region 3 south of the parallel 25° North and also for the carrier frequency / 6 215.5 / kHz to be used in the zone of Region 3 south of the parallel 25° North;

2) that the administrations whose vessels are equipped only for operation in radiotelephony should consider that, when they operate in the above-mentioned zones, it may be essential for their safety to have facilities for sending and receiving on the carrier frequencies of / 4 125 / kHz and / 6 215.5 / kHz;

3) that, however, provision of such facilities on the carrier frequencies of / 4 125 / or / 6 215.5 / kHz by ship and coast stations is not mandatory.

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PLENARY MEETING

B.7

# 7th 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 | 419 | RR Art. 7 | : Nos. 447, 448, 449, 451, 451B, 451C, 452, 452A, 453 |
| | | App. 15A | |
| | | App. 15B | |
| | | Resolution H | |

P. CHASPOUL
Chairman of the
Editorial Committee

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ANNEX RR

## Revision of Article 7 of the Radio Regulations

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

### Section IV. Maritime Mobile Service

MOD 447 Mar

a) Ship stations, telephony, duplex operation (two-frequency channels)

4 063 - 4 143.6 kHz
6 200 - 6 218.6 kHz
8 195 - 8 291.1 kHz
12 330 - 12 429.2 kHz
16 460 - 16 587.1 kHz
22 000 - 22 124 kHz

MOD 448 Mar

b) Coast stations, telephony, duplex operation (two-frequency channels)

4 357.4 - 4 438 kHz
6 506.4 - 6 525 kHz
8 718.9 - 8 815 kHz
13 100.8 - 13 200 kHz
17 232.9 - 17 360 kHz
22 596 - 22 720 kHz

MOD 449 Mar

c) Ship stations and coast stations, telephony, simplex operation (single-frequency channels)

4 143.6 - 4 146.6 kHz
6 218.6 - 6 224.6 kHz
8 291.1 - 8 297.3 kHz
12 429.2 - 12 439.5 kHz
16 587.1 - 16 596.4 kHz
22 124 - 22 139.5 kHz

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B.7

MOD 451 Mar

e) Ship stations, wide-band telegraphy, facsimile and special transmission systems

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

MOD 451B Mar

g) Ship stations, narrow-band direct-printing telegraph and data transmission systems, at speeds not exceeding 100 bauds (frequencies paired with those in No. 452A)

4 170 - 4 177.75 kHz
6 256 - 6 268.25 kHz
8 343.5 - 8 357.75 kHz
12 491 - 12 520.75 kHz
16 660 - 16 695.75 kHz
22 192 - 22 227 kHz

ADD 451C

h) Ship stations, narrow-band direct-printing telegraph and data transmission systems, at speeds not exceeding 100 bauds

4 177.75 - 4 179.75 kHz
6 268.25 - 6 269.75 kHz
8 297.3 - 8 300 kHz
12 520.75 - 12 526.75 kHz
16 695.75 - 16 705.8 kHz
25 076 - 25 090.1 kHz

B.7

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B.7

MOD 452 Mar

i) Ship stations, Al Morse telegraphy

4 179.75 - 4 219.4 kHz
6 269.75 - 6 325.4 kHz
8 357.75 - 8 435.4 kHz
12 526.75 - 12 652.3 kHz
16 705.8 - 16 859.4 kHz
22 227 - 22 310.5 kHz
25 070 - 25 076 kHz
25 090.1 - 25 110 kHz

ADD 452A

j) Coast stations, narrow-band direct-printing telegraph and data transmission systems, at speeds not exceeding 100 bauds (frequencies paired with those in No. 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

MOD 453 Mar

k) Coast stations, wide-band and Al 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

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B.7

ADD

## APPENDIX 15A

### Channelling of the Maritime Mobile Bands between 4 000 and 23 000 kHz used for Narrow-Band Direct-Printing Telegraphy and Data Transmission (paired)

B.7

(See Article 32 and Resolution [No. Mar2 - G 7])

Each coast station which uses paired frequencies is assigned one or more frequency pairs from the following series, each pair consists of a transmitting and a receiving frequency

B.7

Table of Frequencies for Two-Frequency Operation (in kHz)

| Series No. | 4 MHz Band | | 6 MHz Band | | 8 MHz Band | |
|---|---|---|---|---|---|---|
| [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 |

B.7

B.7

B.7

## Table of Frequencies for Two-Frequency Operation (in kHz)(continued)

| Series No. | 12 MHz Band | | 16 MHz Band | | 22 MHz Band | |
|---|---|---|---|---|---|---|
| 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 |

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## Table of Frequencies for Two-Frequency Operation (in kHz)(end)

| Series No. | 12 MHz Band | | 16 MHz Band | | 22 MHz Band | |
|---|---|---|---|---|---|---|
| 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 |
| 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 | | |

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## APPENDIX 15B

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### Channelling of the Maritime Mobile Bands between 4 000 and 27 500 kHz used for Narrow-Band Direct-Printing Telegraphy and Data Transmission (non-paired)

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(See Article 32 and Resolution /No. Mar2 - F/)

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One or more frequencies are assigned to each ship station as transmitting frequencies

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Table of Ship Station Transmitting Frequencies (in kHz)

| Series No. | Bands | | | | | |
|---|---|---|---|---|---|---|
| | 4 MHz | 6 MHz | 8 MHz | 12 MHz | 16 MHz | 25 MHz |
| /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 |

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## RESOLUTION No. Mar2 - H

### 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

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The World Maritime Administrative Radio Conference, Geneva, 1974,

considering

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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 the 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 the present Conference;

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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;

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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;

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resolves

1. that the implementation of the decisions made by the present 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;

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2. that administrations shall make every effort to implement the new arrangement in accordance with the time schedule in Annexes 1 and 2.

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Annex 1

| Step of implementation (bands 4 000 - 23 000 kHz) | Old band (kHz) | New band (kHz) | Starting date | Completion date |
|---|---|---|---|---|
| Step 1 a) Vacate old high traffic ship bands | 4 172.25 - 4 178<br>6 258.25 - 6 267<br>8 341.75 - 8 356<br>12 503.25 - 12 534<br>16 660.5 - 16 712<br>22 184.5 - 22 222.5 | - | As soon as possible | 1 June 1976 |
| b) Vacate old low traffic ship bands and commence using new A1 Morse telegraphy bands | 4 187 - ⌈4 189⌉<br>⌈4 219.4⌉- 4 231 | ⌈4 189⌉- 4 219.4 | As soon as possible | 1 June 1976 |
| | 6 280.5 - ⌈6 283.5⌉<br>⌈6 325.4⌉- 6 345.5 | ⌈6 283.5⌉- 6 325.4 | | |
| | 8 374 - ⌈8 378⌉<br>⌈8 435.4⌉- 8 459.5 | ⌈8 357.75⌉-⌈8 359.75⌉<br>⌈8 378⌉ 8 435.4 | | |
| | 12 561 ⌈12 567⌉<br>⌈12 652.3⌉- 12 689 | ⌈12 526.75⌉-⌈12 539.6⌉<br>⌈12 567⌉- 12 652.3 | | |
| | 16 748 - ⌈16 756⌉<br>⌈16 859.4⌉- 16 917.5 | ⌈16 705.8⌉-⌈16 719.8⌉<br>⌈16 756⌉- 16 859.4 | | |
| | 22 310.5 - 22 374 | ⌈22 253⌉- 22 310.5 | | |

Annex 1

(continued)

| Step of implementation (bands 4 000 - 23 000 kHz) | Old band (kHz) | New band (kHz) | Starting date | Completion date |
|---|---|---|---|---|
| Step 2 a) Transfer coast radiotelegraphy frequencies in accordance with Resolution No. [ Mar2 - I ] | 4 349.4 - 4 361<br>6 493.9 - 6 514<br>8 704.4 - 8 728.5<br>13 070.8 - 13 107.5<br>17 196.9 - 17 255<br>22 561 - 22 624.5 | 4 219.4 - 4 231<br>6 325.4 - 6 345.5<br>8 435.4 - 8 459.5<br>12 652.3 - 12 689<br>16 859.4 - 16 917.5<br>22 310.5 - 22 374 | 2 June 1976 | 31 July 1976 |
| b) Transfer ship calling frequencies to new telegraphy calling frequencies | | [ see Appendix 15C ] | 2 June 1976 | 31 May 1977 |

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Annex 1

(continued)

| Step of implementation (bands 4 000 - 23 000 kHz) | | Old band (kHz) | New band (kHz) | Starting date | Completion date |
|---|---|---|---|---|---|
| Step 3 | Vacate old narrow-band direct-printing telegraphy ship frequencies and commence using new ship and coast paired and non-paired narrow-band direct-printing telegraphy frequencies (except non-paired frequencies in the 8 MHz band) | 4 166 - 4 172.25<br>6 248 - 6 258.25<br>8 331.5 - 8 341.75<br>12 483 - 12 503.25<br>16 640 - 16 660.5<br>22 164 - 22 184.5 | See Appendix 15A for paired frequencies and Appendix 15B for non-paired frequencies | 1 June 1977 | 30 June 1977 |
| Step 4 | Transfer ship wide-band radiotelegraphy to new frequency bands | 4 142.5 - 4 146.6<br>6 216.5 - 6 224.6<br>8 288 - 8 300<br>12 431.5 - 12 439.5<br>16 576 - 16 596.4<br>22 112 - 22 139.5 | 4 166 - 4 170<br>6 248 - 6 256<br>8 331.5 - 8 343.5<br>12 483 - 12 491<br>16 640 - 16 660<br>22 164 - 22 192 | 1 July 1977 | 15 July 1977 |

Annex 1

(continued)

| Step of implementation (bands 4 000 - 23 000 kHz) | Old band (kHz) | New band (kHz) | Starting date | Completion date |
|---|---|---|---|---|
| Step 5[1] a) Transfer simplex radiotelephony to new frequency bands | 4 139.5 - 4 142.5<br>6 210.4 - 6 216.5<br>8 281.2 - 8 288<br>12 421 - 12 431.5<br>16 565 - 16 576<br>22 094 - 22 112 | 4 143.6 - 4 146.6<br>6 218.6 - 6 224.6<br>8 291.1 - 8 297.3<br>12 429.2 - 12 439.5<br>16 587.1 - 16 596.4<br>22 124 - 22 139.5 | 16 July 1977 | 31 December 1977 |
| b) Commence using new ship non-paired narrow-band direct-printing telegraphy frequencies in the 8 MHz band | - | See Appendix 15B | 16 July 1977 | - |

[1]The period from 16 July 1977 to 31 December 1977 should be used to prepare for changeover to the new arrangement of duplex radiotelephone channels.

Annex 1

(end)

| Step of implementation (bands 4 000 - 23 000 kHz) | Old band (kHz) | New band (kHz) | Starting date | Completion date |
|---|---|---|---|---|
| Step 6 Commence using new ship and coast duplex radiotelephone channels / in accordance with Resolution ...../ | - | Ship<br>4 139.5 - 4 143.6<br>6 210.4 - 6 218.6<br>8 281.2 - 8 291.1<br>12 421 - 12 429.2<br>16 565 - 16 587.1<br>22 094.5 - 22 124<br>Coast<br>4 357.4 - 4 361<br>6 506.4 - 6 514<br>8 718.9 - 8 728.5<br>13 100.8 - 13 107.5<br>17 232.9 - 17 255<br>22 596 - 22 624.5 | 0001 GMT 1 January 1978 | - |

Annex 2

| Step of implementation (25 MHz band) | Old band (kHz) | New band (kHz) | Starting date | Completion date |
|---|---|---|---|---|
| Step 1 a) Vacate old ship calling band | 25 076 - 25 082.5 | - | As soon as possible | 1 June 1976 |
| b) Transfer ship working frequencies to the new band | 25 082.5 - 25 090 | 25 090.1 - 25 110 | As soon as possible | 1 June 1976 |
| Step 2 Commence using new ship narrow-band direct-printing telegraphy frequencies | - | 25 076 - 25 090.1 | 2 June 1976 | - |

INTERNATIONAL TELECOMMUNICATION UNION

# MARITIME CONFERENCE

GENEVA, 1974

Corrigendum No. 1 to
Document No. 449-E
30 May 1974
Original : English

WORKING GROUP 6A

REPORT OF SUB-WORKING GROUP 6A-2
TO WORKING GROUP 6A

Replace Appendix 12 annexed to Document No. 449 by the following.

MOD

## APPENDIX 12

Mar

### Hours of Service for Ship Stations of the Second and Third Categories
(See Articles 20 and 25)

Section I. Table

| Hours of Service<br>Ship's time or zone time<br>(See 934 and 934A) | |
|---|---|
| 8 hours<br>(H8) | 16 hours<br>(H16) |
| from to<br><br>0800 - 1200<br>2000 - 2200<br>plus 2 hours<br>(see ADD 934A) | from to<br><br>0000 - 0400<br>0800 - 1200<br>1600 - 1800<br>2000 - 2200<br>plus 4 hours<br>(see ADD 934) |

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## Section II. Diagram

Note 1 : This diagram indicates the fixed hours of service maintained by ships of the second and third categories in terms of zone time. (The hours of service shown exclude those which are determined by the administration, master, or responsible person.)

The fixed hours of watch are shown thus :

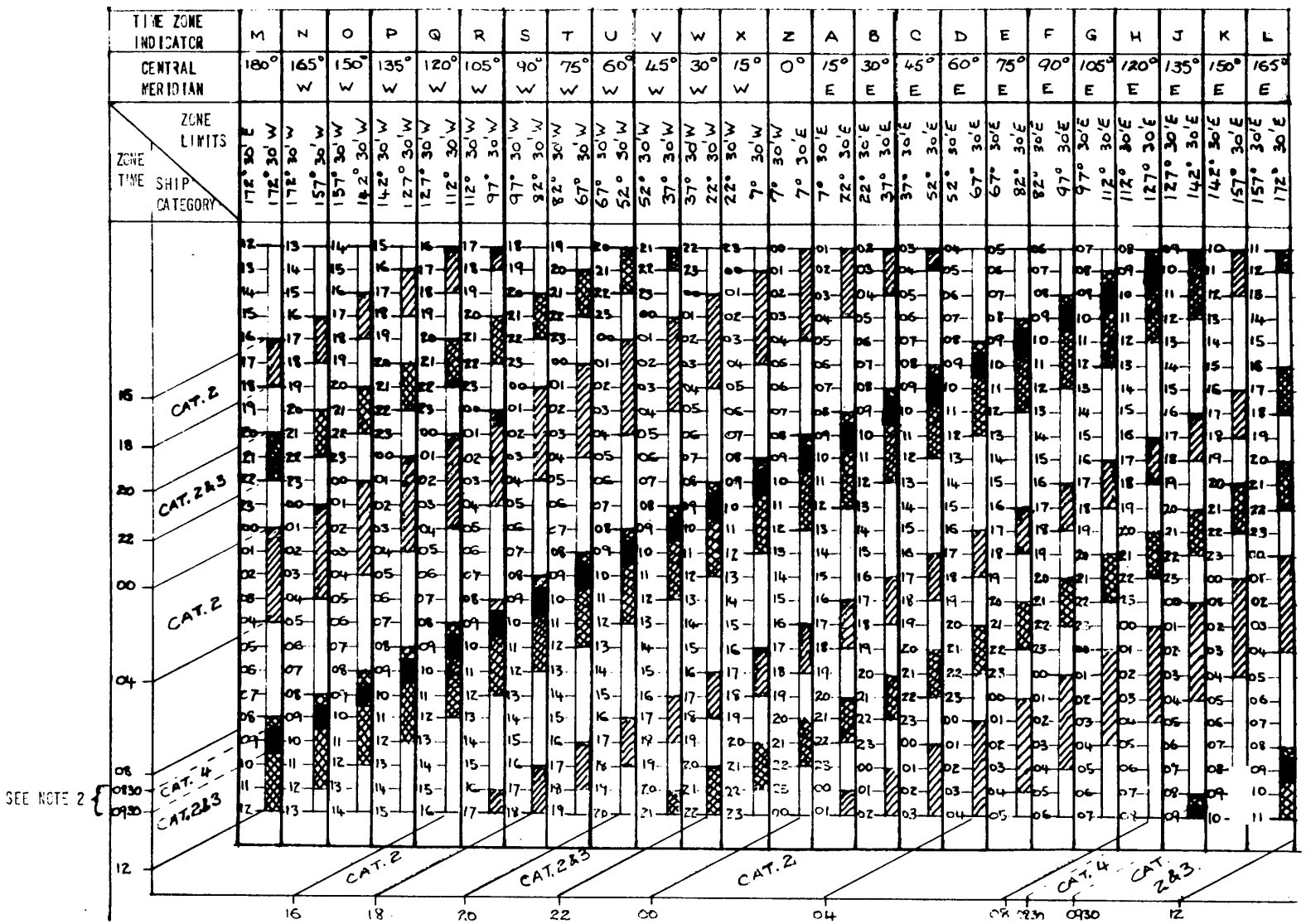
i) for ships of the second category : 

ii) for ships of the second and third categories : 

Note 2 : Also shown are the specific watch periods 0830-0930 that ships of the fourth category are encouraged to provide (see No. 935A).

TABLE

(Appendix 12 MOD)



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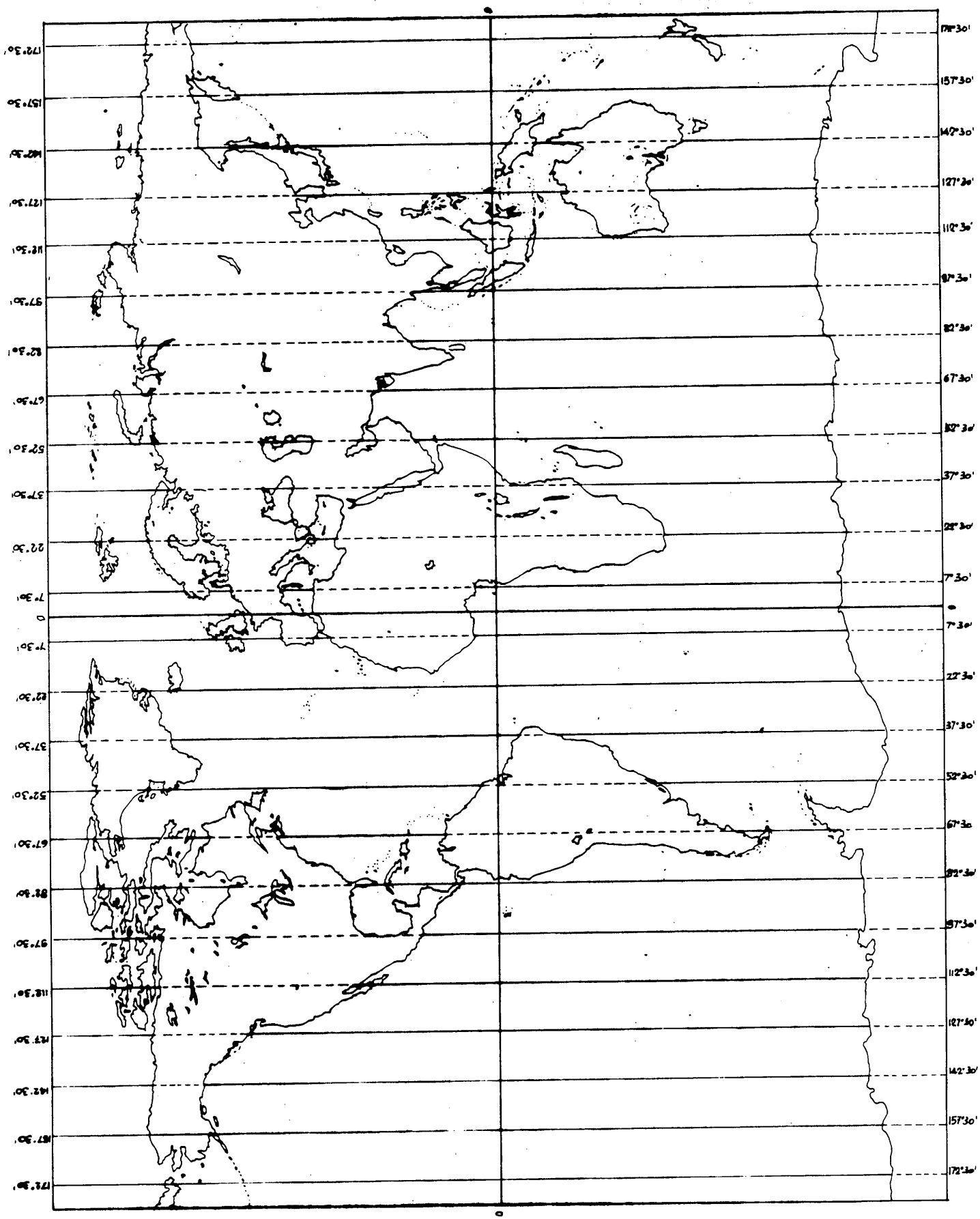
(Ap. 12 MOD)



INTERNATIONAL TELECOMMUNICATION UNION

# MARITIME CONFERENCE

GENEVA, 1974

Document No. 449-E
28 May 1974
Original : English

WORKING GROUP 6A

REPORT OF SUB-WORKING GROUP 6A-2

TO WORKING GROUP 6A

Hours of service - Ships' stations

Sub-Working Group 6A-2 considered all proposals concerning the necessary changes to the related provisions in the Radio Regulations.

Sub-Working Group 6A-2 recommends for adoption the modified and new texts in Article 25, Section IV, and Appendix 12 Mar, as reproduced in the Annex to this Document.

The Delegation of Japan proposed retention of the present Radio Regulations and Appendix 12 Mar.

The Representative of I.C.S. reserved the right to re-open the discussion concerning their proposed amendment to ADD 934A to delete "and 2000-2200 ship's time or zone time" and insert "and a period of two hours between 1800 and 2200 ship's time or zone time".

Annex : 1

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# A N N E X

## ARTICLE 25

### Section IV

MOD 934 (1) Ship stations of the second category shall maintain the following hours of service :

0000-0400 )
)
0800-1200 )
) Ship's time or zone time
1600-1800 )
)
2000-2200 )

and, additionally, four hours of service at times to be decided by the administration, master or responsible person, to meet the essential communication needs of the ship having regard to propagation conditions and traffic requirements.

ADD 934A (2) Ship stations of the third category shall maintain the following hours of service :

0800-1200 )
and ) Ship's time or zone time
2000-2200 )

and, additionally, two hours of service at times decided by the administration, master or responsible person, to meet the essential communication needs of the ship having regard to propagation conditions and traffic requirements.

ADD 934B Each administration will determine whether or not ship's time observed by its ships is to be zone time as shown in Appendix 12 MOD (see Nos. 934, 934A and 935A).

NOC 935

MOD 935A 7A. Ship stations of the fourth category are encouraged to provide service as follows :

0830-0930 Ship's time or zone time

## APPENDIX 12 Mar

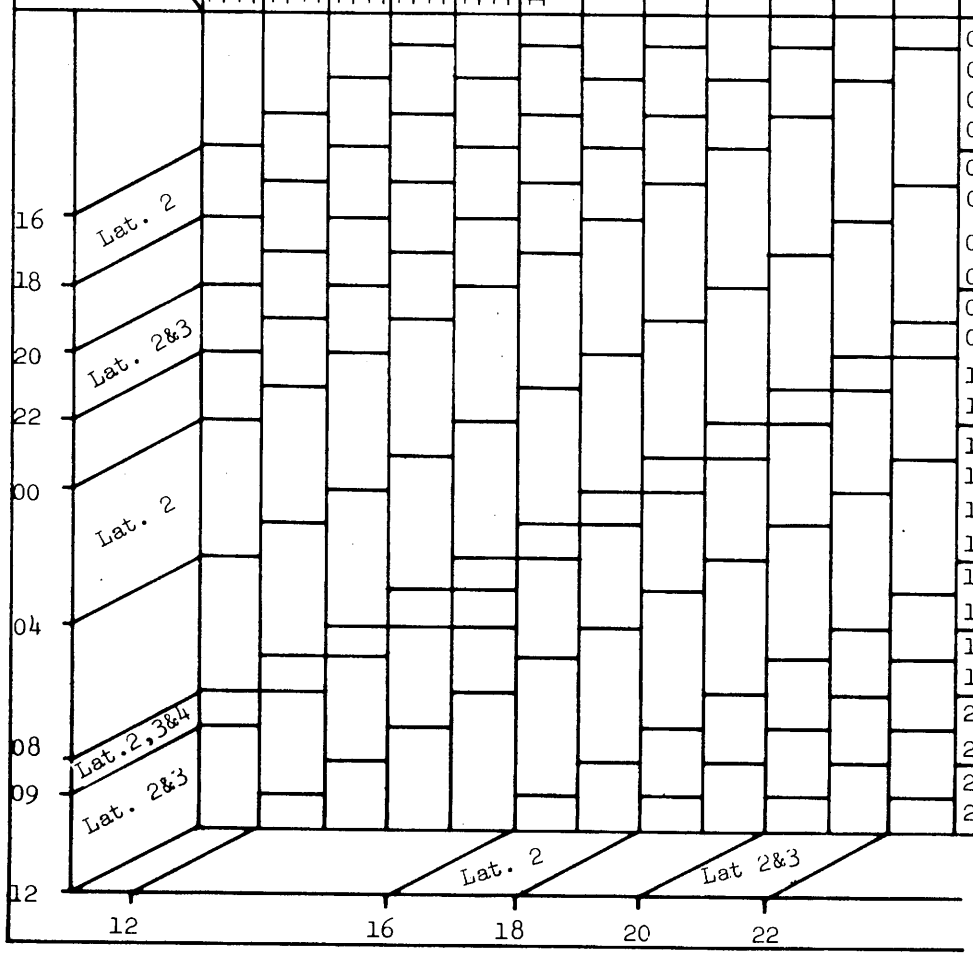
MOD

## APPENDIX 12

MOD

APPENDIX 12 Mar

| Time zone indicator | M | N | O | P | Q | R | S | T | U | V | W | X | Z | A | B | C | D | E | F | G | H | I | K | L |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Central meridian | 180° | 165° W | 150° W | 135° W | 120° W | 105° W | 90° W | 75° W | 60° W | 45° W | 30° W | 15° W | 0° | 15° E | 30° E | 45° E | 60° E | 75° E | 90° E | 105° E | 120° E | 135° E | 150° E | 175° E |
| Zone limits / Zone time | 172° 30' E 172° 30' W | 172° 30' W 157° 30' W | 157° 30' W 142° 30' W | 142° 30' W 127° 30' W | 127° 30' W 112° 30' W | 112° 30' W 97° 30' W | 97° 30' W 82° 30' W | 82° 30' W 67° 30' W | 67° 30' W 52° 30' W | 52° 30' W 37° 30' W | 37° 30' W 22° 30' W | 22° 30' W 7° 30' W | 7° 30' W 7° 30' E | 7° 30' E 22° 30' E | 22° 30' E 37° 30' E | 37° 30' E 52° 30' E | 52° 30' E 67° 30' E | 67° 30' E 82° 30' E | 82° 30' E 97° 30' E | 97° 30' E 112° 30' E | 112° 30' E 127° 30' E | 127° 30' E 142° 30' E | 142° 30' E 157° 30' E | 157° 30' E 172° 30' E |
| 00 | | | | | | | | | | | | | 00 | 01 | 02 | 03 | 04 | 05 | 06 | 07 | 08 | 09 | 10 | 11 |
| 01 | | | | | | | | | | | | | 01 | 02 | 03 | 04 | 05 | 06 | 07 | 08 | 09 | 10 | 11 | 12 |
| 02 | | | | | | | | | | | | | 02 | 03 | 04 | 05 | 06 | 07 | 08 | 09 | 10 | 11 | 12 | 13 |
| 03 | | | | | | | | | | | | | 03 | 04 | 05 | 06 | 07 | 08 | 09 | 10 | 11 | 12 | 13 | 14 |
| 04 | | | | | | | | | | | | | 04 | 05 | 06 | 07 | 08 | 09 | 10 | 11 | 12 | 13 | 14 | 15 |
| 05 | | | | | | | | | | | | | 05 | 06 | 07 | 08 | 09 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
| 06 | | | | | | | | | | | | | 06 | 07 | 08 | 09 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 |
| 07 | | | | | | | | | | | | | 07 | 08 | 09 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 |
| 08 | | | | | | | | | | | | | 08 | 09 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 |
| 09 | | | | | | | | | | | | | 09 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 |
| 10 | | | | | | | | | | | | | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 |
| 11 | | | | | | | | | | | | | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 |
| 12 | | | | | | | | | | | | | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 |
| 13 | | | | | | | | | | | | | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 00 |
| 14 | | | | | | | | | | | | | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 00 | 01 |
| 15 | | | | | | | | | | | | | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 00 | 01 | 02 |
| 16 | | | | | | | | | | | | | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 00 | 01 | 02 | 03 |
| 17 | | | | | | | | | | | | | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 00 | 01 | 02 | 03 | 04 |
| 18 | | | | | | | | | | | | | 18 | 19 | 20 | 21 | 22 | 23 | 00 | 01 | 02 | 03 | 04 | 05 |
| 19 | | | | | | | | | | | | | 19 | 20 | 21 | 22 | 23 | 00 | 01 | 02 | 03 | 04 | 05 | 06 |
| 20 | | | | | | | | | | | | | 20 | 21 | 22 | 23 | 00 | 01 | 02 | 03 | 04 | 05 | 06 | 07 |
| 21 | | | | | | | | | | | | | 21 | 22 | 23 | 00 | 01 | 02 | 03 | 04 | 05 | 06 | 07 | 08 |
| 22 | | | | | | | | | | | | | 22 | 23 | 00 | 01 | 02 | 03 | 04 | 05 | 06 | 07 | 08 | 09 |
| 23 | | | | | | | | | | | | | 23 | 00 | 01 | 02 | 03 | 04 | 05 | 06 | 07 | 08 | 09 | 10 |



INTERNATIONAL TELECOMMUNICATION UNION

# MARITIME CONFERENCE

GENEVA, 1974

Document No. 450-E
28 May 1974
Original : English

COMMITTEE 6

## ELEVENTH REPORT BY WORKING GROUP 6A TO COMMITTEE 6

Working Group 6A during the meetings of 23, 25, 27 and 28 May 1974 and after consideration of all relative proposals and reports unanimously agreed on the attached texts :

Article 19

Proposal INS/173/1 was withdrawn. It was agreed that the matter be taken up directly between the Indonesian Administration and the Secretary-General.

Article 33 (Section III)

MOD 1236 Mar

With no objections. (See Annex 1)

First Report of Working Group 4/6 Ad Hoc (Calling)

The principles set out in items 2 and 3 of the report were examined.

Majority agreed in principle, with the following amendment : (See Annex 2)

Appendix 15C (Annex A-1 of First Report of Working Group 4/6 Ad Hoc (Calling))

ADD AP15C

With no objections. (See Annex 3)

Article 29

MOD 1013A

NOC 1013AA

MOD Heading

MOD 1013B

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MOD 1013C

SUP 1013D

SUP 1013E

SUP 1013E.1

With no objections. (See Annex 4)

MOD 1016

With no objections. (See Annex 5)

MOD 1019A

Sub-title (after 1019A)

MOD Sub-title

MOD 1020

With no objections. (See Annex 6)

MOD 1022

With no objections. (See Annex 7)

MOD 1031

MOD 1032 Mar

With no objections. (See Annex 8)

ADD 1067A

With no objections (See Annex 9)

Article 32

MOD 1114

With no objections, subject to findings on the proposal CAN/55/44. (See Annex 10)

Article 32, Section V B

MOD 1160

With no objections. (See Annex 11)

ADD 1162A

With no objections. (See Annex 12)

MOD 1166

NOC 1167

MOD 1168

ADD 1168A

ADD 1168B

With no objections. (See Annex 13)

Section V D

ADD 1176A

ADD 1176B

MOD 1177

ADD 1177A

ADD 1177B

ADD 1177C

ADD 1177D

ADD 1177E

SUP 1178

MOD 1179

With no objections. (See Annex 14)

---

The following Administrations reserve the right to return to the new calling procedure, either in part or in whole, in Committee 6 :

| | | |
|---|---|---|
| Finland, France, Liberia and Switzerland | - | To the procedure as a whole |
| Australia, Canada, United Kingdom and United States of America | - | To 1013D, 1013E, 1013E.1 |
| Spain | - | To final arrangements and implementation of timetable. |

---

The Chairman stated that all proposals related to Articles 22 and 27 had been considered in Working Group 6A or referred to other Working Groups or Committees for finalization.

Annexes : 14

H.S. YOUNG
Chairman

## A N N E X 1

MOD 1236 Mar

§ 9. (1) A ship station calling a coast station by radiotelephony shall use either one of the calling frequencies mentioned in No. 1352 or the working frequency associated with that of the coast station in accordance with Appendix 17, Sections A and B. However, after / 1 January 1978 / the use of the double sideband frequencies given in Section A shall no longer be authorized.

---

## A N N E X 2

2. .....that the present system whereby coast stations searched over the fifteen calling channels in each of the high frequency telegraphy bands was extremely inefficient and wasteful of manpower. Furthermore, it encouraged ships' operators to use prolonged calling in an effort to remain on the call until the coast station search operator again covered that particular frequency.

..... that the prolonged calling was the major reason for the present congestion on the calling bands.

..... that any proposed new calling system must meet the following objectives :

(a) It should be suitable and economic for both busy and quiet coast stations.

(b) It should include facilities for any ship to contact any coast station in the world.

(c) The mid-frequency of any calling channel in the bands 4 - 16 MHz be maintained in harmonic relationship.

(d) The bandwidth to be watched by coast stations should be reduced.

(e) A ship should not be required to provide more than a maximum of two calling frequencies per band.

3. ..... has decided to recommend the adoption of the new calling system for the high frequency morse telegraphy bands as given in Annex 3.

It should be noted that the location of countries in the Group distribution table in the Annex to / Resolution No. Mar 2 .../ (See Document 451) is incomplete. This table is a first draft example and, if the scheme is adopted, must be revised to include all countries and to determine the distribution of countries within each Group.

When implementing the new calling procedure ships will have to change crystals in order to conform with the plan.

In the proposed plan the channel width in the bands 4 to 22 MHz are such that assignments on the mid-frequency in each channel will only be kept within the channel with a frequency tolerance of 40 p.p.m.

A tolerance of 50 p.p.m. could result in some adjacent channel interference and may slightly reduce the efficiency of the system.

A frequency tolerance of 40 p.p.m. is therefore recommended for the bands 4 to 22 MHz. / This frequency tolerance is essential for the efficiency of the new calling procedures; it must be kept by all ship stations at the date the new calling procedure is implemented/.

In the 25 MHz band a tolerance of 30 p.p.m. is recommended.

The attention of Committee 4 is drawn to these recommended tolerances for the proposed new high frequency calling system.

4. In general explanation : the scheme requires all coast stations to guard the two common channels while providing international service in each of the bands concerned (this could be done by one receiver). In addition, coast stations (administrations) will decide whether or not they will guard a channel or channels in their allocated Group. Thus a lightly loaded coast station may guard only the two common channels; a medium loaded station could in addition guard one (or two) of his Group channels; a heavily loaded station could guard all four of his Group channels in addition to the two common channels.

# ANNEX 3

## APPENDIX 15C

| LIMITS | | 4180.0 | 6270.0 | 8360.0 | 12540.0 | 16720.0 | | 22227 | 25084 |
|---|---|---|---|---|---|---|---|---|---|
| GROUP | CHANNEL SERIES. | 4 MHz BAND (Ch WIDTH 0.4) | 6 MHz BAND (CH. WIDTH 0.6) | 8 MHz BAND (CH. WIDTH 0.8) | 12 MHz BAND (CH. WIDTH 1.2) | 16 MHz BAND (CH. WIDTH 1.6) | CHANNEL SERIES (22 MHz) | 22 MHz BAND (CH. WIDTH 2.0) | 25 MHz BANDS (Ch WIDTH 2.0) |
| I | 1 | 4180.0 - 4180.4 | 6270.0 - 6270.6 | 8360.0 - 8360.8 | 12540.0 - 12541.2 | 16720.0 - 16721.6 | 1 | 22227 - 22229 | CHANNEL A |
| | 2 | 4180.4 - 4180.8 | 6270.6 - 6271.2 | 8360.8 - 8361.6 | 12541.2 - 12542.4 | 16721.6 - 16723.2 | 2 | 22229 - 22231 | 25084 - - 25086 |
| | 3 | 4180.8 - 4181.2 | 6271.2 - 6271.8 | 8361.6 - 8362.4 | 12542.4 - 12543.6 | 16723.2 - 16724.8 | | | |
| | 4 | 4181.2 - 4181.6 | 6271.8 - 6272.4 | 8362.4 - 8363.2 | 12543.6 - 12544.8 | 16724.8 - 16726.4 | | | |
| Common (INCLUDES RR1176A) | 5 | 4181.6 - 4182.0 | 6272.4 - 6273.0 | 8363.2 - 8364.0 | 12544.8 - 12546.0 | 16726.4 - 16728.0. | 9 | 22243 - 22245 | Common 25086 - 25088 CHANNEL |
| COMMON | 6 | 4182.0 - 4182.4 | 6273.0 - 6273.6 | 8364.0 - 8364.8 | 12546.0 - 12547.2 | 16728.0 - 16729.6 | 10 | 22245 - 22247 | |
| II | 7 | 4182.4 - 4182.8 | 6273.6 - 6274.2 | 8364.8 - 8365.6 | 12547.2 - 12548.4 | 16729.6 - 16731.2 | 3 | 22231 - 22233 | CHANNEL B. 25088 - - 25090. |
| | 8 | 4182.8 - 4183.2 | 6274.2 - 6274.8 | 8365.6 - 8366.4 | 12548.4 - 12549.6 | 16731.2 - 16732.8 | 4 | 22233 - 22235 | |
| | 9 | 4183.2 - 4183.6 | 6274.8 - 6275.4 | 8366.4 - 8367.2 | 12549.6 - 12550.8 | 16732.8 - 16734.4 | | | |
| | 10 | 4183.6 - 4184.0 | 6275.4 - 6276.0 | 8367.2 - 8368.0 | 12550.8 - 12552.0 | 16734.4 - 16736.0 | | | |
| III | 11 | 4184.0 - 4184.4 | 6276.0 - 6276.6 | 8368.0 - 8368.8 | 12552.0 - 12553.2 | 16736.0 - 16737.6 | 5 | 22235 - 22237 | |
| | 12 | 4184.4 - 4184.8 | 6276.6 - 6277.2 | 8368.8 - 8369.6 | 12553.2 - 12554.4 | 16737.6 - 16739.2 | 6 | 22237 - 22239 | |
| | 13 | 4184.8 - 4185.2 | 6277.2 - 6277.8 | 8369.6 - 8370.4 | 12554.4 - 12555.6 | 16739.2 - 16740.8 | | | |
| | 14 | 4185.2 - 4185.6 | 6277.8 - 6278.4 | 8370.4 - 8371.2 | 12555.6 - 12556.8 | 16740.8 - 16742.4 | | | |
| IV | 15 | 4185.6 - 4186.0 | 6278.4 - 6279.0 | 8371.2 - 8372.0 | 12556.8 - 12558.0 | 16742.4 - K7744.0 | 7 | 22239 - 22241 | |
| | 16 | 4186.0 - 4186.4 | 6279.0 - 6279.6 | 8372.0 - 8372.8 | 12558.0 - 12559.2 | 16744.0 - K7745.6 | 8 | 22241 - 22243 | |
| | 17 | 4186.4 - 4186.8 | 6279.6 - 6280.2 | 8372.8 - 8373.6 | 12559.2 - 12560.4 | 16745.6 - 16747.2 | | | |
| | 18 | 4186.8 - 4187.2 | 6280.2 - 6280.8 | 8373.6 - 8374.4 | 12560.4 - 12561.6 | 16747.2 - 16748.8 | | | |
| LIMITS | | 4187.2 | 6280.8 | 8374.4 | 12561.6 | 16748.8 | | 22247. | 25090 |

# A N N E X 4

## ARTICLE 29

MOD 1013A (3) The procedure described in Nos. 1012 and 1013 is not applicable to the maritime mobile service.

(sub-heading after 1013AA)

MOD heading **Method of calling in the maritime mobile service - Morse telegraphy**

MOD 1013B §6A (1) The call consists of :

- the call sign of the station called not more than twice
- the word DE
- the call sign of the calling station not more than twice
- the information required by Nos. 1016, 1020 and 1021, if necessary
- the letter K

MOD 1013C (2) For normal calling, when the requirements of Mar No. 1162 have been met, the call specified in No. 1013B may be transmitted twice, at intervals of not less than one minute, thereafter it shall not be repeated until after an interval of three minutes.

SUP 1013D

SUP 1013E

SUP 1013E.1

## ANNEX 5

MOD 1016 §8 (1) The call as described in No. 1013B shall contain the service abbreviation indicating the working frequency and, if useful, the class of emission which the calling station proposes to use for the transmission of its traffic.

---

## ANNEX 6

MOD 1019A (3) When, in the maritime mobile service, the call Mar by a coast station does not contain an indication of the frequency to be used for the traffic, this indicates that the coast station proposes to use for traffic its normal working frequency shown in the List of Coast Stations. / See Res. No. /

Sub-title (after 1019A)

MOD Sub-title

Indication of the priority and the reason for the call and the transmission of radiotelegrams in series

MOD 1020 §9 (1) The calling station shall transmit the service abbreviation after the above-mentioned preparatory signals to indicate a priority message, other than a distress, urgency or safety message (see No. 1496) and to indicate the reason for the call.

## A N N E X 7

MOD 1022 §10 The reply to calls consists of :

- the call sign of the calling station, not more than twice;
- the word DE
- the call sign of the station called once only

---

## A N N E X 8

MOD 1031 (d) if useful, the service abbreviation and figure indicating the strength and/or intelligibility of the signals received (see Appendix 13 for Aeronautical Mobile Service and Appendix 13A for Maritime Mobile Service).

MOD 1032 Mar (e) the letter K if the station called is ready to receive the traffic of the calling station.

---

## A N N E X 9

ADD 1067A In the band 4 - 27.5 MHz, however, traffic lists may be made at intervals of not less than one hour.

## ANNEX 10

### ARTICLE 32

MOD 1114 §7 (1) The general calling frequency which, except as provided under No. 1015A, shall be used by any ship station or coast station engaged in telegraphy in the authorized bands between 405 and 535 kHz, and by aircraft desiring to enter into communication with a station of the maritime mobile service using frequencies in these bands, is the frequency 500 kHz.

---

## ANNEX 11

MOD 1160 In order to establish communication with a station in the maritime mobile service, each ship and aircraft station shall use an appropriate calling frequency in the bands listed in No. 1174.

---

## ANNEX 12

ADD 1162A In order to minimize interference on the common calling channels, they shall be used only when a ship cannot use a calling frequency within the Group indicated as a coast station receiving channel of the station with which it desires to communicate or when the coast station has indicated watch only on the common calling channels.

## ANNEX 13

MOD 1166 (a) for a mobile station, one of its assigned calling frequencies in the same band in accordance with No. ADD 1162A.

NOC 1167

MOD 1168 Administrations shall indicate on which of the ship calling bands and coast station receiving channels the station keeps watch and, as far as possible, the approximate hours of watchkeeping in Greenwich Mean Time (G.M.T.). This information shall be published in the List of Coast Stations.

ADD 1168A Exceptionally, a coast station may indicate listening to calls on calling frequencies, other than those specified as its own receiving frequencies.

ADD 1168B In order to reduce interference on calling frequencies, a coast station shall take adequate steps to ensure, under normal conditions, the prompt receipt of calls (see No. 1013B).

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## ANNEX 14

ADD 1176A Each calling band between 4 and 22 MHz indicated in No. 1174 is divided into four groups of channels and two common channels. The 25 MHz band is divided into three channels of which one is a common channel. (See AP15C)

ADD 1176B Coast stations shall, when providing international service as published in the List of Coast Stations, keep watch on the common calling channels in each band at all times when

they are open for service in the bands concerned, and on the Group channel or channels appropriate to their Group during busy periods. The times during which watch will be set on the Group channel or channels shall be published in the List of Coast Stations by each country.

If necessary, an indication of channels watched may be included in the coast station transmissions.

MOD 1177 In the bands between 4 and 22 MHz, the administration to which a ship station is subject shall assign to it at least two calling frequencies in each band in which the station is equipped to transmit. One of the calling frequencies in each band shall be within one of the common coast station receiving channels contained in Appendix 15C. Another calling frequency in each of the bands concerned shall be selected from within the other channels in Appendix 15C taking account of the receiving channel or channels of the coast station with which the ship station most frequently communicates. In the 25 MHz band, administrations shall assign to ship stations under their control a frequency within the common channel. Another calling frequency in this band shall be selected from within Channel A or B of Appendix 15C taking account of the receiving channel of the coast station with which the ship station most frequently communicates.

ADD 1177A Additional calling frequencies in any Group should be assigned to a ship station whenever possible. (See 1162A)

ADD 1177B In order to ensure an even distribution of calls, administrations who intend to maintain watch on less than four receiving channels within the Group to which they are assigned in Appendix 15C shall determine on which channel or channels they will maintain watch, only after consultation with other countries sharing the same Group.

ADD 1177C Administrations who assign to their ships frequencies in two or more calling channels within their Group shall take the necessary steps to distribute such assignments uniformly throughout the channels taken into use.

ADD 1177D In order to ensure an even distribution of calls on the common calling channels, administrations should, as far as practicable, assign frequencies in each of the two channels to an equal number of their ships.

ADD 1177E Administrations shall ensure that ship stations under their jurisdiction are capable of keeping their transmission within the limits of the allocated channel. See AP3.

SUP 1178

MOD 1179 The frequency 8 364 kHz is designated for use by survival craft stations if they are equipped to transmit on frequencies in the bands between 4 000 and 27 500 kHz and if they desire to establish communications relating to search and rescue operations with stations of the maritime and aeronautical mobile services.

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INTERNATIONAL TELECOMMUNICATION UNION

# MARITIME CONFERENCE

**GENEVA, 1974**

Document No. 451-E
29 May 1974
Original : English

COMMITTEE 6

## TWELFTH REPORT BY WORKING GROUP 6A TO COMMITTEE 6

The Working Group 6A during the meeting of 28 May 1974 (evening session), after consideration of all relative proposals and reports, agreed on the attached texts :

ADD Resolution No. Mar2 ...

Majority agreed (see Annex)

Furthermore, the third report of Working Group 4/6-Ad Hoc (Calling) is referred to Working Group 6B for initial consideration.

H.S. YOUNG
Chairman

Annex : 1

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ANNEX

ADD

RESOLUTION No. /Mar2 .../

Relating to the introduction of new calling procedures for the A1 HF Morse telegraphy calling bands

The World Administrative Maritime Radio Conference, Geneva, 1974,

considering

that there is a need for more effective utilization of the radiofrequency spectrum and of the time of operational personnel on board ships;

the desirability of improving the effectiveness of calling in the A1 HF Morse telegraphy bands;

that the WAMRC, 1974, has adopted a new calling procedure for the A1 HF Morse telegraphy bands (Articles 29 and 32 and Appendix 15C);

that the effectiveness of the new calling procedure requires agreement between administrations to watch common channels and/or a channel or channels in the four groups specified in Appendix 15C in accordance with a planned distribution of coast stations on a regional and traffic basis;

that administrations present at this Conference have agreed to the Distribution Plan of Coast Stations (annexed to this Resolution) of countries and areas into four groups to ensure a better distribution of the calling traffic to be received;

resolves

that the new reception arrangements for coast stations should become fully operational at 0001 G.M.T. on /1 June 1977/;

instructs the Secretary-General

to circulate this Resolution to all administrations not present at this Conference who are responsible for coast stations in countries or areas designated in the Distribution Plan in order to obtain their agreement to the Plan or relocation in the Plan; and

to publish, as an annex to the List of Coast Stations, the Distribution Plan as soon as practicable in the light of the foregoing consultation with the administrations concerned;

invites

administrations who are providing International Public Correspondence Service to indicate for publication in the List of Coast Stations the periods of service during which watch will be maintained on the common and/or group channel (channels);

invites further

administrations who wish to enter into a group in the Distribution Plan, or administrations included in the Plan wishing to make a modification in the Plan, to coordinate as far as possible their introduction or change with other interested and affected administrations who are designated in the group concerned. An administration which has decided to enter into a group or change from a designated group in the Distribution Plan shall inform the Secretary-General of its decision and it shall be published in the Annex to the List of Coast Stations;

instructs the Secretary-General further

that, in advance of the publication of any revision of the Distribution Plan in the List of Coast Stations, any variation in the Plan be notified through the monthly Operational Bulletin.

Annex

(to Resolution No. [Mar2 ...])

DISTRIBUTION PLAN - GROUP RECEIVING CHANNELS - COAST STATIONS - COUNTRIES AND AREAS

Example of distribution of coast stations into 4 groups of receiving channels

| Group 1 | Group 2 | Group 3 | Group 4 |
|---|---|---|---|
| Canada [West Coast] | Belgium | Argentine | Albania |
| Chile | Cuba | Australia | Algeria |
| Ethiopia | Denmark | Burma | Brazil |
| Gibraltar | Egypt | Canada [East Coast] | Bulgaria |
| Guatemala | Finland | China | China (Province of Taiwan) |
| Ireland | Gambia | Czechoslovakia | Cyprus |
| Israel | Germany F.R. | German Dem. Rep. | Fiji |
| Ivory Coast | Greece | Iceland | France |
| Kenya | Hong Kong | Iran | Guadeloupe |
| Liberia | Hungary | Italy | Guinea |
| Malagasy | India | Libya | Indonesia |
| Mauritius | Korea | Malaysia | Japan |
| Netherlands | Lebanon | Morocco | Malta |
| Netherlands ANT. | Mexico | Mozambique | Portugal |
| New Zealand | Panama | Norway | Sierra Leone |
| Philippines | Peru | Papua-New Guinea | South Africa |
| Poland | S. Pierre | Trinidad and Tobago | Spain |
| Roumania | Sri Lanka | Turkey | Syria |
| Singapore | Sudan | U.S. [W. Coast] | Tunisia |
| Sweden | Switzerland | U.S.S.R. [Far East & European Area] | U.S.S.R. [European Area & Arctic] |
| Tanzania | United Arab Emirates | Venezuela | Zaire |
| U.S. [E. Coast] | United Kingdom | Yugoslavia | U.S. [Gulf Coast] |
| U.S.S.R. [Ukraine & South Asia] | U.S.S.R. [North West & Far East] | | |
| Greece | Yemen Arab Rep. | | |

NOTE : 1. This list is not complete and is merely intended to illustrate the concept of distribution.

2. A country which enters the maritime mobile service after the implementation of the grouping plan may select in which Group they wish to place their coast station.

3. The possibility of countries within the same geographical area opting to share the same Group with the intention of guarding only special channels in the Group, by agreement, could be considered in the final plan.

INTERNATIONAL TELECOMMUNICATION UNION

# MARITIME CONFERENCE

GENEVA, 1974

Document No. 452-E
28 May 1974
Original : French

COMMITTEE 5

## TWELFTH REPORT BY WORKING GROUP 5A

## TO COMMITTEE 5

After having adopted and proposed to Committee 5 a provision limiting the power of coast station transmitters operating between 1 605 and 4 000 kHz, Working Group 5A adopted a draft resolution on the frequency assignments to coast stations in respect of which a power exceeding the specified limit has been notified.

The text is similar to that adopted by Working Group 5B.

Annex : 1

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# ANNEX

DRAFT RESOLUTION No. Mar /-.../

## Relating to the power limits for coast radiotelephone stations operating in the maritime mobile bands between 1 605 and 4 000 kHz

The World Administrative Maritime Radio Conference, Geneva, 1974,

considering

a) that under No. /- -/ of the Radio Regulations coast radiotelephone stations employing class A3H, A3A or A3J emissions and operating in the maritime mobile bands between 1 605 and 4 000 kHz shall at no time use peak envelope power in excess of 5 kW when they are situated north of parallel 32°N and 10 kW when they are situated south of parallel 32°N;

b) that a number of coast radiotelephone stations which have been brought into use and notified to the International Frequency Registration Board for inclusion in the Master Register have peak envelope power listed in Column 8 in excess of the maximum powers defined in No. /- -/;

c) that there is an urgent need to reduce harmful interference in these bands;

resolves

1. that by /- 1 January 1976 -/ the administrations concerned shall reduce the peak envelope power of their coast radiotelephone stations to a value not exceeding the value laid down in No. /- -/ and shall so notify the I.F.R.B. in accordance with Section I of Article 9 of the Radio Regulations;

2. that, provided the notice received by the I.F.R.B. in accordance with paragraph 1 above does not contain any change in the basic characteristics of the originally recorded assignment, other than the power reduction, the I.F.R.B. shall record the change in the Master Register; the dates of the original assignment in the appropriate parts of Column 2 shall be maintained. Should any other change be notified in the basic characteristics of the original assignment, it shall be dealt with in accordance with the provisions of Article 9 of the Radio Regulations;

3. that thirty days after the date referred to in paragraph 1 above the I.F.R.B. shall send to those administrations which have not notified the reduction of power of their coast radiotelephone stations in accordance with paragraph 1 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;

4. that if, ninety days after the date specified in paragraph 1, administration has still not notified to the I.F.R.B. the reduction of power in accordance with this resolution, each entry :

i) with a date in Column 2a will have that date cancelled and the date /_ _/ entered in Column 2b,

ii) with a date in Column 2b will have that date cancelled and replaced by the date /_ _/;

in each case a special remark will be entered in the Remarks Column.

INTERNATIONAL TELECOMMUNICATION UNION

# MARITIME CONFERENCE

GENEVA, 1974

Document No. 453-E
29 May 1974
Original : English

COMMITTEE 4/
COMMITTEE 5

SUMMARY RECORD

OF THE

SECOND JOINT MEETING OF COMMITTEE 4 AND COMMITTEE 5

Wednesday, 22 May 1974, at 1430 hrs

Chairman : Mr. O.J. HAGA (Norway) (Chairman, Committee 5)

| | Subjects discussed | Document No. |
|---|---|---|
| 1. | Fifth report by the Chairman of Joint Working Group 4A/5E and matters arising therefrom | 370 |
| 2. | Second report by the Chairman of Working Group 4C | 388 |

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1. Fifth report by the Chairman of Joint Working Group 4A/5E and matters arising therefrom (Document 370 and Corrigendum 1)

The Chairman of Joint Working Group 4A/5E introduced Document 370 and Corrigendum.

The Chairman invited the Joint Meeting to examine the document page by page, beginning on Page 3 :

Page 3 - Enclosure 1

SUP Resolution No. Mar 10 was approved.

SUP Resolution No. Mar 12 was approved.

SUP Resolution No. Mar 7 was approved.

Page 4 - Enclosure 2

ADD Resolution ... was approved.

Page 5 - Annex 1

The delegate of Brazil said that it would be difficult for his country to put the necessary modifications into effect by 1 June 1976. He therefore suggested that the completion date for Step 1 a) and b) should be changed to 1 June 1977.

The delegate of Mexico supported that suggestion.

In the absence of broad support, the delegate of Brazil withdrew his suggestion.

Replying to the delegate of Saudi Arabia, the Chairman explained that the square brackets on page 5 were necessary because there might have to be a slight re-arrangement of frequencies when the calling frequencies had been fixed.

Page 5 was approved.

Page 6 was approved.

Page 7

The delegate of Iraq suggested that the word "existing", which appeared under Step 3, should be inserted in corresponding passages throughout Annexes 1 and 2.

The Chairman took note of that suggestion but did not think it was necessary in every case.

Page 7 was approved.

Pages 8 and 9

The delegate of the Federal Republic of Germany pointed out that while the proposed starting date of Step 6 was given as 1 January 1978, no completion date was indicated. He feared that the absence of a completion date might give rise to confusion. Further, he enquired what Resolution was referred to in the passage in square brackets on page 9.

The Chairman of Working Group 4A/5E said that as Step 6 was the final step, its completion would be a continuing process and no fixed completion date need be given. As regards the passage in square brackets, he understood that there was to be a resolution on the implementation of revised Appendix 17; that resolution was the one referred to.

The representative of the I.F.R.B. remarked that Appendix 17 could not be tied to a date which was different from the date set for Appendix 25.

The delegate of the Federal Republic of Germany said that the explanation given concerning the absence of a completion date for Step 6 did not fully satisfy him. During a certain period of time, old and new Appendix 17 would both be in force simultaneously. A fixed date - say, 30 June 1978 - should be set for the termination of that period.

The Chairman remarked that, ideally, all ship and coast stations should begin to use the new frequencies from 1 January 1978.

The delegate of the Federal Republic of Germany agreed that ideally such would be the case, but foresaw that in practice the situation would be different. He wondered whether the question might not be referred back to Working Group 5B.

The delegate of the United Kingdom saw no reason why coast stations should not begin and complete the change-over at 0001 hrs on 1 January 1978. The situation was different for ships, and he suggested that a period of three months should be allowed for completion of the process in their respect.

The Chairman took note of that suggestion which would, in effect, amount to sub-dividing Step 6 into sections a) and b).

After further discussion in which the delegates of Greece, Canada, Brazil and France took part, the delegate of the U.S.S.R. suggested, as a compromise solution, that a new section c) be added to Step 5, reading :

"Preparation of ship and coast radiotelephone stations for transition to the new channel separation".

The process of preparation could take place simultaneously with the other activities envisaged under Step 5, so that by 1 January 1978 most stations would be ready to effect the change-over immediately. However, he agreed with the delegate of the United Kingdom that some ship stations would probably require a further three months to complete the process.

The Chairman welcomed the suggestion made by the delegate of the U.S.S.R.

The delegate of Italy strongly opposed the setting of a completion date for Step 6.

The delegate of Norway pointed out that 1 January 1978 lay three and a half years ahead, which surely allowed ample time for ships to be fitted with the necessary equipment.

The delegate of the Federal Republic of Germany withdrew his suggestion to set a completion date for Step 6.

After further discussion, in which the delegates of the United Kingdom and the Netherlands took part, the Chairman suggested that page 8 be amended along the lines proposed by the delegate of the U.S.S.R. and that page 9 should remain unchanged.

The delegate of Israel proposed that an indication of the hour should be added to the starting date for Step 6.

It was so agreed.

Annex 1, as amended, was approved.

Page 10 - Annex 2

The delegate of Norway said that the frequencies indicated in the second and third columns corresponded to decisions taken at the sub-group level. On second thoughts, however, he felt that the transition might be rendered easier if the new calling frequencies began at the lower end of the 25 MHz band (25 070 - 25 076 kHz) and the upper end of

the band (25 076 - 25 090 kHz) was allocated to narrow-band direct-printing. The entry in the third column for Step 1 b) should remain unchanged.

The delegate of Australia supported that suggestion.

The delegate of Greece also supported the suggestion. Page 10 of Document 370 should accordingly be changed as follows : under Step 1 a) the figure 25 070 should be replaced by 25 076 and both figures in the third column should be deleted; under Step 2 a), 25 070 should be replaced by 25 076 and 25 084 by 25 090; and Step 2 b) should be deleted.

It was so agreed.

Annex 2, as amended, was approved.

2. Second report by the Chairman of Working Group 4C (Document 388)

The Chairman recalled that Appendix 3 related to telephony as well as telegraphy and therefore fell within the competence of both Committee 4 and Committee 5. Document 388 did not cover all the decisions on frequency tolerances adopted in Committee 5. He suggested that the Chairmen of Working Groups 4C and 5B be invited to meet in order to redraft the tables and notes appearing in the document. The resulting new draft could then be referred to a later joint meeting of the two Committees.

The delegate of Italy pointed out that Annex C also concerned Committee 6.

The delegate of Canada suggested that a joint meeting of Working Groups 4C, 5B and 4/6 Ad Hoc should be convened to redraft the document.

The Chairman did not think that a formal meeting would be required. The Chairmen of the Working Groups concerned could do the necessary redrafting. He suggested that they be invited to meet for that purpose.

It was so agreed.

The meeting rose at 1600 hrs.

The Secretary :
J. BALFROID

The Chairman :
O.J. HAGA

INTERNATIONAL TELECOMMUNICATION UNION

# MARITIME CONFERENCE

GENEVA, 1974

Document No. 454-E
28 May 1974
Original : English

COMMITTEE 5

## FIFTH REPORT OF WORKING GROUP 5D TO COMMITTEE 5

The Working Group unanimously agreed to recommend the adoption of the following revised provisions :

Appendix 3 (Band 100 - 470 MHz) (See Annex 1)

Appendix 19 (See Annex 1)

A. KIEFFER
Chairman

Annexes : 2

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# A N N E X 1

MOD

## APPENDIX 3

| | | |
|---|---|---|
| Band : 100 to 470 MHz | | |
| 3. Mobile Stations : a) Ship Stations and Survival Craft Stations : | | |
| MOD - in the band 156-174 MHz | 100 | 20 n) |
| - outside the band 156-174 MHz | 100 d) | 50 d) o) |
| b) | | |

(MOD) n) For coast and ship station transmitters in the band 156-174 MHz put into service after 1 January 1973 a tolerance of 10 parts in $10^6$ shall apply. This tolerance is applicable to all transmitters, including survival craft stations, after 1 January 1983.

ADD o) For transmitters used by on-board communication stations a tolerance of 5 parts in $10^6$ shall apply.

# ANNEX 2

MOD

## APPENDIX 19
Mar

### Technical Characteristics for Transmitters and Receivers Used in the Maritime Mobile Service in the 156-174 MHz Band

(See Articles 28 and 35, Appendix 18 and Resolution No. Mar/147)

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

2. The frequency deviation corresponding to 100% modulation shall approach 5 kHz as nearly as practicable. In no event shall the frequency deviation exceed ± 5 kHz.

3. The frequency tolerance for coast and ship stations shall not exceed 10 parts in $10^6$. See note n) of Appendix 3)

4. When transmitting on any of the frequencies designated in the Table in Appendix 18, the emission of each station shall be vertically polarized at the source.

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

6. It shall be possible to reduce, readily, the mean power of a ship station transmitter to 1 watt or less.

INTERNATIONAL TELECOMMUNICATION UNION

# MARITIME CONFERENCE

**GENEVA, 1974**

Document No. 455-E
28 May 1974
Original : English

COMMITTEE 5

## THIRTEENTH REPORT OF WORKING GROUP 5B

## TO COMMITTEE 5

1. Taking into account all relevant proposals and decisions taken on previous meetings, Working Group 5B recommends the following modifications, the texts of which are given in Annex 1 :

MOD 1351A

MOD 1351A.1 (replaces text for MOD 1351A.1 as given in Document 316)

MOD 1351A.2

2. Working Group 5B has not agreed to limit the application of 1352A.2 to the frequency in the 6 MHz band, as has been proposed in NZL/85/25.

However, it has been agreed to apply this provision also to Region 3. The modified text is given in Annex 2.

E. GEORGE
Chairman

Annexes : 2

ARCHIVES U.I.T. GENÈVE

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## A N N E X 1

MOD 1351A § 13A.(1) The classes of emission to be used for radiotelephony in the maritime mobile service bands between 4 000 and 23 000 kHz are :

(a) Class A3[1] for existing ship stations until 1 January 1978, or

(b) class A3H[2], A3A and A3J

MOD 1351A.1 [1]For the use of class A3 and A3B emissions, see MOD Resolution No. Mar 6.

MOD 1351A.2 [2]The conditions of use of class A3H emissions are specified in No. /~~1351H~~ 7, in MOD Appendix 17 and in MOD Resolution No. Mar 6.

---

## A N N E X 2

MOD 1352A.2 [3]In Regions 2 and 3, the carrier frequencies 4 434.9 kHz and 6 518.6 kHz are also authorized for common use by coast and ship stations for single sideband radiotelephony on a simplex basis, provided the peak envelope power of such stations does not exceed 1 kW. The use of 6 518.6 kHz for this purpose should be limited to daytime use (see also No. 1352.1).

As from 1 January 1978, the carrier frequencies 4 434.9 kHz and 6 518.6 kHz will be replaced by the carrier frequencies 4 419.4 kHz and 6 521.9 kHz, respectively.

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INTERNATIONAL TELECOMMUNICATION UNION

# MARITIME CONFERENCE

**GENEVA, 1974**

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COMMITTEE 5

## FOURTEENTH REPORT OF WORKING GROUP 5B TO COMMITTEE 5

1. Working Group 5B has agreed to recommend the annexed resolution to be added to the Radio Regulations.

2. The delegations of New Zealand, Australia and Brazil have withdrawn their proposals with regard to modifying RR No. 421 in order to provide for some protection of the 4 and 6 MHz frequencies used to supplement 2 182 kHz for distress and safety purposes.

E. GEORGE
Chairman

Annex : 1

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# A N N E X

ADD

## RESOLUTION No. Mar2 ...

Relating to the use of class A3A and A3J emissions on the carrier frequencies 4 136.3 kHz and 6 204.0 kHz (as from 1 January 1978 to be replaced by the carrier frequencies 4 125.0 kHz and 6 215.5 kHz, respectively) used to supplement the carrier frequency of 2 182 kHz for distress and safety purposes

The World Maritime Administrative Radio Conference, Geneva, 1974,

noting

a) that the Radio Regulations (Revision 1974) permit class A3H emissions for coast, ship and aircraft stations transmitting with carrier frequencies of 4 136.3 kHz and 6 204.0 kHz (as from 1 January 1978 to be replaced by the carrier frequencies 4 125.0 kHz and 6 215.5 kHz, respectively) until 1 January 1984 (see No. 1351H of the Radio Regulations);

b) that the main object of these provisions is to maintain reliable distress and safety communications based on established techniques;

noting also

a) the Final Report, Panel of Experts, Geneva, 1962;

b) relevant C.C.I.R. studies concerning SSB techniques, in particular, Question 19/8 and related texts;

recognizing

that the use of class A3A and A3J emissions would provide the carrier frequencies of 4 136.3 kHz and 6 204.0 kHz (as from 1 January 1978 to be replaced by the carrier frequencies 4 125.0 kHz and 6 215.5 kHz) with the same operational and technical advantages of SSB techniques as are available to other frequencies;

considering

1. that a large number of equipments employing class A3H emissions will still be in use for distress and safety purposes after 1 January 1978;

2. that equipment employing classes of emission A3A and A3J must be designed to work with closer frequency tolerances and higher technical standards than those necessary for equipment employing class of emission A3H and envelope detection in the receiver;

3. that equipment designed for safety purposes should, in all circumstances, be capable of reliable operation and be easy to operate by unskilled people;

resolves

that study is required into the use of class A3A and A3J emissions for distress and safety purposes and that this study should be completed in advance of the agreed date for the cessation of class A3H emissions on the carrier frequencies 4 136.3 kHz and 6 204.0 kHz (as from 1 January 1978 to be replaced by the carrier frequencies 4 125.0 kHz and 6 215.5 kHz, respectively);

requests

the C.C.I.R. to study the above-mentioned subject as a matter of urgency and issue recommendations, if possible, well in advance of the next competent World Administrative Radio Conference;

invites

1. the Inter-Governmental Maritime Consultative Organization to consider the matter as part of the study currently being undertaken on the maritime distress and safety system;

2. the next competent World Administrative Radio Conference to consider this matter further;

requests the Secretary-General

to communicate this Resolution to the Inter-Governmental Maritime Consultative Organization.

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INTERNATIONAL TELECOMMUNICATION UNION

# MARITIME CONFERENCE

GENEVA, 1974

Document No. 457-E
29 May 1974
Original : Russian

PLENARY MEETING

People's Republic of Albania

CREDENTIALS

Since the Albanian Delegation is unable to take part in the Plenary Meeting, it wishes to welcome, in writing, the participation in the work of this Conference of the Delegation of the People's Republic of China, which has taken its rightful place in this organization. We are sure that its participation in this international organization will help the Union to carry out its important task in the further strengthening of relations in international telecommunications. We wish it success in its activities.

ARCHIVES U.I.T. GENÈVE

INTERNATIONAL TELECOMMUNICATION UNION

# MARITIME CONFERENCE

GENEVA, 1974

Document No. 458-E
29 May 1974
Original : Russian

PLENARY MEETING

People's Republic of Albania

## CREDENTIALS

Since the Albanian Delegation is unable to attend the Plenary Meeting, it wishes to enter certain reservations in writing concerning the report of Committee 2 (Credentials).

Firstly, we do not recognize the credentials of the Phnom Penh puppet regime, which was brought to power by the American imperialists to serve the purposes of their aggression against the people of Cambodia. It represents nobody. The only legitimate government possessing the necessary right to represent the people of Cambodia in international relations, including international organizations, and the only government expressing its aspirations, is the Royal Government of National Unity of Kambudja, stemming from the United Front of Kambudja.

Secondly, the Albanian Delegation is opposed to the recognition of the credentials presented by the Saigon clique, which is nothing other than a handful of people who do not enjoy the support of the people and who are maintained in power by the political, military, economic and other assistance provided by the United States of America.

Thirdly, we do not recognize the credentials of the representatives of the South Korean Authorities, which constitute an illegal regime that in no way represents the interests of the South Korean people. The only legitimate and authentic representative, defending the national interests and national aspirations of the Korean people, is the Government of the People's Democratic Republic of Korea.

The Albanian Delegation therefore entirely rejects as null and void that part of the report of Committee 2 (Credentials) which deals with the credentials of the above-mentioned representatives.

ARCHIVES U.I.T. GENÈVE

INTERNATIONAL TELECOMMUNICATION UNION

# MARITIME CONFERENCE

GENEVA, 1974

Document No. 459-E
29 May 1974
Original : English

COMMITTEE 5

Federative Republic of Brazil

## ADDITIONAL REQUIREMENTS OF FREQUENCIES FOR BRAZILIAN COAST HF RADIOTELEPHONE STATIONS

In order to meet the shipping traffic requirements at 1 January 1978, Brazil needs the additional frequencies contained in the Table 1. These are in addition to those already in operation and notified to I.F.R.B.

Table 2 shows the way these frequencies will be used. As can be observed most of these frequencies will be shared by the coast stations in order to have the best utilization possible and to keep these requirements to the least necessary.

TABLE 1

New frequencies requirement

| Frequency Band | 4 MHZ | 6 MHZ | 8 MHz | 12 MHz | 16 MHz | 22 MHz |
|---|---|---|---|---|---|---|
| No. of Channels | 4 | 2 | 4 | 2 | 4 | 2 |

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TABLE 2

Sharing of the new frequencies required in Table 1

| Frequency band / Coast station | 4 MHz | | | | 6 MHz | | 8 MHz | | | | 12 MHz | | 16 MHz | | | | 22 MHz | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | A | B | C | D | A | B | A | B | C | D | A | B | A | B | C | D | A | B |
| Rio de Janeiro | X | | | | X | | X | X | | | | | X | | | | X | |
| Belem | X | | X | | X | | | | X | | X | | | X | | | | X |
| Recife | | X | | X | | X | | | | X | | | | | X | | | |
| Rio Grande | X | | X | | | X | | | X | | | X | | | | X | | |
| Manaus | | X | | X | | | | | | | | | | | | | | |
| Santarem | | | X | | | | | | | | | | | | | | | |
| Sao Luiz | | X | | X | | | | | | | | | | | | | | |
| Fortaleza | X | | | | | | | | | | | | | | | | | |
| Natal | | | X | | | | | | | | | | | | | | | |
| Salvador | X | | X | | | | | | | | | | | | | | | |
| Ilheus | | X | | X | | | | | | | | | | | | | | |
| Vitoria | | | X | | | | | | | | | | | | | | | |
| Santos | | X | | X | | | | | | X | | | | | | | | |
| Itajai | X | | X | | | | | | | | | | | | | | | |
| Total | 4 | | | | 2 | | 4 | | | | 2 | | 4 | | | | 2 | |

Comments

In spite of the necessity of more frequencies for operation of our network of coast stations in radiotelephony, the Brazilian Delegation, in view of the few radiotelephony channels available for the maritime mobile service and the need of almost every country in the world to operate this service, decided at the beginning of this Conference not to present new requirements.

We had in mind :

i) that the new Appendix 25 would enter into force at the same date as the Final Acts of the present Conference;

ii) that if a power limitation of 5 kW PEP for coast stations was accepted, every country would operate its service reasonably.

However, we did not reach either of these points. The new Appendix 25 will enter into force only at 1 January 1978 and the power limitation of coast stations is now 10 kW PEP. These results forced us to present now new requirements that are the minimum necessary to the operation of the Brazilian coast stations at 1 January 1978.

INTERNATIONAL TELECOMMUNICATION UNION

# MARITIME CONFERENCE

GENEVA, 1974

Document No. 460-E
29 May 1974
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COMMITTEE 6

## THIRTEENTH REPORT BY WORKING GROUP 6A TO COMMITTEE 6

Working Group 6A during the meeting of 29 May 1974 (morning session) and after consideration of all relative proposals and reports agreed on the attached texts :

Second Report of Working Group 4/6-Ad Hoc (Calling)

The principle set out in pages 1 and 2 of the report were examined.

Unanimously agreed (See Annex 1)

ARTICLE 7

ADD 457A

ADD 457B

ADD 457C

Unanimously agreed (See Annex 2)

ARTICLE 29

MOD 1013AA

ADD 1013AB

Unanimously agreed (See Annex 3)

ARTICLE 32

ADD 1163A

Unanimously agreed (See Annex 4)

ADD 1173C

Unanimously agreed (See Annex 5)

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ADD 1179A

Unanimously agreed (See Annex 6)

ARTICLE 33

ADD 1235C

With no objections (See Annex 7)

ADD 1238B
ADD 1238C
ADD 1238D

Unanimously agreed (See Annex 8)

ADD 1239A

With no objections (See Annex 9)

ARTICLE 35

ADD 1352AA
MOD 1352A.1

Unanimously agreed (See Annex 10)

Annexes : 10

# A N N E X 1

..... that some provision should be made for the development of digital selective calling systems and that the frequencies required in the ship to shore direction might be made available from the existing ship to shore A1 manual morse telegraphy calling bands.

It was further agreed that the following harmonically related series of frequencies could be allocated exclusively for ship to shore digital selective calling : 4 187.6 6 281.4 8 375.2 12 562.8 16 750.4 kHz and additionally 22 248.5 kHz with additional adjacent frequencies in the 12, 16 and 22 MHz bands as follows : 12 562.3 16 749.9 and 22 248.0 kHz.

The Working Group further considered the provision of frequencies for digital selective calling in the shore to ship direction and it was agreed that this could best be provided from the proposed narrow band direct-printing channels shown

..... that amendments and additions to the appropriate Radio Regulations in Articles 7, 29, 32, 33 and 35 to permit the development of digital selective calling systems should be introduced .....

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# A N N E X 2

## ARTICLE 7

ADD 457A 13A. Frequencies that may be assigned to ship and coast stations for digital selective calling in accordance with Article 28A, Section II are as follows :

ADD 457B a) Ship Stations :

4 187.6 kHz
6 281.4 kHz
8 375.2 kHz
12 562.3 kHz
12 562.8 kHz
16 749.9 kHz
16 750.4 kHz
22 248.0 kHz
22 248.5 kHz

ADD 457C b) Coast Stations :

4 357.0 kHz
6 506.0 kHz
8 718.5 kHz
13 100.0 kHz
13 100.5 kHz
17 232.0 kHz
17 232.5 kHz
22 595.0 kHz
22 595.5 kHz

---

## ANNEX 3

### ARTICLE 29

MOD 1013AA (4) When selective calling in accordance with Article 28A, Section I, is used in the maritime mobile service, the procedures prescribed in Nos. 999B, 999C and 999D shall be observed.

ADD 1013AB (5) When digital selective calling is used in the maritime mobile service Article 28A, Section II, shall be observed.

---

## ANNEX 4

### ARTICLE 32

ADD 1163A (1A) The exclusive digital selective calling frequencies indicated in ADD 457C may be assigned to any coast station for use in accordance with Article 28A, Section II.

## ANNEX 5

### ARTICLE 32

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 :

b) Coast Stations :

4 357.0 kHz
6 506.0 kHz
8 718.5 kHz
13 100.0 kHz
13 100.5 kHz
17 232.0 kHz
17 232.5 kHz
22 595.0 kHz
22 595.5 kHz

---

## ANNEX 6

### ARTICLE 32

ADD 1179A (3) The exclusive digital selective calling frequencies indicated in ADD 457B may be assigned to any ship station for use in accordance with Article 28A, Section II.

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## ANNEX 7

### ARTICLE 33

ADD [1235C] Selective calling under the provision of Article 28A may be carried out on appropriate radiotelephone working frequencies in the shore to ship, ship to shore and ship to ship directions in the band 1 605 - 4 000 kHz.

## ANNEX 8

### ARTICLE 33

ADD 1238B 9A. (1) Frequencies that may be assigned to ship and coast stations for digital selective calling in accordance with Article 28A, Section II are as follows :

ADD 1238C (2) Ship Stations :

4 187.6 kHz
6 281.4 kHz
8 375.2 kHz
12 562.3 kHz
12 562.8 kHz
16 749.9 kHz
16 750.4 kHz
22 248.0 kHz
22 248.5 kHz

ADD 1238D (3) Coast Stations :

4 357.0 kHz
6 506.0 kHz
8 718.5 kHz
13 100.0 kHz
13 100.5 kHz
17 232.0 kHz
17 232.5 kHz
22 595.0 kHz
22 595.5 kHz

---

## ANNEX 9

### ARTICLE 33

ADD [1239A] Selective calling under the provisions of Article 28A may be carried out on appropriate radiotelephone working frequencies in the shore to ship, ship to shore and ship to ship directions in the band 156-174 MHz.

# ANNEX 10

## ARTICLE 35

ADD 1352AA 14A. Ship and coast stations using digital selective calling in accordance with Article 28A, Section II, may use the digital selective calling frequencies specified in ADD 1238C and ADD 1238D.

MOD 1352A.1 2. These frequencies may also be used for selective calling purposes in accordance with Article 28A, Section I.

INTERNATIONAL TELECOMMUNICATION UNION

# MARITIME CONFERENCE

GENEVA, 1974

Document No. 461-E
29 May 1974
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COMMITTEE 5

Republic of Ecuador

PROPOSALS FOR THE WORK OF THE CONFERENCE

The frequency requirements of Ecuador in the revised Frequency Allotment Plan for Coast Radiotelephone Stations operating between 4 000 and 23 000 kHz (Appendix 25 to the Radio Regulations) are as follows :

| Frequency bands in MHz | 4 | 6 | 8 | 12 | 16 | 22 |
|---|---|---|---|---|---|---|
| No. of SSB channels | 4 | 3 | 5 | 3 | 2 | 2 |

These channels are requested because Ecuador does not at present have any channels for this service registered with the I.F.R.B. and because they are required for its maritime activities, especially in connection with fishing and tankers.

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INTERNATIONAL TELECOMMUNICATION UNION

# MARITIME CONFERENCE

GENEVA, 1974

Document No. 462-E
29 May 1974
Original : English

PLENARY MEETING

PROPOSAL BY THE UNITED KINGDOM OF
GREAT BRITAIN AND NORTHERN IRELAND

DRAFT

RESOLUTION

Relating to the possible rearrangement of the Radio Regulations and the Additional Radio Regulations

1. The question of the possible rearrangement of the Radio Regulations and the Additional Radio Regulations with a view to separating the administrative provisions from the operational provisions and separating the latter by radio service, has been studied from time to time since the early 1960's.

2. The background documentation on the subject includes:

a) Administrative Council Resolution No. 494 (1962)
Possible revision of the structure of Radio Conferences and the Radio Regulations;

b) Report of the Working Group on the possible revision of the structure of Radio Conferences and the Radio Regulations (Geneva, 1962);

c) Administrative Council Resolution No. 522 (1963)
Possible revision of the structure of Radio Conferences and the Radio Regulations;

d) Administrative Council Resolution No. 523 (1963)
Structure of Radio Conferences and the Radio Regulations;

e) I.F.R.B. Circular-letter No. 70 dated 22 May 1963
Possible revision of the structure of the Radio Regulations;

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f) I.F.R.B. Report
Possible revision of the structure of the Radio Regulations (Administrative Council Document No. 3134/CA19, 1964);

g) Administrative Council Resolution No. 549 (1964)
Possible revision of the structure of the Radio Regulations;

h) I.F.R.B. Circular-letter No. 102 dated 24 June 1964
The possible revision of the structure of the Radio Regulations;

i) I.F.R.B. Report
Possible revision of the structure of the Radio Regulations (Administrative Council Document No. 3336/CA20, 10 March 1965);

j) Administrative Council Decision No. 346 (1967)
Possible revision of the structure of the Radio Regulations;

k) Document No. 117 of the Maritime Conference, Geneva, 1967 by the United Kingdom Rearrangement of the Radio Regulations appertaining to the maritime mobile service (Resolution No. 12 of the A.R.C., Geneva, 1959);

l) Recommendation No. Mar 2 relating to a regrouping of the Radio Regulations and Administrative Radio Regulations appertaining to the maritime mobile service (adopted by the Maritime Conference, Geneva, 1967);

m) Proposals from Denmark to the present Conference contained in Document 99. Simplification of the Radio Regulations and the Additional Radio Regulations.

3. From the above documentation it may be seen that, while considerable progress has been made towards the principal objective, there still remains the need for setting up an appropriate Group to undertake the necessary comprehensive rearrangement of the Radio Regulations and Additional Radio Regulations and to put the results of its work to an appropriate World Administrative Radio Conference. This rearrangement would not lead to any alteration of the wording of individual provisions, except as necessary for purely editorial purposes.

4. To this end, the draft Resolution appearing in the Annex to the present document is presented for the consideration of the Conference.

5. The draft Resolution does not include any advice to the Administrative Council on the holding of the Conference as they will be in a better position to decide this at a later date. As a matter of practical convenience the Conference, lasting probably two weeks, could be held immediately following any other World Administrative Radio Conference scheduled for 1977.

Annex: 1

# A N N E X

DRAFT

## RESOLUTION No. Mar2 ...

### Relating to the possible rearrangement of the Radio Regulations and the Additional Radio Regulations

The World Administrative Radio Conference, Geneva, 1974

considering

a) Administrative Council Resolution No. 494 (cf. PV CA17/19, Doc. 2901/CA17 - May/June 1962);

b) the Report of the Working Group on the possible revision of the structure of Radio Conferences and the Radio Regulations (Geneva, 1962);

c) Recommendation No. Mar2 relating to the regrouping of the Radio Regulations and the Additional Radio Regulations appertaining to the maritime mobile service;

d) Resolution No. /PP7 entitled World Administrative Radio Conference for the General Revision of the Radio Regulations, adopted by the Plenipotentiary Conference, Malaga - Torremolinos, 1973;

e) the need to avoid undue complexity in revising the Radio Regulations in respect of individual radio services.

resolves

1. that a Working Group composed of highly qualified experts from Administrations should be convened for the purpose of pursuing the study of the possible rearrangement of the Radio Regulations and the Additional Radio Regulations in order that the administrative Regulations should be separated from the operational Regulations and the latter separated for the various services concerned;

2. that the Working Group, with representatives of the permanent organs of the Union each with respect to those parts of the Radio Regulations and the Additional Radio Regulations which come within its duties, shall be convened in Geneva on two occasions

sufficiently early for its Report to be sent to the Administrations of all Members of the Union by 1 January 1977;

invites

the Administrative Council at its twenty-ninth Session in June 1974

1. to request Administrations to nominate highly qualified experts in the fields concerned to serve in the Working Group;

2. to make provision for two meetings of the Working Group with respect to a suitable meeting place and such secretarial support as it may require; the first meeting to be held early in 1975 to separate out the administrative Regulations from the operational Regulations and the second meeting to be held early in 1976 to separate out the operational Regulations for the various services;

3. to arrange for a World Administrative Radio Conference to be convened in 1977 to take the necessary decisions on the Report of the Working Group so that Proposals to the World Administrative Radio Conference scheduled for 1979 might be submitted in the appropriate form.

INTERNATIONAL TELECOMMUNICATION UNION

# MARITIME CONFERENCE

GENEVA, 1974

Document No. 463-E
29 May 1974
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COMMITTEE 5

Note by the Chairman of 5C-3

NUMBER OF ALLOTMENTS

APPENDIX 25 MOD

As directed by Committee 5, the Working Party 5C-3-F has prepared the attached list showing for each country the number of allotments based on items 1.1 to 1.4 and on items 1.5.1 and 1.5.2 of Document DT/54(Rev.2) *) (Columns 1 and 2 in this annex respectively).

This list summarizes the entries in Documents 425, 434 and 438 and does not take into account recent adjustments being submitted by delegations.

E.D. DUCHARME

Chairman

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*) Attached for easy reference

Annexes : 2

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

| Symbole du pays<br>Country symbol<br>Símbolo del País | Bandes de fréquences<br>Frequency bands<br>Bandas de frecuencias | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 4 MHz | | 6 MHz | | 8 MHz | | 12 MHz | | 16 MHz | | 22 MHz | |
| | 1. | 2. | 1. | 2. | 1. | 2. | 1. | 2. | 1. | 2. | 1. | 2. |
| AFG | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| AFS | 3 | 1 | 0 | 1 | 3 | 1 | 2 | 0 | 2 | 0 | 2 | 0 |
| ALB | 2 | 0 | 0 | 1 | 0 | 2 | 0 | 2 | 0 | 1 | 0 | 1 |
| ALG | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ARG | 12 | 2 | 1 | 1 | 12 | 2 | 8 | 2 | 2 | 2 | 2 | 2 |
| ARS | 0 | 2 | 0 | 2 | 0 | 2 | 0 | 2 | 0 | 2 | 2 | 0 |
| AUS | 7 | 0 | 0 | 1 | 10 | 1 | 7 | 0 | 7 | 0 | 8 | 0 |
| AUT | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| B | 5 | 0 | 0 | 0 | 5 | 0 | 6 | 0 | 5 | 0 | 1 | 0 |
| BCH | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| BGD | 5 | 0 | 0 | 7 | 7 | 0 | 3 | 5 | 4 | 5 | 4 | 6 |
| BDI | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| BEL | 5 | 0 | 0 | 1 | 5 | 2 | 5 | 0 | 5 | 0 | 5 | 0 |
| BHR * | 2 | | 0 | | 2 | | 0 | | 1 | | 0 | |
| BLR | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| BOL | 0 | 2 | 0 | 2 | 0 | 2 | 0 | 1 | 0 | 1 | 0 | 1 |
| BRB | 2 | 1 | 0 | 1 | 2 | 1 | 0 | 1 | 0 | 1 | 0 | 0 |
| BRM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| BUL | 3 | 0 | 0 | 3 | 2 | 1 | 0 | 3 | 1 | 2 | 0 | 3 |
| CAF | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| CAN | 6 | 2 | 5 | 3 | 6 | 1 | 6 | 0 | 7 | 0 | 7 | 0 |
| CBG | 0 | 2 | 0 | 1 | 0 | 2 | 0 | 1 | 0 | 1 | 0 | 1 |
| CHL | 4 | 0 | 0 | 2 | 6 | 1 | 4 | 1 | 2 | 0 | 4 | 0 |
| PAQ | 1 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| CHN | 9 | 3 | 2 | 2 | 9 | 3 | 7 | 3 | 5 | 2 | 2 | 3 |
| CLM | 1 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 0 |
| CLN | 2 | 1 | 0 | 1 | 1 | 1 | 0 | 1 | 0 | 1 | 0 | 0 |
| CME | 1 | 1 | 0 | 1 | 1 | 1 | 1 | 1 | 0 | 1 | 0 | 1 |
| COG | 1 | 1 | 0 | 2 | 1 | 2 | 1 | 1 | 0 | 2 | 0 | 2 |
| CTI | 2 | 0 | 0 | 2 | 0 | 2 | 0 | 2 | 1 | 1 | 1 | 1 |
| CTR | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| CUB | 2 | 0 | 0 | 0 | 2 | 0 | 4 | 0 | 4 | 0 | 3 | 0 |
| CVA | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| | 4 MHz | | 6 MHz | | 8 MHz | | 12 MHz | | 16 MHz | | 22 MHz | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1. | 2. | 1. | 2. | 1. | 2. | 1. | 2. | 1. | 2. | 1. | 2. |
| CYP | 1 | 2 | 0 | 1 | 1 | 3 | 0 | 3 | 0 | 2 | 0 | 2 |
| D | 5 | 0 | 0 | 1 | 5 | 0 | 5 | 0 | 5 | 0 | 5 | 0 |
| DAH | 1 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 1 |
| DDR | 6 | 4 | 0 | 0 | 7 | 4 | 4 | 0 | 7 | 4 | 6 | 4 |
| DNK | 8 | 1 | 1 | 1 | 8 | 1 | 8 | 1 | 9 | 1 | 8 | 1 |
| GRL | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| DOM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| E | 6 | 2 | 1 | 1 | 8 | 2 | 8 | 2 | 6 | 3 | 7 | 3 |
| CNR | 0 | 2 | 1 | 1 | 1 | 2 | 1 | 2 | 0 | 2 | 0 | 2 |
| EGY | 2 | 0 | 0 | 2 | 1 | 1 | 1 | 1 | 2 | 0 | 0 | 2 |
| EQA | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ETH | 3 | 0 | 1 | 1 | 4 | 0 | 5 | 1 | 5 | 1 | 5 | 1 |
| F | 5 | 0 | 0 | 0 | 5 | 0 | 5 | 0 | 7 | 0 | 6 | 0 |
| GUF | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 |
| GDL ) MRT ) | 2 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 2 | 0 | 0 | 1 |
| REU | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 1 | 0 | 0 |
| AFI | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 |
| COM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| KER | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| NCL | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| OCE | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| SPM | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| FJI | 3 | 0 | 0 | 0 | 3 | 0 | 2 | 0 | 0 | 0 | 0 | 0 |
| FNL | 2 | 3 | 0 | 0 | 2 | 3 | 3 | 5 | 3 | 4 | 2 | 3 |
| G | 7 | 0 | 0 | 0 | 9 | 1 | 10 | 1 | 13 | 0 | 9 | 0 |
| ASC | 0 | 1 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 |
| BAH | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| BER | 1 | 0 | 0 | 1 | 2 | 0 | 1 | 0 | 1 | 0 | 0 | 1 |
| FLK | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| GIB | 1 | 1 | 0 | 1 | 1 | 1 | 1 | 0 | 1 | 0 | 1 | 0 |
| GIL | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 |
| HKG | 2 | 0 | 0 | 2 | 2 | 0 | 3 | 0 | 1 | 1 | 1 | 1 |
| NHB | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| SEY | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 0 |
| SHN | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 |

| | 4 MHz | | 6 MHz | | 8 MHz | | 12 MHz | | 16 MHz | | 22 MHz | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1. | 2. | 1. | 2. | 1. | 2. | 1. | 2. | 1. | 2. | 1. | 2. |
| SLM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Turks.I. | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 |
| GAB | 0 | 2 | 0 | 2 | 0 | 1 | 0 | 2 | 0 | 2 | 0 | 1 |
| GHA | 2 | 0 | 1 | 1 | 3 | 1 | 1 | 1 | 0 | 2 | 0 | 2 |
| GMB * | 0 | | 0 | | 2 | | 0 | | 0 | | 0 | |
| GNE | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| GRC | 7 | 3 | 1 | 1 | 8 | 5 | 8 | 8 | 9 | 9 | 7 | 13 |
| GTM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| GUB | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| GUI | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| HND | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| HNG | 4 | 0 | 2 | 1 | 4 | 1 | 3 | 1 | 3 | 1 | 3 | 1 |
| HOL | 2 | 3 | 0 | 2 | 2 | 2 | 3 | 1 | 3 | 1 | 2 | 1 |
| ATN | 1 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 |
| SUR | 1 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 |
| HTI | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| HVO | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| I | 4 | 2 | 0 | 2 | 4 | 3 | 4 | 3 | 4 | 2 | 4 | 1 |
| IND | 4 | 0 | 2 | 0 | 4 | 1 | 4 | 0 | 4 | 0 | 4 | 0 |
| INS | 4 | 4 | 0 | 6 | 4 | 4 | 2 | 2 | 1 | 0 | 0 | 1 |
| IRL | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| IRN | 1 | 9 | 0 | 5 | 1 | 10 | 1 | 10 | 1 | 8 | 1 | 8 |
| IRQ | 0 | 3 | 0 | 3 | 1 | 3 | 1 | 2 | 1 | 5 | 0 | 6 |
| ISL | 4 | 0 | 1 | 1 | 4 | 0 | 4 | 0 | 4 | 0 | 2 | 0 |
| ISR | 4 | 0 | 0 | 2 | 4 | 0 | 4 | 0 | 4 | 0 | 3 | 0 |
| J | 14 | 4 | 2 | 1 | 15 | 3 | 18 | 3 | 19 | 1 | 17 | 1 |
| RYU | 1 | 0 | 1 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| JMC | 2 | 1 | 0 | 1 | 2 | 1 | 0 | 1 | 0 | 1 | 0 | 1 |
| JOR | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| KEN | 2 | 1 | 0 | 1 | 2 | 3 | 1 | 3 | 0 | 1 | 0 | 1 |
| KOR | 2 | 1 | 0 | 2 | 1 | 1 | 0 | 2 | 0 | 2 | 0 | 2 |
| KWT | 0 | 2 | 0 | 2 | 0 | 2 | 0 | 2 | 0 | 2 | 0 | 1 |
| LAO | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| LBN | 1 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |

| | 4 MHz | | 6 MHz | | 8 MHz | | 12 MHz | | 16 MHz | | 22 MHz | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1. | 2. | 1. | 2. | 1. | 2. | 1. | 2. | 1. | 2. | 1. | 2. |
| LBR | 0 | 4 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 2 | 0 | 2 |
| LBY | 0 | 3 | 0 | 3 | 0 | 2 | 0 | 2 | 0 | 2 | 0 | 2 |
| LSO | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| LUX | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| MAU | 1 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 |
| MCO | 1 | 1 | 1 | 0 | 2 | 0 | 1 | 0 | 1 | 0 | 1 | 0 |
| MDG | 0 | 3 | 1 | 2 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 0 |
| MEX | 2 | 2 | 2 | 1 | 2 | 2 | 2 | 1 | 2 | 1 | 0 | 2 |
| MLA | 2 | 2 | 0 | 1 | 1 | 2 | 1 | 0 | 0 | 1 | 0 | 1 |
| MLD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| MLI | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| MLT | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| MNG | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| MRC | 4 | 0 | 0 | 0 | 5 | 0 | 5 | 0 | 5 | 0 | 5 | 0 |
| MTN | 1 | 1 | 0 | 2 | 1 | 1 | 1 | 1 | 0 | 2 | 0 | 2 |
| MWI | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| NCG | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| NGR | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| NIG | 0 | 3 | 0 | 3 | 4 | 1 | 1 | 3 | 0 | 2 | 0 | 3 |
| NOR | 5 | 5 | 1 | 1 | 6 | 7 | 6 | 10 | 7 | 11 | 6 | 10 |
| NPL | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| NRU | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| NZL | 3 | 0 | 1 | 0 | 3 | 0 | 2 | 0 | 2 | 0 | 1 | 1 |
| CKH | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 1 |
| NIU | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 1 |
| SMO | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 1 |
| OMA | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| PAK | 5 | 0 | 0 | 2 | 7 | 3 | 3 | 0 | 3 | 0 | 4 | 0 |
| PHL | 3 | 1 | 0 | 2 | 5 | 1 | 2 | 0 | 1 | 0 | 1 | 0 |
| PNG | 2 | 1 | 0 | 1 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 |
| PNR | 3 | 0 | 1 | 0 | 3 | 0 | 2 | 0 | 0 | 0 | 0 | 0 |
| POL | 5 | 0 | 0 | 2 | 4 | 2 | 5 | 1 | 4 | 1 | 3 | 2 |

| | 4 MHz | | 6 MHz | | 8 MHz | | 12 MHz | | 16 MHz | | 22 MHz | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1. | 2. | 1. | 2. | 1. | 2. | 1. | 2. | 1. | 2. | 1. | 2. |
| POR | 2 | 0 | 0 | 1 | 2 | 0 | 2 | 0 | 3 | 0 | 3 | 0 |
| MDR | 2 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 3 | 0 | 3 | 0 |
| AZR | 2 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 3 | 0 | 3 | 0 |
| CPV | 1 | 1 | 0 | 0 | 1 | 1 | 1 | 1 | 1 | 1 | 0 | 2 |
| GNP | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 2 | 0 | 0 | 0 |
| STP | 1 | 1 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 2 | 0 | 0 |
| AGL | 1 | 1 | 0 | 0 | 0 | 1 | 1 | 1 | 1 | 1 | 0 | 2 |
| MOZ | 1 | 1 | 0 | 0 | 1 | 1 | 1 | 2 | 1 | 1 | 0 | 2 |
| TMP | 1 | 1 | 0 | 0 | 1 | 1 | 1 | 2 | 1 | 1 | 0 | 2 |
| MAC | 1 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 |
| PRG | 2 | 0 | 0 | 0 | 2 | 0 | 3 | 0 | 2 | 0 | 0 | 0 |
| PRU | 4 | 1 | 1 | 4 | 3 | 2 | 0 | 5 | 0 | 5 | 0 | 5 |
| QAT | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| RHS | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ROU | 3 | 1 | 1 | 1 | 3 | 1 | 4 | 0 | 5 | 0 | 3 | 1 |
| RRW | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| S | 4 | 2 | 0 | 2 | 4 | 4 | 4 | 4 | 4 | 6 | 4 | 4 |
| SDN | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| SEN | 1 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 1 |
| SLV | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| SNG | 2 | 0 | 1 | 0 | 4 | 0 | 2 | 0 | 2 | 0 | 1 | 0 |
| SOM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| SRL | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| SUI | 1 | 0 | 0 | 1 | 2 | 1 | 2 | 1 | 2 | 1 | 2 | 0 |
| SWZ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| SYR | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TCD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TCH | 1 | 1 | 0 | 1 | 1 | 1 | 1 | 1 | 0 | 1 | 0 | 1 |
| TGK/ZAN | 1 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 |
| TGO | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 |
| THA | 2 | 0 | 0 | 2 | 3 | 0 | 0 | 2 | 0 | 1 | 0 | 1 |
| TON | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| | 4 MHz | | 6 MHz | | 8 MHz | | 12 MHz | | 16 MHz | | 22 MHz | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1. | 2. | 1. | 2. | 1. | 2. | 1. | 2. | 1. | 2. | 1. | 2. |
| TRD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TUN | 0 | 2 | 0 | 2 | 0 | 2 | 0 | 2 | 0 | 2 | 0 | 2 |
| TUR | 3 | 3 | 0 | 2 | 3 | 5 | 3 | 5 | 3 | 5 | 1 | 4 |
| UAE | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| UGA | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| UKR | 4 | 1 | 0 | 3 | 4 | 3 | 4 | 2 | 5 | 2 | 4 | 3 |
| URG | 2 | 0 | 1 | 0 | 2 | 0 | 1 | 0 | 1 | 0 | 1 | 0 |
| URS (EU) | 5 | 2 | 0 | 2 | 6 | 3 | 7 | 3 | 7 | 3 | 3 | 3 |
| URS (NW) | 6 | 1 | 0 | 2 | 8 | 0 | 6 | 1 | 7 | 1 | 4 | 2 |
| URS (FE) | 4 | 2 | 1 | 2 | 5 | 3 | 7 | 2 | 6 | 3 | 3 | 3 |
| URS (NA) | 4 | 0 | 0 | 1 | 4 | 1 | 4 | 1 | 4 | 0 | 0 | 0 |
| URS (SA) | 4 | 1 | 1 | 1 | 4 | 2 | 2 | 2 | 0 | 2 | 0 | 1 |
| USA (E) | 21 | 4 | 1 | 4 | 20 | 5 | 18 | 8 | 21 | 6 | 14 | 7 |
| USA (W) | 19 | 4 | 1 | 4 | 20 | 5 | 17 | 8 | 17 | 5 | 16 | 6 |
| USA (S) | 17 | 4 | 1 | 4 | 14 | 5 | 13 | 8 | 12 | 5 | 6 | 6 |
| USA (C) | 12 | 3 | 1 | 4 | 3 | 5 | 3 | 5 | 1 | 0 | 0 | 0 |
| ALS | 15 | 4 | 1 | 4 | 10 | 5 | 8 | 7 | 11 | 5 | 8 | 4 |
| HWA | 11 | 3 | 1 | 4 | 11 | 3 | 10 | 8 | 11 | 2 | 8 | 3 |
| PTR | 11 | 3 | 1 | 4 | 8 | 2 | 8 | 8 | 8 | 2 | 7 | 3 |
| PNZ | 7 | - | - | - | 7 | - | 7 | - | 7 | - | 7 | - |
| GUM | 9 | 2 | 1 | 4 | 10 | 2 | 9 | 8 | 9 | 3 | 8 | 4 |
| VEN | 1 | 1 | 0 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| VTN | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| YEM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| YMS | 2 | 1 | 0 | 0 | 2 | 1 | 0 | 1 | 0 | 0 | 0 | 0 |
| YUG | 2 | 2 | 0 | 4 | 2 | 3 | 1 | 3 | 1 | 3 | 1 | 2 |
| ZAI | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| ZMB | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

* Non Membre d l'U.I.T. - Not a Member of I.T.U. - No Miembro de la U.I.T.

ANNEX 2

Document No. DT/54-E(Rev.2)
11 May 1974
Original : English

WORKING GROUP 5C

# GENERAL GUIDE LINES FOR FUTURE SUB-GROUPS OF WORKING GROUP 5C

## 1. Planning of single sideband channels

The conference should make every effort to provide :

1.1 An SSB allotment for each DSB allotment in Appendix 25 MOD which has been put into service.

1.2 An SSB allotment to cover assignments made under Section 3 of Appendix 25 MOD.

1.3 An SSB allotment to cover assignments in service in countries which have no allotments in Appendix 25 MOD.

1.4 An SSB allotment to cover other assignments in service but not covered by paragraphs 1.1 to 1.3 above, for example

- An SSB allotment to cover DSB or SSB assignments made under Note 2 of Appendix 25 MOD.

- An SSB allotment to cover an SSB assignment put into service in a country on the lower SSB channel of its DSB allotment in Appendix 25 MOD.

1.5.1 One or more SSB allotments for countries which have indicated their future requirements but which at present have no assignments, taking into consideration in the first place, the allotments in Appendix 25 MOD which have not been put into service.

1.5.2 One or more SSB allotments to enable other countries to meet their additional requirements.

2. Future requirements

The conference should provide for the possibility of inclusion of one or more allotments for countries which have presently no allotment and no assignment and which have not indicated their future requirements as and when these countries submit their requirements.

3. Sharing

In drawing up the plan the conference should adopt the optimum sharing criteria ensuring the minimum of disturbance.

4. Rights

Countries which now or will in the future have stations operating in accordance with the plan shall have equal rights.

5. Procedure for meeting requirements after the conference

The conference shall decide on a procedure by which new allotments in existing channels or in the additional channels made available by the conference can be inserted in the plan while safeguarding the equal rights of all countries.

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Document No. 464-E
29 May 1974

PLENARY MEETING

B.8

8th 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 | 428 | RR Art. 32 : | 1145, 1182-1184, 1191E, 1191G. |
| | 419 | Art. 32 : | 1146, 1149-1154, 1156, 1158, 1173, 1173A, 1173B, 1180, 1180B, 1181, 1185-1187, 1191D, 1191DA, 1191F, 1192-1202. |
| | 409 | Art. 32 : | 1188, 1191, 1191A. |
| | 428 | App. 15 | |
| | 428 | App. 15D | |
| | 428 | Resolution I | |
| | 428 | Resolution J | |
| | 428 | Resolution K | |

P. CHASPOUL
Chairman of the
Editorial Committee

ARCHIVES U.I.T. GENÈVE

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B.8

ANNEX RR

B.8

## Revision of Article 32 of the Radio Regulations

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

B.8

### Section V. Bands between 4 000 and 27 500 kHz

### A. General Provisions

B.8

MOD 1145 Mar § 17. (1) Mobile radiotelegraph stations equipped to operate in the bands specified in Nos. 1174 and 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 /).

B.8

MOD 1146 Mar (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 emissions 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.

B.8

MOD 1149 Mar § 18. Nos. 451 to 453 and the corresponding columns of Appendix 15 show those parts of the bands between 4 000 and 27 500 kHz exclusively allocated to the maritime mobile service which are to be used by coast stations and ship stations for radiotelegraphy.

B.8

SUP 1150

SUP 1150A Mar

B.8

SUP 1150B Mar

SUP 1151 Mar

B.8

SUP 1152 Mar

SUP 1153 Mar

B.8

B.8

B.8

B.8

B.8

SUP 1154 Mar

B.8

SUP 1156 Mar

SUP 1158 Mar

B.8

C. Traffic

MOD 1173 Mar

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

B.8

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)

B.8

ADD 1173B

b) for narrow-band direct-printing telegraph and data transmission systems, at speeds not exceeding 100 bauds (frequencies paired with those in No. 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

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D. Assignment of Frequencies to Mobile Stations

2. Working Frequencies of Mobile Stations

a) Channel Spacing and Assignment of Frequencies

(MOD) 1180 Mar

Concerns French text only.

MOD 1180B Mar

§ 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 (see No. 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 Mar

MOD 1182 Mar

§ 33. In all bands, except the 6 MHz band, the working frequencies for ship stations using A1 Morse telegraphy, at speeds not exceeding 40 bauds, are spaced 0.5 kHz apart; in the 6 MHz band they are spaced 0.75 kHz apart. (See also Note e) to Appendix 15). The extreme frequencies assignable in each of these bands are shown in Appendix 15.

B.8

MOD 1183 Mar § 34. In the 4, 6, 8, 12 and 16 MHz bands, certain frequencies are harmonically related as shown in Appendix 15D.

B.8

SUP 1184 Mar

SUP 1185 Mar

B.8

SUP 1186 Mar

SUP 1187 Mar

B.8

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

B.8

| | | | | |
|---|---|---|---|---|
| 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 |

B.8

(MOD) 1191 Mar (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.

B.8

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

B.8

| | | | | |
|---|---|---|---|---|
| 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 / |

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MOD

d) Working Frequencies (paired with those in No. 452A) for Ship Stations using Narrow-Band Direct-Printing Telegraph and Data Transmission Systems, at Speeds not exceeding 100 Bauds

MOD 1191D Mar § 38D. (1) 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 | 177.75 kHz |
| 6 | 256 | - 6 | 268.25 kHz |
| 8 | 343.5 | - 8 | 357.75 kHz |
| 12 | 491 | - 12 | 520.75 kHz |
| 16 | 660 | - 16 | 695.75 kHz |
| 22 | 192 | - 22 | 227 kHz |

ADD 1191DA (2) The frequency pairs assignable to coast stations and ship stations using narrow-band direct-printing telegraph and data transmission systems are indicated in Appendix 15A.

MOD 1191E Mar § 38E. When assigning frequencies listed in Appendix 15A for narrow-band direct-printing telegraph and data transmission systems, administrations shall follow the procedure described in / Resolution No. Mar2 - G /

ADD

da) Working Frequencies (Non-Paired) for Ship Stations using Narrow-Band Direct-Printing Telegraph and Data Transmission Systems, at Speeds not exceeding 100 Bauds

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

| | | | |
|---|---|---|---|
| 4 | 177.75 | - 4 | 179.75 kHz |
| 6 | 268.25 | - 6 | 269.75 kHz |
| 8 | 297.3 | - 8 | 300 kHz |
| 12 | 520.75 | - 12 | 526.75 kHz |
| 16 | 695.75 | - 16 | 705.8 kHz |
| 25 | 076 | - 25 | 090.1 kHz |

B.8

ADD 1191G § 38G. 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. Mar2-F.

SUP e) Working Frequencies for High Traffic Ship Stations.

SUP 1192 Mar

SUP 1193 Mar

SUP 1194

SUP 1195

MOD f) Working Frequencies for Ship Stations using A1 Morse Telegraphy.

MOD 1196 Mar § 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 |
| 8 357.75 | - [ | 8 359.75 | ] kHz |
| [ 8 378 | ] - | 8 435.4 | kHz |
| 12 526.75 | - [ | 12 539.6 | ] kHz |
| 12 567 | - | 12 652.3 | kHz |
| 16 705.8 | - [ | 16 719.8 | ] kHz |
| 16 756 | - | 16 859.4 | kHz |
| 22 253 | - | 22 310.5 | kHz |
| [ 25 090.1 | ] - | 25 110 | kHz |

SUP 1197 Mar

SUP 1198 Mar

SUP 1199 Mar

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MOD 1200 § 43. Each administration shall assign to each ship station under its jurisdiction a sufficient number of working frequencies, in any of the 4, 6, 8, 12, 16, 22 and 25 MHz bands, to meet the traffic needs of the ship. In each band 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. 1196. These frequencies shall be assigned in accordance with the same principles of uniform distribution as for ship stations.

SUP 1201

SUP g) Working Frequencies Available for Use by Ships of all Categories.

SUP 1202
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ANNEX RR

Revision of Appendix 15 Mar to the Radio Regulations

Appendix 15 Mar to the Radio Regulations shall be amended as follows :

(MOD)

/ APPENDIX 15 /
Mar 2

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, 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;

- regularly spaced, the number of assignable frequencies and the spacing in kHz being indicated in italics.

## 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)
(kHz)

| Bands (MHz) | Limits | Assignable frequencies to ship stations for telephony, duplex operation a) | Limits | Assignable frequencies to ship and coast stations for telephony, simplex operation a) | Limits | Assignable frequencies to ship stations for narrow-band direct-printing telegraph and data transmission systems (non-paired) b) |
|---|---|---|---|---|---|---|
| 4 | 4 063 | 4 064.4 ... 4 141.9<br>26 frequencies spaced 3.1 | 4 143.6 | 4 145<br>1 frequency | 4 146.6 | - |
| 6 | 6 200 | 6 201.4 ... 6 216.9<br>6 frequencies spaced 3.1 | 6 218.6 | 6 220 and 6 223<br>2 frequencies spaced 3 | 6 224.6 | - |
| 8 | 8 195 | 8 196.4 ... 8 289.4<br>31 frequencies spaced 3.1 | 8 291.1 | 8 292.5 and 8 295.6<br>2 frequencies spaced 3.1 | 8 297.3 | 8 297.6 ... 8 299.6<br>5 frequencies spaced 0.5 |
| 12 | 12 330 | 12 331.4 ... 12 427.5<br>32 frequencies spaced 3.1 | 12 429.2 | 12 430.6 ... 12 436.8<br>3 frequencies spaced 3.1 | 12.439.5 | - |
| 16 | 16 460 | 16 461.4 ... 16 585.4<br>41 frequencies spaced 3.1 | 16 587.1 | 16 588.5 ... 16 594.7<br>3 frequencies spaced 3.1 | 16 596.4 | - |
| 22 | 22 000 | 22 001.4 ... 22 122.3<br>40 frequencies spaced 3.1 | 22 124 | 22 125.4 ... 22 137.8<br>5 frequencies spaced 3.1 | 22 139.5 | - |

| Limits | Assignable frequencies to ship stations for wide-band telegraphy, facimile and special transmission systems | Limits | Assignable frequencies to ship stations for oceanographic data transmission c) | Limits | Assignable frequencies to ship stations for wide-band telegraphy, facimile and special transmission systems |
|---|---|---|---|---|---|
| 4 146.6 | 4 148.6 ... 4 160.6<br>4 frequencies spaced 4 | 4 162.5 | 4 162.9 ... 4 165.6<br>10 frequencies spaced 0.3 | 4 166 | 4 168<br>1 frequency |
| 6 224.6 | 6 226.6 ... 6 242.6<br>5 frequencies spaced 4 | 6 244.5 | 6 244.9 ... 6 247.6<br>10 frequencies spaced 0.3 | 6 248 | 6 250 and 254<br>2 frequencies spaced 4 |
| 8 300 | 8 302 .... 8 326<br>7 frequencies spaced 4 | 8 328 | 8 328.4 ... 8 331.1<br>10 frequencies spaced 0.3 | 8 331.5 | 8 333.5 ... 8 341.5<br>3 frequencies spaced 4 |
| 12 439.5 | 12 441.5 ... 12 477.5<br>10 frequencies spaced 4 | 12 479.5 | 12 479.9 ... 12 482.6<br>10 frequencies spaced 0.3 | 12 483 | 12 485 and 12 489<br>2 frequencies spaced 4 |
| 16 596.4 | 16 598.4 ... 16 634.4<br>10 frequencies spaced 4 | 16 636.5 | 16 636.9 ... 16 639.6<br>10 frequencies spaced 0.3 | 16 640 | 16 642 ... 16 658<br>5 frequencies spaced 4 |
| 22 139.5 | 22 142 ... 22 158<br>5 frequencies spaced 4 | 22 160.5 | 22 160.9 ... 22 163.6<br>10 frequencies spaced 0.3 | 22 164 | 22 166 ... 22 190<br>7 frequencies spaced 4 |

| Limits | Assignable frequencies to ship stations for narrow-band direct-printing telegraph and data transmission systems (paired) d) | Limits | Assignable frequencies to ship stations for narrow-band direct-printing telegraph and data transmission systems (non-paired) b) |
|---|---|---|---|
| 4 170 | 4 170.5 ... 4 177.5<br>15 frequencies<br>spaced 0.5 | 4 177.75 | 4 178 .... 4 179.5<br>4 frequencies<br>spaced 0.5 |
| 6 256 | 6 256.5 ... 6 268<br>24 frequencies<br>spaced 0.5 | 6 268.25 | 6 268.5 ... 6 269.5<br>3 frequencies<br>spaced 0.5 |
| 8 343.5 | 8 344 ... 8 357.5<br>28 frequencies<br>spaced 0.5 | 8 357.75 | - |
| 12 491 | 12 491.5 ... 12 520.5<br>59 frequencies<br>spaced 0.5 | 12 520.75 | 12 521 ... 12 526.5<br>12 frequencies<br>spaced 0.5 |
| 16 660 | 16 660.5 ... 16 695.5<br>71 frequencies<br>spaced 0.5 | 16 695.75 | 16 696 ... 16 705.5<br>20 frequencies<br>spaced 0.5 |
| 22 192 | 22 192.5 ... 22 226.5<br>69 frequencies<br>spaced 0.5 | 22 227 | - |

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| Limits | Assignable frequencies to ship stations for Al Morse telegraphy e) | Limits | Assignable frequencies to ship stations for telegraphy calling g) h) i) | Limits | Assignable frequencies to ship stations for Al 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 | /8 359.75/ | / / . . . / / 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 | /16 719.8/ | / / . . . / / 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 |

| Assignable frequencies to coast stations for wide-band and Al Morse telegraphy, facsimile, special and data transmission systems and direct-printing telegraphy systems | Limits | Assignable frequencies to coast stations, narrow-band direct-printing telegraph and data transmission systems /(paired)/ d) | Limits | Assignable frequencies to coast stations for telephony, duplex operation a) | Limits |
|---|---|---|---|---|---|
| | 4 349.4 | 4 350 . . . 4 357<br>15 frequencies spaced 0.5 | 4 357.4 | 4 358.8 . . . 4 436.3<br>26 frequencies spaced 3.1 | 4 438 |
| | 6 493.9 | 6 494.5 . . . 6 506<br>24 frequencies spaced 0.5 | 6 506.4 | 6 507.8 . . . 6 523.3<br>6 frequencies spaced 3.1 | 6 525 |
| | 8 704.4 | 8 705 . . . 8 718.5<br>28 frequencies spaced 0.5 | 8 718.9 | 8 720.3 . . . 8 813.3<br>31 frequencies spaced 3.1 | 8 815 |
| | 13 070.8 | 13 071.5 . . . 13 100.5<br>59 frequencies spaced 0.5 | 13 100.8 | 13 102.2 . . . 13 198.3<br>32 frequencies spaced 3.1 | 13 200 |
| | 17 196.9 | 17 197.5 . . . 17 232.5<br>71 frequencies spaced 0.5 | 17 232.9 | 17 234.3 . . . 17 358.3<br>41 frequencies spaced 3.1 | 17 360 |
| | 22 561 | 22 561.5 . . . 22 595.5<br>69 frequencies spaced 0.5 | 22 596 | 22 597.4 . . . 22 718.3<br>40 frequencies spaced 3.1 | 22 720 |

Frequencies in the 25 MHz Band assignable to Ship Stations

| Limit | Assignable frequencies to ship stations for telegraphy calling<br><br>g) h) i) | Limit | Assignable frequencies to ship stations for narrow-band direct-printing telegraph and data transmission systems (non-paired)<br>b) | Limit | Assignable frequencies to ship stations for Al Morse telegraphy<br><br>e) f) | Limit |
|---|---|---|---|---|---|---|
| 25 070 | | 25 076 | 25 076.3 - 25 089.8<br>28 frequencies<br>spaced 0.5 | 25 090.1 | 25 091.5 - 25 108.5<br>35 frequencies<br>spaced 0.5 | 25 110 |

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a) See Appendix /17(Rev.)/.

b) See Appendix 15B.

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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.

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d) See Appendix 15A.

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e) In the frequency bands used by 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 bands and avoid, as far as possible, assigning the two frequencies at ± 100 Hz from each of the harmonically related frequencies indicated in the first line of each series in Appendix 15D.

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f) See Appendix 15D.

/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)/

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/h) See Appendix 15C./

/i) For the conditions of use of 8 364 kHz, see No. 1179./

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ANNEX RR

Addition of a new Appendix (Appendix 15D)

to the Radio Regulations

The following new Appendix shall be added to the Radio Regulations after Appendix 15C :

ADD

APPENDIX 15D

Table of Working Frequencies assignable to Ship Stations for A1 Morse Telegraphy at Speeds not exceeding 40 Bauds (See also Note e) to Appendix 15)

Note : The first line in each series up to and including series No. / 51 / indicates the harmonically related frequencies in the 4, 6, 8, 12 and 16 MHz bands. The other frequencies are not necessarily harmonically related.

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(in kHz)

| Series No. | Bands | | | | |
|---|---|---|---|---|---|
| | 4 MHz | 6 MHz | 8 MHz | 12 MHz | 16 MHz |
| [1] | 4 189.5 | 6 284.25 | 8 379 | 12 568.5 | 16 758 |
| a) | | | | 12 569 | 16 758.5 |
| b) | | | 8 379.5 | | 16 759 |
| c) | | | | 12 569.5 | 16 759.5 |
| [2] | 4 190 | 6 285 | 8 380 | 12 570 | 16 760 |
| a) | | | | 12 570.5 | 16 760.5 |
| b) | | | 8 380.5 | | 16 761 |
| c) | | | | 12 571 | 16 761.5 |
| [3] | 4 190.5 | 6 285.75 | 8 381 | 12 571.5 | 16 762 |
| a) | | | | 12 572 | 16 762.5 |
| b) | | | 8 381.5 | | 16 763 |
| c) | | | | 12 572.5 | 16 763.5 |
| [4] | 4 191 | 6 286.5 | 8 382 | 12 573 | 16 764 |
| a) | | | | 12 573.5 | 16 764.5 |
| b) | | | 8 382.5 | | 16 765 |
| c) | | | | 12 574 | 16 765.5 |
| [5] | 4 191.5 | 6 287.25 | 8 383 | 12 574.5 | 16 766 |
| a) | | | | 12 575 | 16 766.5 |
| b) | | | 8 383.5 | | 16 767 |
| c) | | | | 12 575.5 | 16 767.5 |
| [6] | 4 192 | 6 288 | 8 384 | 12 576 | 16 768 |
| a) | | | | 12 576.5 | 16 768.5 |
| b) | | | 8 384.5 | | 16 769 |
| c) | | | | 12 577 | 16 769.5 |
| [7] | 4 192.5 | 6 288.75 | 8 385 | 12 577.5 | 16 770 |
| a) | | | | 12 578 | 16 770.5 |
| b) | | | 8 385.5 | | 16 771 |
| c) | | | | 12 578.5 | 16 771.5 |
| [8] | 4 193 | 6 289.5 | 8 386 | 12 579 | 16 772 |
| a) | | | | 12 579.5 | 16 772.5 |
| b) | | | 8 386.5 | | 16 773 |
| c) | | | | 12 580 | 16 773.5 |

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| Series No. | 4 MHz | 6 MHz | 8 MHz | 12 MHz | 16 MHz |
|---|---|---|---|---|---|
| [9] | 4 193.5 | 6 290.25 | 8 387 | 12 580.5 | 16 774 |
| a) | | | | 12 581 | 16 774.5 |
| b) | | | 8 387.5 | | 16 775 |
| c) | | | | 12 581.5 | 16 775.5 |
| [10] | 4 194 | 6 291 | 8 388 | 12 582 | 16 776 |
| a) | | | | 12 582.5 | 16 776.5 |
| b) | | | 8 388.5 | | 16 777 |
| c) | | | | 12 583 | 16 777.5 |
| [11] | 4 194.5 | 6 291.75 | 8 389 | 12 583.5 | 16 778 |
| a) | | | | 12 584 | 16 778.5 |
| b) | | | 8 389.5 | | 16 779 |
| c) | | | | 12 584.5 | 16 779.5 |
| [12] | 4 195 | 6 292.5 | 8 390 | 12 585 | 16 780 |
| a) | | | | 12 585.5 | 16 780.5 |
| b) | | | 8 390.5 | | 16 781 |
| c) | | | | 12 586 | 16 781.5 |
| [13] | 4 195.5 | 6 293.25 | 8 391 | 12 586.5 | 16 782 |
| a) | | | | 12 587 | 16 782.5 |
| b) | | | 8 391.5 | | 16 783 |
| c) | | | | 12 587.5 | 16 783.5 |
| [14] | 4 196 | 6 294 | 8 392 | 12 588 | 16 784 |
| a) | | | | 12 588.5 | 16 784.5 |
| b) | | | 8 392.5 | | 16 785 |
| c) | | | | 12 589 | 16 785.5 |
| [15] | 4 196.5 | 6 294.75 | 8 393 | 12 589.5 | 16 786 |
| a) | | | | 12 590 | 16 786.5 |
| b) | | | 8 393.5 | | 16 787 |
| c) | | | | 12 590.5 | 16 787.5 |
| [16] | 4 197 | 6 295.5 | 8 394 | 12 591 | 16 788 |
| a) | | | | 12 591.5 | 16 788.5 |
| b) | | | 8 394.5 | | 16 789 |
| c) | | | | 12 592 | 16 789.5 |
| [17] | 4 197.5 | 6 296.25 | 8 395 | 12 592.5 | 16 790 |
| a) | | | | 12 593 | 16 790.5 |
| b) | | | 8 395.5 | | 16 791 |
| c) | | | | 12 593.5 | 16 791.5 |
| [18] | 4 198 | 6 297 | 8 396 | 12 594 | 16 792 |
| a) | | | | 12 594.5 | 16 792.5 |
| b) | | | 8 396.5 | | 16 793 |
| c) | | | | 12 595 | 16 793.5 |

| Series No. | 4 MHz | 6 MHz | 8 MHz | 12 MHz | 16 MHz |
|---|---|---|---|---|---|
| [19] | 4 198.5 | 6 297.75 | 8 397 | 12 595.5 | 16 794 |
| a) | | | | 12 596 | 16 794.5 |
| b) | | | 8 397.5 | | 16 795 |
| c) | | | | 12 596.5 | 16 795.5 |
| [20] | 4 199 | 6 298.5 | 8 398 | 12 597 | 16 796 |
| a) | | | | 12 597.5 | 16 796.5 |
| b) | | | 8 398.5 | | 16 797 |
| c) | | | | 12 598 | 16 797.5 |
| [21] | 4 199.5 | 6 299.25 | 8 399 | 12 598.5 | 16 798 |
| a) | | | | 12 599 | 16 798.5 |
| b) | | | 8 399.5 | | 16 799 |
| c) | | | | 12 599.5 | 16 799.5 |
| [22] | 4 200 | 6 300 | 8 400 | 12 600 | 16 800 |
| a) | | | | 12 600.5 | 16 800.5 |
| b) | | | 8 400.5 | | 16 801 |
| c) | | | | 12 601 | 16 801.5 |
| [23] | 4 200.5 | 6 300.75 | 8 401 | 12 601.5 | 16 802 |
| a) | | | | 12 602 | 16 802.5 |
| b) | | | 8 401.5 | | 16 803 |
| c) | | | | 12 602.5 | 16 803.5 |
| [24] | 4 201 | 6 301.5 | 8 402 | 12 603 | 16 804 |
| a) | | | | 12 603.5 | 16 804.5 |
| b) | | | 8 402.5 | | 16 805 |
| c) | | | | 12 604 | 16 805.5 |
| [25] | 4 201.5 | 6 302.25 | 8 403 | 12 604.5 | 16 806 |
| a) | | | | 12 605 | 16 806.5 |
| b) | | | 8 403.5 | | 16 807 |
| c) | | | | 12 605.5 | 16 807.5 |
| [26] | 4 202 | 6 303 | 8 404 | 12 606 | 16 808 |
| a) | | | | 12 606.5 | 16 808.5 |
| b) | | | 8 404.5 | | 16 809 |
| c) | | | | 12 607 | 16 809.5 |
| [27] | 4 202.5 | 6 303.75 | 8 405 | 12 607.5 | 16 810 |
| a) | | | | 12 608 | 16 810.5 |
| b) | | | 8 405.5 | | 16 811 |
| c) | | | | 12 608.5 | 16 811.5 |
| [28] | 4 203 | 6 304.5 | 8 406 | 12 609 | 16 812 |
| a) | | | | 12 609.5 | 16 812.5 |
| b) | | | 8 406.5 | | 16 813 |
| c) | | | | 12 [illegible] | 16 813.5 |

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| Series No. | 4 MHz | 6 MHz | 8 MHz | 12 MHz | 16 MHz |
|---|---|---|---|---|---|
| [29] a) b) c) | 4 203.5 | 6 305.25 | 8 407<br>8 407.5 | 12 610.5<br>12 611<br>12 611.5 | 16 814<br>16 814.5<br>16 815<br>16 815.5 |
| [30] a) b) c) | 4 204 | 6 306 | 8 408<br>8 408.5 | 12 612<br>12 612.5<br>12 613 | 16 816<br>16 816.5<br>16 817<br>16 817.5 |
| [31] a) b) c) | 4 204.5 | 6 306.75 | 8 409<br>8 409.5 | 12 613.5<br>12 614<br>12 614.5 | 16 818<br>16 818.5<br>16 819<br>16 819.5 |
| [32] a) b) c) | 4 205 | 6 307.5 | 8 410<br>8 410.5 | 12 615<br>12 615.5<br>12 616 | 16 820<br>16 820.5<br>16 821<br>16 821.5 |
| [33] a) b) c) | 4 205.5 | 6 308.25 | 8 411<br>8 411.5 | 12 616.5<br>12 617<br>12 617.5 | 16 822<br>16 822.5<br>16 823<br>16 823.5 |
| [34] a) b) c) | 4 206 | 6 309 | 8 412<br>8 412.5 | 12 618<br>12 618.5<br>12 619 | 16 824<br>16 824.5<br>16 825<br>16 825.5 |
| [35] a) b) c) | 4 206.5 | 6 309.75 | 8 413<br>8 413.5 | 12 619.5<br>12 620<br>12 620.5 | 16 826<br>16 826.5<br>16 827<br>16 827.5 |
| [36] a) b) c) | 4 207 | 6 310.5 | 8 414<br>8 414.5 | 12 621<br>12 621.5<br>12 622 | 16 828<br>16 828.5<br>16 829<br>16 829.5 |
| [37] a) b) c) | 4 207.5 | 6 311.25 | 8 415<br>8 415.5 | 12 622.5<br>12 623<br>12 623.5 | 16 830<br>16 830.5<br>16 831<br>16 831.5 |
| [38] a) b) c) | 4 208 | 6 312 | 8 416<br>8 416.5 | 12 624<br>12 624.5<br>12 625 | 16 832<br>16 832.5<br>16 833<br>16 833.5 |
| [39] a) b) c) | 4 208.5 | 6 312.75 | 8 417<br>8 417.5 | 12 625.5<br>12 626<br>12 626.5 | 16 834<br>16 834.5<br>16 835<br>16 835.5 |

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| Series No. | 4 MHz | 6 MHz | 8 MHz | 12 MHz | 16 MHz |
|---|---|---|---|---|---|
| [40] a) b) c) | 4 209 | 6 313.5 | 8 418<br>8 418.5 | 12 627<br>12 627.5<br>12 628 | 16 836<br>16 836.5<br>16 837<br>16 837.5 |
| [41] a) b) c) | 4 209.5 | 6 314.25 | 8 419<br>8 419.5 | 12 628.5<br>12 629<br>12 629.5 | 16 838<br>16 838.5<br>16 839<br>16 839.5 |
| [42] a) b) c) | 4 210 | 6 315 | 8 420<br>8 420.5 | 12 630<br>12 630.5<br>12 631 | 16 840<br>16 840.5<br>16 841<br>16 841.5 |
| [43] a) b) c) | 4 210.5 | 6 315.75 | 8 421<br>8 421.5 | 12 631.5<br>12 632<br>12 632.5 | 16 842<br>16 842.5<br>16 843<br>16 843.5 |
| [44] a) b) c) | 4 211 | 6 316.5 | 8 422<br>8 422.5 | 12 633<br>12 633.5<br>12 634 | 16 844<br>16 844.5<br>16 845<br>16 845.5 |
| [45] a) b) c) | 4 211.5 | 6 317.25 | 8 423<br>8 423.5 | 12 634.5<br>12 635<br>12 635.5 | 16 846<br>16 846.5<br>16 847<br>16 847.5 |
| [46] a) b) c) | 4 212 | 6 318 | 8 424<br>8 424.5 | 12 636<br>12 636.5<br>12 637 | 16 848<br>16 848.5<br>16 849<br>16 849.5 |
| [47] a) b) c) | 4 212.5 | 6 318.75 | 8 425<br>8 425.5 | 12 637.5<br>12 638<br>12 638.5 | 16 850<br>16 850.5<br>16 851<br>16 851.5 |
| [48] a) b) c) | 4 213 | 6 319.5 | 8 426<br>8 426.5 | 12 639<br>12 639.5<br>12 640 | 16 852<br>16 852.5<br>16 853<br>16 853.5 |
| [49] a) b) c) | 4 213.5 | 6 320.25 | 8 427<br>8 427.5 | 12 640.5<br>12 641<br>12 641.5 | 16 854<br>16 854.5<br>16 855<br>16 855.5 |
| [50] a) b) c) | 4 214 | 6 321 | 8 428<br>8 428.5 | 12 642<br>12 642.5<br>12 643 | 16 856<br>16 856.5<br>16 857<br>16 857.5 |

| Series No. | 4 MHz | 6 MHz | 8 MHz | 12 MHz | 16 MHz |
|---|---|---|---|---|---|
| [51] a) b) c) | 4 214.5 | 6 321.75 | 8 429<br>8 429.5 | 12 643.5<br>12 644<br>12 644.5 | 16 858 * |
| [52] a) b) c) | 4 215 | 6 322.5 | 8 430<br>8 430.5 | 12 645<br>12 645.5<br>12 646 | |
| [53] a) b) c) | 4 215.5 | 6 323.25 | 8 431<br>8 431.5 | 12 646.5<br>12 647<br>12 647.5 | |
| [54] a) b) c) | 4 216 | 6 324 | 8 432<br>8 432.5 | 12 648<br>12 648.5<br>12 649 | |
| [55] a) b) c) | 4 216.5 | 6 324.75* | 8 433<br>8 433.5 | 12 649.5<br>12 650<br>12 650.5 | |
| [56] a) b) | 4 217 | | 8 434<br>8 434.5 | 12 651 * | |
| [57] | 4 217.5 | | 8 435 * | | |
| [58] | 4 218 | | | | |
| [59] | 4 218.5 | | | | |
| [60] | 4 219 * | | | | |

*) This is the highest assignable frequency within the band.

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## RESOLUTION No. Mar2 - I

### Relating to the Transfer of certain Frequency Assignments to Coast Radiotelegraph Stations in the Frequency Bands allocated exclusively to the Maritime Mobile Service between 4 000 and 23 000 kHz

The World Maritime Administrative Radio Conference, Geneva, 1974,

considering

a) that the frequency band limits for coast radiotelegraph stations have been modified as a result of the revision of Appendices 15 and 17 to the Radio Regulations;

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 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 frequency $f$-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;

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- any frequency assignment f in the 8 704.4 - 8 728.5 kHz band shall be transferred to the frequency f-269 kHz;

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- 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;

B.8

- any frequency assignment 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;

B.8

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;

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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;

B.8

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;

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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, that administration 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 all necessary assistance to the administrations concerned in order to solve the problem. In so doing, 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.

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## RESOLUTION No. Mar2 - J

### Relating to the Implementation of the New Channelling Arrangement for Al Morse Radiotelegraphy in the Bands allocated to the Maritime Mobile Service between 4 000 and 27 500 kHz

The World Maritime Administrative Radio Conference, Geneva, 1974,

considering

a) that Recommendation No. Mar 7 of the World Administrative Radio Conference, Geneva, 1967, requested administrations to study the problems relating to the future use of harmonic relationship in ships' radio equipment;

b) that the present Conference has provided for use by ship stations calling and working frequencies for Al Morse telegraphy which are not harmonically related;

c) that it is desirable to implement the new channelling arrangement as soon as possible;

recognizing

a) that there is a need 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 radio equipment;

resolves

1. that ship stations dependent upon harmonically-related calling and working frequency assignments made prior to / ... /*) may continue to use such of their assignments as are within the ship calling and working bands for Al Morse telegraphy shown in Appendix 15 / ... /;

2. that, as soon as possible, ships should use to meet their service requirements equipment capable of operating in accordance with the new channelling arrangement contained in Appendix 15D;

3. that new equipment installed after 1 January 1976 shall be capable of operating in accordance with the new channelling arrangement contained in Appendix 15D.

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*) / Date of entry into force of the Final Acts /

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RESOLUTION No. Mar2 - K

Relating to the Implementation of the Rearrangement of the Bands allocated for Radiotelegraph and Radiotelephone Coast Stations

The World Maritime 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 Administrative Radio Conference, Geneva, 1967;

b) that these Conferences set up procedures, to be followed by administrations, relating to the implementation of the rearrangements;

c) that the I.F.R.B. was provided with the necessary instructions to carry out those procedures;

recognizing

d) that certain administrations have not yet applied these procedures for some of their frequency assignments and that these assignments are now within the bands allocated to other uses in the maritime mobile service;

e) that, as a result, harmful interference is likely to be caused to services rendered by stations operating in accordance with the Radio Regulations;

resolves

1. that the assignments referred to in d) above shall be treated as follows :

1.1 the I.F.R.B. will send relevant extracts from the Master Register to the administrations concerned, within 30 days from / ... /*), advising them that, in accordance with the terms of the present Resolution, the assignments concerned are to be transferred to the appropriate bands within a period of 180 days after the despatch of the extracts;

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*) / Date of entry into force of the Final Acts /

B.8

1.2 if an administration 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 concerned shall be advised of this action.

B.8

2. that, if an administration so desires, the I.F.R.B. shall give it all necessary assistance. In so doing, the I.F.R.B. shall apply the provisions of Nos. 629 to 633 of the Radio Regulations.

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Corrigendum No. 1 to
Document No. 465-E
4 June 1974

Page 27 of Document 465 is replaced by the attached one.

Section IV. Bands between 4 000 and 27 500 kHz

999M § 5. 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. The assignable frequencies are indicated in Appendices 15A and 15B.

Section V. Bands between 156 and 174 MHz

999N § 6. 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.

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Corrigendum to
Document No. 465-E
31 May 1974

Page 13 of Document 465 is replaced by the attached one.

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Transmitters using reduced carrier or suppressed carrier emission may, as far as out-of-band emissions [4] and those spurious emissions, which are a result of the modulation process, but do not fall in the out-of-band spectrum [5] 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.

Note 1 : 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.

Note 2 : Unwanted emission*) : Expression covering spurious radiations [6] and out-of-band emissions [4].

Note 3 : The assigned frequency is 1 400 Hz higher than the carrier frequency (see No. 445A).

Note 4 : Out-of-band emission*) : Emission on a frequency or frequencies of the out-of-band spectrum [5].

Note 5 : 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 bandwith, with the exception of spurious radiations [6].

Note 6 : 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.

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*) These definitions have been adopted for the purpose of Appendix 17A only.

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Document No. 465-E
30 May 1974

PLENARY MEETING

R.1

# 1st SERIES OF TEXTS SUBMITTED BY THE EDITORIAL COMMITTEE TO THE PLENARY MEETING

The following texts are submitted to the Plenary Meeting for second reading :

| Texts | Reference |
|---|---|
| RR Appendix 20B Mar | B.1 Document 355 |
| Appendix 20C Mar | B.1 Document 355 |
| Resolution No. Mar2 - A | B.1 Document 355 |
| Recommendation No. Mar2 - C | B.2 Document 389 |
| RR Appendix 17A Mar (except one paragraph) | B.3 Document 411 |
| Appendix 19A | B.3 Document 411 |
| Appendix 20D | B.3 Document 411 |
| Resolution No. Mar2 - C | B.3 Document 411 |
| Resolution No. Mar2 - D | B.3 Document 411 |
| Resolution No. Mar2 - E | B.3 Document 411 |
| Recommendation No. Mar2 - D | B.3 Document 411 |
| RR Article 28B | B.4 Document 420 |
| Article 29A | B.4 Document 420 |
| Resolution No. Mar2 - B | B.4 Document 420 |

P. CHASPOUL
Chairman of the
Editorial Committee

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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.

R.1

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g) When an error-detecting and correcting system is used for direct-printing telegraphy in the 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. R.1

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. R.1

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. R.1

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. R.1

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 to suppress adequately 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. R.1

Note 2 : For operational purposes the associated receiving equipment should conform to the frequency stability of the transmitters. R.1

Note 3 : These tolerances shall apply to equipment installed after 1 January 1976 and to all equipment after 1 January 1985. R.1

Note 4 : Stricter tolerances may be desirable, depending on the method of operation of the service and the equipment employed. R.1

R.1

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 $\pm$ 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 seconds.

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R.1

## 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;

R.1

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;

R.1

c) that modern accounting aids are available which might improve and expedite the preparation and exchange of accounts;

R.1

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;

R.1

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;

R.1

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;

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requests 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?

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## RECOMMENDATION No. Mar2 - C

### Relating to Distress, Urgency and Safety Traffic

The World Maritime Administrative Radio Conference, Geneva, 1974,

having noted

a) 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;

b) that this document contains :

- proposed improvements for the near future,
- a statement of requirements and proposed transitional measures for the distant future;

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;

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;

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 traffic;

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c) that adequate frequencies must be made available for associated requirements for safety calling and communications; R.1

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;

R.1 recommends

1. that I.M.C.O. be invited to continue its studies with a view to early implementation of the future distress system;

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; R.1

3. that administrations consider, in the light of continuing technological developments, the need to reserve one or, possibly, more frequencies for distress purposes; R.1

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;

5. that administrations have as an objective the taking of a decision in this matter at the next appropriate World Administrative Radio Conference. R.1

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ANNEX RR

R.1

## Revision of Appendix 17A Mar to the Radio Regulations

R.1 Appendix 17A Mar to the Radio Regulations shall be amended as follows :

MOD

### APPENDIX 17A
Mar

R.1 **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**

R.1 1. Power of the carrier :

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

Bands between 1 605 kHz and 4 000 kHz

R.1 - 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 envelope power;

R.1 - 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

R.1 - 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 envelope power;

R.1 - 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;

R.1

R.1 b) for class A3J emissions the power of the carrier shall be at least 40 dB below the peak envelope power.

R.1 2. Coast and ship stations shall use only the upper sideband.

R.1 3. The transmitter audio-frequency band shall be 350 to 2 700 Hz with a permitted amplitude variation of 6 dB.

R.1 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

R.1 - 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.

R.1 - Tolerance applicable to transmitters installed after 1 January 1982 : ± 50 Hz.

Bands between 4 000 kHz and 23 000 kHz

R.1 - 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.

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

R.1 5. The unwanted frequency modulation of the carrier shall be sufficiently low to prevent harmful distortion.

R.1 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[1].



R.1

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| Separation Δ in kHz between the frequency of the unwanted emission [2] and the assigned frequency [3] | Minimum attenuation below peak envelope power |
|---|---|
| $1.6 < \Delta \leq 4.8$ | 28 dB |
| $4.8 < \Delta \leq 8.0$ | 38 dB |
| $8.0 < \Delta$ | 43 dB without exceeding the power of 50 milliwatts |

Transmitters using reduced carrier or supressed carrier emission may, as far as out-of-band emissions [4] and those spurious emissions, which are a result of the modulation process, but do not fall in the out-of-band spectrum [5] 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 [1].

| Separation Δ in kHz between the frequency of the unwanted emission [2] and the assigned frequency [3] | 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 |

R.1

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/ pending /

Note 1 : 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.

Note 2 : Unwanted emission*) : Expression covering spurious radiations 6 and out-of-band emissions 4.

Note 3 : The assigned frequency is 1 400 Hz higher than the carrier frequency (see No. 445A).

Note 4 : Out-of-band emission*) : Emission on a frequency or frequencies of the out-of-band spectrum 5.

Note 5 : 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 bandwith, with the exception of spurious radiations 6.

Note 6 : 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.

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*) These definitions have been adopted for the purpose of Appendix 17A only.

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ANNEX RR

Addition of a new Appendix (Appendix 19A)

to the Radio Regulations

The following new Appendix shall be added to the Radio Regulations after Appendix 19 :

ADD

APPENDIX 19A

Characteristics of Equipment used for

On-Board Communication in

the 450-470 MHz Bands

(see Nos. 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 shall in no case exceed 2 watts. Wherever practicable the equipment should be fitted with a suitable device to reduce readily 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 level of 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 $10^6$.

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.

R.1

9. If the use of a repeater station is required on board a ship, the following frequency pairs shall be used : R.1

| | |
|---|---|
| 457.525 MHz | 467.525 MHz |
| 457.550 MHz | 467.550 MHz |
| 457.575 MHz | 467.575 MHz |
| (see also No. 318C) | |

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ANNEX RR

Addition of a new Appendix (Appendix 20D)

to the Radio Regulations

The following new Appendix shall be added to the Radio Regulations after Appendix 20C :

ADD

APPENDIX 20D

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 the order of 15 minutes) of coast station transmitters should be within ± 2 Hz;

2. The short-term frequency stability (of the order of 15 minutes) of ship station transmitters should be within ± 5 Hz;

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 maximum permissible amplitude variation in the 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;

R.1

5. If the pilot carrier of a class A3A emission is not used to provide a continuous signal for controlling the frequency and gain of the receiver, for example where class 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 the order of -10 dBm0 ± 0.5 dB;

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

R.1

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/ MOD RESOLUTION No. Mar 6 / RESOLUTION No. Mar2 - C

R.1

## 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;

R.1

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;

R.1

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;

R.1

d) that the preliminary action to achieve the conversion from double sideband emissions to single sideband emissions has been completed in compliance with Resolution No. Mar 6 of the World Administrative Radio Conference, 1967;

R.1

resolves

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

R.1

R.1

R.1

R.1

R.1

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

2. coast stations shall use only single sideband emissions; R.1

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

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

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

R.1

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/ MOD RESOLUTION No. Mar 14 / RESOLUTION No. Mar2 - D

R.1

## Relating to the Channel Spacing of Frequencies Allocated to the Maritime Mobile Service in the Band 156-174 MHz

(See Appendix 18 and Article 35)

The World Maritime 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 the / ship movement service /;

e) the need to provide VHF channels for uses 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 revision of the Radio Regulations (Geneva, 1959) made by the World Administrative Radio Conference, Geneva, 1967,

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

b) 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;

R.1

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-bands for channel 16;

2. that the technical characteristics of equipment for 25 kHz channel spacing in the 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; thereafter, all interleaved channels may be generally introduced.

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R.1

/ MOD RESOLUTION No. Mar 9 / RESOLUTION No. Mar2 - E

## Relating to the Unauthorized Use of Frequencies in the Bands allocated to Maritime Mobile Service

R.1

The World Maritime Administrative Radio Conference, Geneva, 1974,

considering

R.1

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 show that a number of frequencies in these bands are still being used by stations of services other than maritime mobile service, notably by high-powered broadcasting stations, some of which are operating in contravention of No. 422 of the Radio Regulations;

R.1

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;

R.1

c) that radio is the sole means of communication of the maritime mobile service;

considering in particular

R.1

d) that it is of paramount importance that the distress and safety channels be kept free from harmful interference, since they are essential for the protection of the safety of life and property;

resolves to urge administrations

R.1

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;

R.1

2. to continue to make every effort to identify and locate the source of any unauthorized emission capable of endangering human life and property, and to communicate their findings to the I.F.R.B;

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R.1

R.1

R.1

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R.1 3. to participate in the monitoring programmes that the I.F.R.B. may organize pursuant to 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;

R.1 requests 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;

R.1 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;

R.1 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.

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R.1

## RECOMMENDATION No. Mar2 - D

### Relating to the Use of Channels 15 and 17 of Appendix 18 by On-Board Communication Stations

R.1

The World Maritime Administrative Radio Conference, Geneva, 1974,

considering

R.1

a) that channels 15 and 17 of Appendix 18 were provided by the World Administrative Radio Conference, 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 limit has been raised to 1 Watt by the present Conference;

R.1

b) that considerable use is made of these channels by a number of administrations;

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

R.1

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

recognizing

R.1

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

b) that there may be a need for frequencies to provide for the use of repeater stations on large vessels, such as container ships, tankers, etc.;

R.1

c) that additional experience concerning the application and effectiveness of the UHF channels made available for this purpose by the present Conference may be required;

R.1

R.1



R.1

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recommends

1. that the next competent World Administrative Radio Conference determine whether the use of channels 15 and 17 of Appendix 18 is still necessary for on-board communication and, if it is not, the date by which such use should cease;

2. that the same Conference review the UHF channels being used for on-board communication stations to determine whether the number of channels and their location in the radio spectrum are satisfactory and 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, including the territorial waters of all countries;

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

requests the C.C.I.R.

to study the question whether UHF frequencies can meet the technical and operational requirements of on-board communication stations and report its findings to the next competent World Administrative Radio Conference.

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ANNEX RR

R.1

Addition of a new Article (Article 28B) to the Radio Regulations

R.1

The following new Article shall be added to the Radio Regulations after Article 28A :

R.1

ADD

ARTICLE 28B

Narrow-Band Direct-Printing Telegraphy

R.1

Section I. General Provisions

999G § 1. The characteristics of the narrow-band direct-printing equipment shall be in accordance with Appendix 20B.

999H § 2. Frequencies assigned to coast stations shall be indicated in the List of Coast Stations (List IV). This list shall also indicate any other useful information concerning the service performed by each coast station.

R.1

Section II. Bands between 405 and 535 kHz

999I § 3. (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)[1].

999J (2) Narrow-band direct-printing telegraphy is forbidden in the band 490-510 kHz.

R.1

Section III. Bands between 1 605 and 4 000 kHz

999K § 4. (1) 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.

999L (2) Narrow-band direct-printing telegraphy is forbidden in the band 2 170-2 194 kHz.

R.1

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999I.1 [1] In the European Maritime Area usage of these class F1 emissions is subject to special arrangements between interested and affected administrations.

R.1

R.1

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## Section IV. Bands between 4 000 and 27 500 kHz

999M § 5. 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. The assignable frequencies are indicated in Appendices 15A and 15B.

R.1

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ANNEX RR

R.1

Addition of a new Article (Article 29A) to the Radio Regulations

The following new Article shall be added to the Radio Regulations after Article 29.

R.1

ADD

ARTICLE 29A

R.1

Procedures for Narrow-Band Direct-Printing Telegraphy in the Maritime Mobile Service[1]

Section I. General

R.1

1062AA § 1. Stations using narrow-band direct-printing telegraphy shall comply with the provisions of Article 28B.

1062AB § 2. The procedures specified in the present Article should be employed, except in cases of distress, urgency or safety.

R.1

1062AC § 3. (1) The traffic may be exchanged with or without the use of error-correcting equipment.

1062AD (2) For communication between two stations the ARQ mode should be used when available.

1062AE (3) For transmissions from one coast or ship station to two or more other stations the forward-error-correcting mode should be used when available.

R.1

1062AF § 4. The services provided by each station open to public correspondence shall be indicated in the List of Coast Stations and in the List of Ship Stations, together with information on charging.

R.1

1062AG § 5. Where transmission over the general network of telecommunication channels is involved, the provisions of the Telegraph Regulations and the relevant C.C.I.T.T. Recommendations should be taken into account.

R.1

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[1] Reference may also be made to the relevant C.C.I.R. Recommendations.

R.1

R.1

## Section II. Procedures for Manual Operation

### A. Ship to Coast Station

1062AH § 6. (1) The operator of the ship station establishes communication with the coast station by A1 Morse 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 station direct-printing selective call number assigned in accordance with Appendix 20B. R.1

1062AI (2) The operator of the coast station then establishes direct-printing communication on the frequency agreed using the appropriate identification of the ship. R.1

1062AJ § 7. (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 assigned in accordance with Appendix 20B. R.1

1062AK (2) The operator of the coast station then establishes direct-printing communication on the corresponding coast station transmit frequency. R.1

### B. Coast Station to Ship

1062AL § 8. (1) The operator of the coast station calls the ship station by A1 Morse telegraphy, telephony or other means using normal calling procedures. R.1

1062AM (2) The operator of the ship station then applies the procedures of No. 1062AH or No. 1062AJ R.1

### C. Intership

1062AN § 9. (1) The operator of the calling ship station establishes communication with the called ship station by A1 Morse 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 station direct-printing selective call number assigned in accordance with Appendix 20B. R.1

1062AO (2) The operator of the called ship station then establishes direct-printing communication on the frequency agreed using the appropriate identification of the calling ship. R.1

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R.1

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## Section III. Procedures for Automatic Operation

### A. Ship to Coast Station

1062AP § 10. (1) The ship station calls the coast station on a predetermined coast station receive frequency using the direct-printing equipment and the identification signal of the coast station assigned in accordance with Appendix 20B.

1062AQ (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

1062AR § 11. (1) The coast station calls the ship on a predetermined coast station transmit frequency using the direct-printing equipment and the ship station direct-printing selective call number assigned in accordance with Appendix 20B.

1062AS (2) The ship station's direct-printing equipment tuned to receive the predetermined coast station transmit frequency detects the call, whereupon the reply is given in one of the following ways :

1062AT a) the ship station replies either immediately on the corresponding coast station receive frequency or at a later stage using the procedure of No. 1062AJ; or

1062AU 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

1062AV § 12. Where the appropriate facilities are provided by the coast station, traffic may be exchanged with the telex network :

1062AW a) in a conversational mode where the stations concerned are connected directly either automatically or under manual control; or

R.1 1062AX b) in a store-and-forward mode where traffic is stored at the coast station until the circuit to the called station can be set up, either automatically or under manual control.

R.1 1062AY § 13. In the shore-to-ship direction the message format should conform to normal telex network practice.

R.1 1062AZ § 14. In the ship-to-shore direction the message format should conform to normal telex network practice with the addition of a preamble as follows :

R.1 1062BA a) in the conversational mode the preamble shall consist of the characters DIRTLXyz+ transmitted 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 "+" indicates end of sequence;

R.1 1062BB b) in the store-and-forward mode the preamble shall consist of the characters TLXyz+ transmitted 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 "+" indicates end of sequence.

## Section V. Procedures for Operation in the Forward-Error-Correcting Mode

R.1 1062BC § 15. Messages in the forward-error-correcting mode may be sent, by prior arrangement, from a coast station or a ship station to one or more ship stations in the following cases :

1062BD a) where a receiving ship station is not able to use its transmitter or is not permitted to do so;

R.1 1062BE b) where the message is intended for more than one ship;

1062BF c) where unattended reception of a message in the forward-error-correcting mode is necessary and automatic acknowledgement is not required.

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R.1

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1062BG § 16. All messages in the forward-error-correcting mode should be preceded by at least one carriage return and/or line feed signal. R.1

1062BH § 17. Ship stations may acknowledge the reception of messages in the forward-error-correcting mode by A1 Morse telegraphy telephony or by other means. R.1

## RESOLUTION No. Mar2 - B

### 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, R.1

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; R.1

b) that the Inter-Governmental Maritime Consultative Organization (I.M.C.O.) had indicated[1] to the present Conference, as well as to the C.C.I.R., its requirements for a general purpose selective calling system capable of facilitating the transmission and reception of all communications; R.1

c) that Articles /~ 7, 19, 28A, 32, 33 and 35 ~/ of the Radio Regulations provide for the use of such a system; R.1

d) that, in response to C.C.I.R. Question 9/8, the C.C.I.R. has prepared a draft recommendation concerning the operational characteristics, and that it is currently studying the technical characteristics of such a system; R.1

e) that in the Radio Regulations, the technical provisions relating to systems are mainly based upon the Recommendations of the C.C.I.R.; R.1

f) 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 held less frequently and less regularly; R.1

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[1] I.M.C.O. Resolution No. A.283(VIII) R.1

R.1

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 provisions relating to 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, in response to Question 9/8, to complete its studies and establish as soon as possible Recommendations for the technical characteristics of a digital selective calling system;

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, which of the C.C.I.R. Recommendations, or which specific technical criteria defined in the Recommendations referred to in 1 above, they agree to use in applying the pertinent provisions of the Radio Regulations;

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

INTERNATIONAL TELECOMMUNICATION UNION

# MARITIME CONFERENCE

**GENEVA, 1974**

Document No. 466-E
29 May 1974
Original : English

WORKING GROUP 4/6-AD HOC

State of Israel

PROPOSALS FOR THE WORK OF THE CONFERENCE

MOD 999C Mar (2) When a station called does not reply, the call should not normally be repeated until after an interval of at least ~~ten~~ two minutes and should not then normally be renewed until after a further interval of ~~thirty~~ five minutes.

Reasons : The intervals of ten and thirty minutes are too long from a practical point of view.

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ARCHIVES U.I.T. GENEVE

INTERNATIONAL TELECOMMUNICATION UNION

# MARITIME CONFERENCE

GENEVA, 1974

Document No. 467-E
30 May 1974
Original : English

COMMITTEE 2

SUMMARY RECORD

OF THE

THIRD MEETING OF COMMITTEE 2

(CREDENTIALS)

Monday, 27 May 1974, at 0930 hrs

Chairman : Mr. S.H. BUTLER (Liberia)

| Subjects discussed : | Document No. |
|---|---|
| 1. Summary Record of the first meeting of Committee 2 | 237 |
| 2. Summary Record of the second meeting of Committee 2 | 297 |
| 3. Second Report by the Working Party of Committee 2 | 365 |
| 4. Situation with regard to credentials. | |

ARCHIVES U.I.T. GENÈVE

1. Summary Record of the first meeting of Committee 2 (Document 237)

The summary record was approved.

2. Summary Record of the second meeting of Committee 2 (Document 297)

The summary record was approved.

3. Second Report by the Working Party of Committee 2 (Document 365)

The Chairman announced that the Working Group had just examined the credentials of :

Congo (People's Republic of the)
Hungarian People's Republic
Iraq (Republic of)
Iceland
Liberia (Republic of)
Nigeria (Federal Republic of)
Togolese Republic

and had found them to be in order. Therefore, the names of these countries should be deleted from Annex 3 and inserted in Annex 1.

The report, as amended, was approved.

4. Situation with regard to credentials

The Chairman said there were still a number of delegations which had not yet deposited credentials and others whose credentials were not in order. The Secretariat had been asked to circulate a reminder to those delegations concerned. He added that the final meeting of Committee 2 would take place on Friday, 31 May, and that since the Committee was due to submit its final report to the Plenary meeting on 4 June it might be necessary to set up an ad hoc group to examine credentials received after 31 May.

The meeting rose at 1015 hours.

The Secretary :
P.A. TRAUB

The Chairman :
S.H. BUTLER

INTERNATIONAL TELECOMMUNICATION UNION

# MARITIME CONFERENCE

GENEVA, 1974

Document No. 468-E
31 May 1974
Original : English

COMMITTEE 6

## FOURTEENTH REPORT BY WORKING GROUP 6A TO COMMITTEE 6

Working Group 6A, during the meetings of 29 (afternoon session) and 30 May 1974 and after consideration of all relative proposals and reports, agreed on the attached texts :

Report of Sub-Working Group 6A-2

Article 25, Section IV

MOD 934

ADD 934A

ADD 934B

With no objections.

MOD 935A

Majority agreed. The Administration of Japan reserves the right to return to this matter in Committee 6.
(See Annex 1.)

Third Report of Working Group 4/6-Ad Hoc (Calling)

The principle set out in page 1 of the Report was examined.

Majority agreed.
(See Annex 2.)

Article 28A

ADD Sub-Title (before 999A)

NOC 999A

ARCHIVES U.I.T. GENÈVE

NOC Sub-Title

MOD 999B

Unanimously agreed.
(See Annex 3.)

MOD 999E

Majority agreed. The Administrations of United States of America, India[1] and Netherlands reserve their right to return to this matter in Committee 6.
(See Annex 4.)

ADD 999E.2

Unanimously agreed.
(See Annex 5.)

Article 32

ADD /_1117A_/

Unanimously agreed.
(See Annex 6.)

Article 33

ADD /_1239A bis_/

Unanimously agreed.
(See Annex 7.)

Reconsideration of third report of Working Group 6A to Committee 6
(Documents 293 and 389)

Article 33

MOD 1214

MOD 1214A

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1) Concerning IND/111/27.

MOD 1214B

MOD 1214C

Unanimously agreed.
(See Annex 8.)

MOD 1216 Mar

Unanimously agreed.
(See Annex 9.)

Article 32, Section V

MOD 2104

ADD 2104A

The text set out in Document 359 was agreed.

Article 33, Section III

MOD 1256

Unanimously agreed.
(See Annex 10.)

Article 33, Section III

ADD 1222A

ADD 1222B

Unanimously agreed.
(See Annex 11.)

Article 33, Section III

ADD 1265

Unanimously agreed.
(See Annex 12.)

Article 29

MOD 1044

Unanimously agreed.
(See Annex 13.)

Article 1

Considering the request by Plenary for a definition of the term "direct printing", Working Group 6A looked into this matter, but the majority agreed that it was not necessary to have it more closely defined at this point in time.

It was agreed that the square brackets should be removed whenever the term "direct printing" appears.

Appendix 13A

The Working Group unanimously agreed that the "Q" signal QOT should replace the "Q" signal QST (see Document 312).

The Chairman of Committee 6 was requested to convey the recommendation to Plenary.

H.S. YOUNG
Chairman

Annexes : 13

# A N N E X 1

## ARTICLE 25

## Section IV

MOD 934 (1) Ship stations of the second category shall maintain the following hours of service :

0000-0400 )
)
0800-1200 )
) Ship's time or zone time
1600-1800 )
)
2000-2200 )

and, additionally, four hours of service at times to be decided by the administration, master or responsible person, to meet the essential communication needs of the ship having regard to propagation conditions and traffic requirements.

ADD 934A (2) Ship stations of the third category shall maintain the following hours of service :

0800-1200 )
) Ship's time or zone time
2000-2200 )

and, additionally, two hours of service at times decided by the administration, master or responsible person, to meet the essential communication needs of the ship having regard to propagation conditions and traffic requirements.

ADD 934B Each administration will determine whether or not ship's time observed by its ships is to be zone time as shown in Appendix 12 MOD (see Nos. 934 and 934A).

NOC 935

MOD 935A 7A. Ship stations of the fourth category are encouraged to provide service as follows :

0830-0930 Ship's time or zone time

## A N N E X 2

... that all proposals relating to selective calling have been considered.

... that the development of a digital selective calling system on the international distress and calling frequencies of 500 kHz, 2 182 kHz and 156.8 MHz was considered.

... that in discussing the proposals for the use of the recommended sequential single-frequency code, all ships call, unanimously agreed that as the use of this call also impinged on the distress aspect any decision on the use of this call should be made in Working Group 6B.

## A N N E X 3

### ARTICLE 28A

ADD Sub-Title before 999A

Section I

Sequential single-frequency code system

NOC 999A

Method of calling

MOD 999B § 2 (1) The call shall consist of :

- the selective call number or identification number or signal of the station called; followed by :

- the selective call number or identification number or signal of the station calling.

However, in VHF, in the case of a coast station calling, the number of the channel to be used for the reply and for traffic may replace the identification number or signal of the coast station.

The call shall be transmitted twice.

## ANNEX 4

MOD 999E § 4 Selective calls should be sent on one or more of the following calling frequencies :

500 kHz
[ 2 182 kHz
2 170.5 kHz[1] ]
4 434.9 kHz
6 518.6 kHz
8 802.4 kHz
13 182.5 kHz
17 328.5 kHz
22 699.0 kHz
156.8 MHz[2]

Frequencies should be amended as proposed by Committee 5.

## ANNEX 5

ADD /999E.2/ [2]Selective calling on this frequency should normally be in the direction from coast to ship station or intership only.

Selective calls from ship to coast station should whenever possible be sent on other of the Appendix 18 frequencies as appropriate.

## ANNEX 6

### ARTICLE 32

ADD /1117A/ Selective calling under the provisions of Article 28A may be carried out on the frequency of 500 kHz in the shore to ship, ship to shore and ship to ship directions.

# ANNEX 7

## ARTICLE 33

ADD /1239A bis/ Selective calling under the provisions of Article 28A may be carried out on the frequency 156.80 MHz in the shore to ship, ship to shore and ship to ship directions.

Note to the Editorial Committee

Your attention is drawn to ADD 1239A (see Document 460) it has been suggested to combine the two ADD 1239A and 1239A bis in the following form :

"Selective calling under the provisions of Article 28A may be carried out on 156.80 MHz and on appropriate radiotelephone working frequencies in the shore to ship, ship to shore and ship to ship directions in the band 156-174 MHz."

# ANNEX 8

## ARTICLE 33

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 (1) The use of devices for continuous or repetitive calling or identification is not permitted.

ADD 1214B A station may not transmit identical information simultaneously on two or more frequencies, when communicating with only one other station.

ADD 1214C A station shall not emit any carrier between calls.

## A N N E X 9

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.

## A N N E X 10

MOD 1256

§ 17. (1) Whenever contact has been established between a coast station in the public correspondence service and a ship station either on 156.80 MHz, or on a two-frequency calling channel (see No. 1362), the stations shall transfer to one of their normal pairs of working frequencies for the exchange of traffic. The calling station should indicate the channel to which it is proposed to transfer by reference to the frequency in MHz or, preferably, to its channel designation.

## A N N E X 11

ADD 1222A

(1A) However, in the bands between 156 and 174 MHz, the calling procedure described in No. 1222 may, when the conditions of establishing contact are good, be replaced by :

- the call sign of the station called, once;
- the word this is (or DE spoken as DELTA ECHO in case of language difficulties);
- the call sign or other identification of the calling station, twice.

ADD 1222B

(1B) When calling a VHF coast station serving more than one channel, the ship station should, if calling on a working channel, include the number of the channel employed in the call.

## A N N E X 12

MOD 1265 § 19. When the calling station wishes to exchange more than one radiotelephone call, or to transmit one or more radiotelegrams, it should indicate this when contact is established with the station called.

## A N N E X 13

MOD 1044 (4) If the transmission of a radiotelegram is to take place on a frequency and/or with a class of emission other than those used for the call, the transmission of the radiotelegram shall be preceded by :

- the call sign of the station called, not more than twice;
- the word DE;
- the call sign of the calling station, once only.

INTERNATIONAL TELECOMMUNICATION UNION

# MARITIME CONFERENCE

**GENEVA, 1974**

Corrigendum No. 1 to
Document No. 469-E
4 June 1974
Original : English

COMMITTEE 4

SUMMARY RECORD

OF THE

EIGHTH MEETING OF COMMITTEE 4

Page 2

Third paragraph, at the end of the 12th line : after "13 100.5", insert a comma and add "17 232.5".

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ARCHIVES U.I.T. GENÈVE

INTERNATIONAL TELECOMMUNICATION UNION

# MARITIME CONFERENCE

GENEVA, 1974

Document No. 469-E
31 May 1974
Original : English

COMMITTEE 4

SUMMARY RECORD

OF THE

EIGHTH MEETING OF COMMITTEE 4

Wednesday, 22 May 1974 at 1615 hrs

Chairman : Capt. V.R.Y. WINKELMAN (Netherlands)

| Subjects discussed | Document No. |
|---|---|
| 1. Report by the Chairman of Working Group 4/6 Ad Hoc (Calling) | DT/107 |
| 2. Reconsideration of Recommendation Mar2 - A and Mar2 - B | 355 (pages 24 and 26)<br>DT/110 |
| 3. Summary record of the Sixth Meeting | 361 |
| 4. Fourth Report by the Chairman of Working Group 4A and matters arising therefrom | 359 |
| 5. Third Report by the Chairman of Working Group 4B and matters arising therefrom | 391<br>DT/101 |

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1. Report by the Chairman of Working Group 4/6-Ad Hoc (Calling)
(Document 107)

The Chairman said that it was not the intention to discuss the substance of Document DT/107 at the present meeting as delegations had not had sufficient time to study it closely.

He invited the Chairman of Working Group 4/6-Ad Hoc to present his progress report.

The Chairman of Working Group 4/6-Ad Hoc said a plan had been worked out to meet the needs of busy stations and quiet coast stations. Under the plan, there would be 18 channels divided into four groups of four, with two common channels. If adopted, all ships would have to change calling frequencies. Harmonically related series of frequencies would be allocated exclusively to digital selective calling. These would be 4 187.6, 6 281.4, 8 375.2, 12 562.8, 16 750.4 and 22 248.5. To avoid wastage of frequency spectrum, additional adjacent calling frequencies in 12, 16 and 22 MHz bands would be 12 562.3, 16 749.9 and 22 248.0 in ships calling band. Allocation of frequencies in narrow-band direct-printing channels for digital selective calling in shore-to-ship was also recommended. The frequencies would be 4 357, 6 506, 8 718.5, 13 100.5 and 22 595.5 kHz, with additional adjacent frequencies in the 13, 17 and 22 MHz band which would be 13 100.0, 17 232.0 and 22 595.0. Working Group 4/6-Ad Hoc also recommended that for ship-to-shore digital selective calling, Committee 4 should consider allocating a series in non-paired ship-to-shore narrow-band direct-printing. He added that failure to adopt the plan would mean a return to the existing inefficient calling system.

The Chairman said that a full discussion of the proposals by Working Group 4/6-Ad Hoc would take place in Working Group 6A and that he would propose a joint meeting of Committees 4 and 6 to the Chairman of Committee 6.

The delegate of Switzerland deeply regretted that very important principles had been discussed in Working Group 4/6-Ad Hoc and that no papers had been made available on their deliberations in some earlier meetings, which made it difficult to follow the activities of the Working Group. He felt the matter should be discussed openly in Working Group 6A without any threat of possible consequences, should the proposals by Working Group 4/6-Ad Hoc not be approved.

The Chairman of Working Group 4/6-Ad Hoc assured the delegate of Switzerland that no threats had been intended.

The Chairman strongly recommended delegates to study the relevant documents as they involved an item of major importance to the Conference.

2. Reconsideration of Recommendations Nos. Mar2 - A and Mar2 - B (Documents 355, pages 24 and 26, and DT/110)

The delegate of the United States of America pointed out that the word "Organization" was missing at the end of the second line of the English text of the paragraph under requests on page 3 of Document DT/110.

The representative of the I.F.R.B. said that he would submit to the Secretariat some drafting changes to the French text. Subject to drafting changes, Document DT/110 was approved.

3. Summary Record of the Sixth Meeting (Document 361)

The delegate of Roumania said he had some editorial changes on pages 3 and 4 which would be handed to the Secretariat.

The delegate of Greece said he would hand in a statement concerning the vote on Document 279.

The Chairman of Working Group 4C also said he would hand in corrections.

With these amendments, the Summary Record was approved (see Document 361(Rev.1)).

4. Fourth report by the Chairman of Joint Working Group 4A/5E and matters arising therefrom (Document 359)

The Chairman of Joint Working Group 4A/5E said that the report contained texts which would need to be modified consequent upon the decisions of Committee 6 on the report of Working Group 4/6-Ad Hoc. The Joint Working Group 4A/5E also recommended that sub-section h) of Section V.D.2 should be referred to Committee 6 for advice. Most of the square brackets in the document could be removed after the decisions of Committee 6 are known. Annexes 2 and 3 contained new Appendices 15A and 15B, relating to paired frequencies for coast station transmission and reception of narrow-band direct-printing and data transmission systems and to non-paired frequencies for ship station transmission in that service, respectively. The Resolution referred to in the titles of both Appendices was ready for discussion in Document 391.

Joint Working Group 4A/5E had unanimously decided that there was no need to include Proposal IRN/181/3 in the Radio Regulations.

The Chairman invited the Committee to consider Document 359 page by page.

Page 1

Approved.

Page 3

The Chairman of Joint Working Group 4A/5E said that the square brackets round MOD 1145 could be removed and that the blank spaces in that clause could be filled in by the Secretariat.

The delegate of the Federal Republic of Germany pointed out that MOD 1145 had a bearing on F.1 operation in the 25 to 27.5 MHz band.

The Chairman of Joint Working Group 4A/5E said that that point would be studied more thoroughly at the next meeting of Joint Working Group 4A/5E.

The Chairman said that the square brackets could be removed from the figures in the fourth line, but that those in the last line should be retained pending the outcome of deliberations in Working Group 4/6-Ad Hoc.

The delegate of the United States of America pointed out that the indication "MOD" should precede the figures 451 and 453 in MOD 1149.

Approved, subject to the above considerations.

Page 4

The Chairman said that the square brackets and the words"(see MOD 1149)" should be deleted from SUP 1158.

The delegate of Norway, referring to ADD 1173B, said that Working Group 4/6-Ad Hoc had recommended the use of certain channels of the paired frequency narrow-band direct-printing portion of the spectrum for shore-to-ship digital selective calling. Some adjustments might therefore have to be made, along the lines of those recommended for the radiotelephony bands.

The Chairman of Joint Working Group 4A/5E endorsed that view and suggested that ADD 1173B should be placed in square brackets.

Approved, subject to the above changes.

Page 5

The Chairman said that the square brackets round ADD 1173C should remain pending the outcome of the work of Working Group 4/6-Ad Hoc and suggested that the Secretariat should be authorized to make the necessary adjustments in MOD 1196.

Approved, on that understanding.

Page 6

The delegate of the United Kingdom, supported by the delegate of the United States of America, suggested that since the purpose of MOD 1200 was to take into account the abolition of the concept of high and low traffic ship stations by eliminating the obligation to have two working frequencies in each band, the phrase "sufficient to meet the traffic needs of the ship" might be omitted.

The delegate of the U.S.S.R. said that the phrase might be useful to make it clear that, for example, ships engaged in coastal navigation need not be assigned working frequencies in all the bands enumerated in the provision.

The delegate of the United Kingdom withdrew his suggestion.

The Chairman observed that NOC h), MOD 1203, MOD 1204 and ADD 1204A had been referred to Committee 6 for its advice.

Approved, pending the advice of Committee 6 on the above-mentioned provisions.

Pages 7-10

Approved, subject to possible adjustments for selective calling requirements and addition of 6 kHz to all frequencies in the 25 MHz band.

Document 359 was approved, subject to the above considerations.

5. Third report by the Chairman of Working Group 4B and matters arising therefrom (Documents 391 and DT/101)

The Chairman suggested that the Committee should deal successively with the items listed on pages 1 and 2 of Document 391 and the Annexes to which they referred.

Annex 1

Approved.

Annex 2

"considering" paragraphs

Approved.

Paragraphs 1, 1.1 and 1.2

Approved.

Paragraph 1.3

The delegate of the United Kingdom said that his delegation was concerned by the fact that the procedure proposed in the draft Resolution failed to provide the normal protection stipulated in Article 9 of the Radio Regulations during the period between the current Conference and the general World Administrative Radio Conference to be held in 1979 or 1980. The proposals in Annex 3 to Document DT/101 seemed preferable to the text under consideration, since they provided the necessary protection for existing services, while allowing for space for new and developing services.

The delegate of the United States of America pointed out that the procedure adopted at the 1967 Maritime Conference for notifying ship narrow-band direct-printing frequencies had operated satisfactorily and that a similar procedure could well be applied to paired channels. The protection against interference which all administrations naturally wanted could be assured under paragraph 1.5 of the draft Resolution, but it seemed premature to apply the rigid requirements of the Article 9 procedure in the early stages of the operation of a new system.

The delegate of the U.S.S.R. endorsed these views. Full application of the Article 9 procedure was likely to obstruct the preparation of the Plan, especially since procedures under Appendix 25 were already burdensome. Moreover, since no operational difficulties had been encountered over the seven years during which a flexible system had been applied to direct printing on board ships, the United Kingdom delegate's fears of interference in the coast station paired channel service seemed to be unfounded, particularly since any differences could be settled in accordance with paragraph 1.5 of the draft Resolution. Finally, an unduly rigid interim procedure might hinder the next Conference in preparing a plan.

The delegate of France also supported the United States delegate's views. The entry in the Master Register of assignments with a date in column 2a, proposed in paragraph 9 of Annex 3 to Document DT/101, would create acquired rights which might give rise to difficulties at the planning stage. The best solution was to enter the dates in column 13c of the Master Register, as it was proposed in the paragraph under discussion.

The delegate of the United Kingdom said that his delegation would be less concerned if the current Conference were only making temporary arrangements until 1979 or 1980. If should be borne in mind, however, that the general World Administrative Radio Conference would be making arrangements for all the services and that another Maritime Conference would have to meet before a plan for narrow-band direct-printing telegraphy in the maritime mobile service could be drawn up for implementation, perhaps not before 1985. Shipowners, therefore, had no incentive to buy expensive equipment for paired channels and there would be a considerable temptation to keep ships on non-paired channels.

The delegates of Sweden and Finland endorsed these remarks.

The representative of the I.F.R.B., explaining the manner in which the Board would implement the procedures proposed in the two draft Resolutions, said that under paragraph 1.2 of Annex 2 to Document 391, the I.F.R.B. would, in substance, assist in advance consultations between administrations concerned, for example, in the case where the same frequency would be notified at a few days' interval by the administrations of two neighbouring countries : in such a case, the notifying administrations would be suitably informed and advised. Under paragraph 1.3, no dates would be entered in column 2 of the Master Register. Under paragraph 1.5, the administrations concerned would have the responsibility of settling difficulties in each individual case, pending planning by a future conference.

Under Annex 3 to Document DT/101, users of the bands in accordance with the Radio Regulations would be given the protection of entries in column 2a of the Master Register, but would first receive collective help from the I.F.R.B. according to a procedure along the lines of that set out in Resolution No. Mar 15 of the 1967 Conference. In order not to prejudice future planning, the entries in column 2 would be deleted from the Master Register the day before the opening of the 1979 Conference.

The delegate of the United Kingdom proposed that paragraph 1.3 should end with the words "as appropriate" and that the remainder of that paragraph and the subsequent paragraphs should be deleted and replaced by paragraphs 9 and 9.1 of Annex 3 to Document DT/101, followed by a new paragraph 4 reading :

"that this procedure shall be valid only until it can be replaced by a plan for the service produced by the next competent conference and the use of frequencies by an administration during the intervening period gives no rights to these frequencies in the plan."

The delegates of Sweden, Finland, Brazil, Greece, Denmark and Norway supported the United Kingdom proposal.

The delegate of Italy pointed out that paragraph 9 of Annex 3 to Document DT/101 contained a reference to paragraph 7 of that Annex.

The delegate of the U.S.S.R. said that, to the best of his understanding, the United Kingdom proposal would have the effect of transforming Annex 2 to Document 391 into Annex 3 of Document DT/101.

After a brief discussion, the delegate of the United Kingdom withdrew his proposal.

Paragraph 1.3 was approved.

Paragraphs 1.4, 1.5, 2 and 3

Approved.

Annex 3

Approved, with the addition of "1974" after "en février" in the French text of "noting" paragraph c).

Annex 4

The Chairman of Working Group 4B said that R.R. No. 964A Mar, which had governed narrow-band direct-printing telegraphy in the early stages, had been made redundant by the adoption of the new Article 28B, containing more detailed provisions for the service.

Approved.

Document 391, as a whole, was approved.

The Chairman of Working Group 4B said that the Working Group had held its last meeting and thanked all concerned for their assistance and spirit of cooperation.

The meeting rose at 1845 hours.

The Secretary :

M. SANT

The Chairman :

Capt. V.R.Y. WINKELMAN

INTERNATIONAL TELECOMMUNICATION UNION

# MARITIME CONFERENCE

**GENEVA, 1974**

Document No. 470-E
29 May 1974
Original : English

COMMITTEE 4

SUMMARY RECORD

OF THE

NINTH MEETING OF COMMITTEE 4

Friday, 24 May 1974, at 1500 hrs

Chairman : Capt. V.R.Y. WINKELMAN (Netherlands)

| Subjects discussed : | Document No. |
|---|---|
| 1. Summary Record of the Seventh meeting | 393 |
| 2. Seventh Report by the Chairman of Joint Working Group 4A/5E | 413 |
| 3. Sixth Report by the Chairman of Joint Working Group 4A/5E | 387 + Corr.1 |

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1. Summary Record of the Seventh meeting (Document 393)

The Summary Record of the Seventh meeting was approved.

2. Seventh Report by the Chairman of Joint Working Group 4A/5E (Document 413)

Annex 1 (page 3) was approved.

Annex 2 (page 3) was approved.

The delegate of France, referring to Annex 3 (page 4), said that the work of the Editorial Committee would be facilitated if some indication was given under the Annex heading that ADD e) was to be incorporated in Appendix 15.

The Chairman of Joint Working Group 4A/5E concurred.

The Chairman said that note would be taken of the French delegate's comment.

Annex 3 (page 4) was approved.

The Chairman, referring to the title of Appendix 15D (Annex 4, Page 5), said that "Note d)" in the French text should be replaced by "Note e)".

Subject to that correction, Annex 4 (pages 5-10) was approved.

Referring to Annex 5 (page 11), MOD 1191E, the delegate of France, supported by the delegates of Italy and the United Kingdom, proposed that after "systems", on line 3, the text should be simplified to read "Administrations shall apply the procedure contained in / ADD Resolution No. .../".

It was so agreed.

The Chairman of Joint Working Group 4A/5E said that MOD 1191G should be replaced by "ADD 1191G".

Subject to those amendments, Annex 5 was approved.

Document 413, as a whole, was approved, as amended.

3. Sixth Report by the Chairman of Joint Working Group 4A/5E (Document 387 + Corr.1)

Annex 1 (page 3) was approved subject to insertion of the word "Maritime" after "World" in the line immediately following the title of the draft Resolution.

Annex 2 (pages 4-6) was approved subject to insertion of the word "Maritime" after "World" in the line immediately following the title of the draft Resolution.

The Chairman said that the remainder of Document 387 + Corr.1 would be considered later that afternoon in a joint meeting of Committees 4 and 5.

The meeting rose at 1545 hours.

The Secretary :

Mr. M. SANT

The Chairman :

Capt. V.R.Y. WINKELMAN

INTERNATIONAL TELECOMMUNICATION UNION

**MARITIME CONFERENCE**

**GENEVA, 1974**

Document No. 471-E
30 May 1974
Original : English

COMMITTEE 6

# NINETEENTH REPORT OF WORKING GROUP 6B

## TO COMMITTEE 6

The ad hoc Drafting Group on EPIRB's set up at the seventh meeting of Committee 6, considered the matter in accordance with the discussions which took place in Committee 6 and prepared a draft Recommendation.

Working Group 6B unanimously recommends for adoption the text of the draft Recommendation as reproduced in the Annex to this report.

Annex : 1

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# A N N E X

## DRAFT RECOMMENDATION No. Mar 2-...

## Relating to the future use and characteristics of EPIRB's

The World Maritime Administrative Radio Conference, Geneva, 1974.

considering

a) that according to Article 36 of the Radio Regulations the essential purpose of the EPIRB signals is to facilitate determining the position of survivors in search and rescue operations;

b) that I.M.C.O. Resolution A 91(IV) provides that EPIRB's are intended primarily for homing; they may however be used for alerting in appropriate circumstances;

c) that I.M.C.O. Resolution A 217(VII) recommends administrations to require all ships and vessels where appropriate to be equipped with EPIRB's operating on the most appropriate radio frequencies;

d) that consideration is being given by I.M.C.O. to make mandatory the carriage of EPIRB's on all passenger ships and cargo ships of 300 g.t. and upwards;

considering in particular

e) that I.M.C.O. has stressed in Resolution A 279(VII) the urgent need for unification of the characteristics of EPIRB's;

recognising

a) that there are provisions in the Radio Regulations for EPIRB's on the frequencies 2 182 kHz, 121.5 MHz and 243 MHz;

b) that the I.T.U. World Administrative Radio Conference for Space Telecommunications (1971) has allocated the frequency band 406 - 406.1 MHz to the mobile-satellite service solely for the use and development of low-power EPIRB systems using space techniques;

c) that I.M.C.O. Resolution A 91(IV) recommends the carrier frequency 2 182 kHz as a first choice operational frequency for EPIRB's;

d) that the technical characteristics of EPIRB's operating on the carrier frequency 2 182 kHz are contained in Article 36 and Appendix 20A of the Radio Regulations and in C.C.I.R. Recommendation 439;

e) that Resolution Mar 7 of the Radio Regulations prescribes that EPIRB's operating on the carrier frequencies 121.5 MHz and 243 MHz shall comply with the relevant C.C.I.R. Recommendations and standards and practice of I.C.A.O.;

recommends

a) that in view of their inter-relationship in this matter, I.C.A.O. and I.M.C.O. be invited, as a matter of urgency, to review their concepts for EPIRB's in regard to search and rescue operations and the safety of life at sea;

b) that the C.C.I.R. be requested, when I.C.A.O. and I.M.C.O. have stated their concepts, to reconsider the preferred frequencies for EPIRB's in particular relation to the prime requirement of homing and the technical characteristics of such beacons with regard to the requirement for unification;

requests

the Secretary-General to bring this Recommendation to the attention of I.C.A.O. and I.M.C.O.

INTERNATIONAL TELECOMMUNICATION UNION

# MARITIME CONFERENCE

GENEVA, 1974

Document No. 472-E
30 May 1974
Original : French, English

COMMITTEE 4

## THIRD REPORT BY WORKING GROUP 4C TO COMMITTEE 4

### Examination of a Recommendation on the use of the band 13.4-14.0 GHz, allocated for radiolocation, by radionavigation systems in the mobile maritime service

Under this Recommendation, the delegation of the United Kingdom requested administrations to authorize the use, by maritime radionavigation systems of the sub-band 13.4-13.6 GHz, within the band 13.4-14.0 GHz allocated for radiolocation. Since 1971 the sharing of frequencies in the band 14-14.3 GHz between the radionavigation service and fixed satellite service and the need to protect the latter service had prevented this band from being used by radionavigation services except for a small number of very low-power systems.

The Recommendation was supported by two delegations but a larger number of delegations doubted the competence of the present Conference to discuss the matter and considered that the radionavigation service should be protected as an exclusive service, which would not be the case if assignments for the service had to be notified under No. 115 of the Radio Regulations.

As a result, the delegate of the United Kingdom agreed to withdraw the Recommendation. However, to make administrations aware of the difficulties involved for the maritime radionavigation service in using the band 14.0-14.3 GHz, he asked that the statement annexed to this document be incorporated in the Summary Records of Committee 4.

A. PETTI
Chairman

Annex : 1

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# A N N E X

## USE OF THE BAND 14.0-14.3 GHz BY THE RADIONAVIGATION SERVICE

In accordance with the provisions of footnote 408A, and Recommendation Spa2 - 15, of the Radio Regulations, the C.C.I.R. has studied the criteria for frequency sharing between the radionavigation service and the fixed-satellite service (earth-space) in the band 14.0-14.3 GHz. The results of this study*) show that the level of protection required by the space service is such as to virtually rule out the use of this band for all but small numbers of very low-power radionavigation services. There is therefore a need to select another band, preferably as near as possible to the 14.0-14.3 GHz band, to accommodate the maritime radionavigation services, which prior to 1972 could have been assigned frequencies, without power restriction, in the 14.0-14.3 GHz band.

The provision of an alternative band is, of course, a matter which can be dealt with only by the World Administrative Radio Conference due to be held in 1979 or 1980. However, in the interim period the United Kingdom proposes to authorize the use of the sub-band 13.4-13.6 GHz in the 13.4-13.6 GHz radiolocation band, for maritime mobile radionavigation devices - of up to, and including, 5 kW effective radiated peak envelope power - where such devices cannot be accommodated in the 14.0-14.3 GHz radionavigation band due to the power limit imposed to protect the fixed-satellite service.

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*) C.C.I.R. Study Group 8 Draft Recommendation 1974 in Doc. 8/1007.

INTERNATIONAL TELECOMMUNICATION UNION

# MARITIME CONFERENCE

**GENEVA, 1974**

Document No. 473-E
30 May 1974
Original : English

COMMITTEE 4
COMMITTEE 5

## EIGHTH REPORT OF JOINT WORKING GROUP 4A/5E

1. Having considered documents DT/129(Rev.1), DT/136 and DT/137 at its sixteenth meeting on Thursday, 30 May 1974, the Joint Working Group 4A/5E submits the following texts for consideration of Committee 4 :

i) Draft Recommendation /  / (Annex 1)

The delegate of Japan reserved the right to come back on the question of the band 26 160-26 174.1 kHz

ii) Further modifications to Article 7 (Annex 2)

In respect of Nos. ADD 452A and ADD 452D the delegates of France and the U.S.S.R. expressed their reservations

iii) Modifications to Nos. 1161 to 1165, Article 32 (Annex 3)

iv) Further modifications to Nos. ADD 1173B, ADD 1173C, Article 32 (Annex 4)

v) Modifications to Section V.D.1, Article 32 (Annex 5)

vi) Further modifications to Nos. MOD 1191D, ADD 1191F and MOD 1196 (Annex 6)

vii) Further modifications to ADD Appendix 15A (Annex 7)

viii) Further modifications to ADD Appendix 15B (Annex 8)

ix) Further modifications to ADD Appendix 15D (Annex 9)

x) Further modifications to ADD Resolution /  / in Annex 5 of Document 419 (Annex 10)

The delegate of France expressed reservations on Step 2 c) in this item

2. Items iii), iv), v), vi), vii), viii) and ix) were approved unanimously by the Joint Working Group 4A/5E.

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3. The Joint Working Group 4A/5E also considered foot-notes Add g), ADD h) and ADD i) on page 12 of Document 428 and decided as follows :

3.1 Note ADD g) may be deleted.

The delegate of the U.K. stated that his agreement to the deletion of this note was on the understanding that the calling procedure for HF Al Morse telegraphy would be accepted by the Conference. He reserved his right to revert to this question if the calling procedure was not accepted.

3.2 Note ADD h) may be retained without square brackets and renumbered as ADD g).

3.3 Note ADD i) may be retained without square brackets and renumbered as ADD h). In the text of the Note the reference to "No. 1179" should be modified to read "No. MOD 1179".

The text of these notes has been accordingly modified and appears in Document DT/139.

W.M. DUNELL
Chairman

Annexes : 10

# ANNEX 1

ADD

## RECOMMENDATION No. Mar2 - ..

### Relating to the use of frequency bands between 23 000 and 27 500 kHz by the maritime mobile service

The World Maritime Administrative Radio Conference, Geneva, 1974,

considering

a) that the 25 MHz band is very useful for the long-distance maritime radiocommunications;

b) that the present exclusive frequency allocations in the 25 MHz band to the maritime mobile service are not adequate to meet the growing needs of maritime radiotelephony and narrow-band direct-printing in that band;

c) that the frequency bands between 25 010 and 25 070 kHz, 25 110 and 25 600 kHz and 26 100 and 27 500 kHz are allocated to the maritime mobile service on a shared basis with other services;

d) that with such shared use there is a possibility of harmful interference over long distances between assignments of different services and that the radio spectrum is not utilized in a rational way;

recommends

1. that administrations, when making frequency assignments to stations of the maritime mobile service operating in the bands 25 010 - 25 070 kHz and 26 100 - 26 174.1 kHz, should do so in accordance with the following arrangements:

| Frequency band (kHz) | Service |
|---|---|
| 25 010 - 25 070 | Ship stations, telephony duplex operation with channel spacing of 3.1 kHz and with the first carrier frequency being at 25 010.5 kHz and the last carrier frequency being at 25 066.3 kHz (19 channels) |

| Frequency band (kHz) | Service |
|---|---|
| 26 100 - 26 160 | Coast stations, telephony duplex operation with channel spacing of 3.1 kHz and with the first carrier frequency at 26 101 kHz and the last carrier frequency at 26 156.8 kHz (19 channels) |
| 26 160 - 26 174.1 | Coast stations narrow-band direct-printing telegraphy and data transmission systems paired with stations operating in the 25 076 - 25 090.1 kHz band, with channel spacing of 0.5 kHz and with the first assignable frequency at 26 160.3 kHz and the last assignable frequency at 26 173.8 kHz (28 channels); |

2. that administrations should take into account the aforementioned arrangement when submitting proposals to the next competent W.A.R.C.

# A N N E X 2

## FURTHER MODIFICATIONS TO ARTICLE 7

(See Annex 1 to Document 419)

MOD 451B g) Ship stations, narrow-band direct-printing telegraph and data transmission systems, at speeds not exceeding 100 bauds, paired with those in No. ADD 452C

4 170 - 4 177.25 kHz
6 256 - 6 267.75 kHz
8 343.5 - 8 357.25 kHz
12 491 - 12 519.75 kHz
16 660 - 16 694.75 kHz
22 192 - 22 225.75 kHz

ADD 451C ga) Ship stations, narrow-band direct-printing telegraph and data transmission systems, at speeds not exceeding 100 bauds (non-paired)

4 177.25 - 4 179.75 kHz
6 267.75 - 6 269.75 kHz
8 297.3 - 8 300 kHz
8 357.25 - 8 357.75 kHz
12 519.75 - 12 526.75 kHz
16 694.75 - 16 705.8 kHz
22 225.75 - 22 227 kHz
25 076 - 25 090.1 kHz

MOD 452 h) Ship stations, A1 Morse telegraphy calling

4 179.75 - 4 187.2 kHz
6 269.75 - 6 280.8 kHz
8 359.75 - 8 374.4 kHz
12 539.6 - 12 561.6 kHz
16 719.8 - 16 748.8 kHz
22 227 - 22 247 kHz
25 070 - 25 076 kHz

ADD 452A ha) Ship stations, digital selective calling

4 187.2 - 4 188 kHz
6 280.8 - 6 282 kHz
8 374.4 - 8 376 kHz
12 561.6 - 12 564 kHz
16 748.8 - 16 752 kHz
22 247 - 22 250 kHz

ADD 452B hb) Ship stations, Al Morse telegraphy, working

| | | | |
|---|---|---|---|
| 4 188 | - | 4 219.4 | kHz |
| 6 282 | - | 6 325.4 | kHz |
| 8 357.75 | - | 8 359.75 | kHz |
| 8 376 | - | 8 435.4 | kHz |
| 12 526.75 | - | 12 539.6 | kHz |
| 12 564 | - | 12 652.3 | kHz |
| 16 705.8 | - | 16 719.8 | kHz |
| 16 752 | - | 16 859.4 | kHz |
| 22 250 | - | 22 310.5 | kHz |
| 25 090.1 | - | 25 110 | kHz |

ADD 452C hc) Coast stations, 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 | - | 4 356.75 | kHz |
| 6 493.9 | - | 6 505.75 | kHz |
| 8 704.4 | - | 8 718.25 | kHz |
| 13 070.8 | - | 13 099.75 | kHz |
| 17 196.9 | - | 17 231.75 | kHz |
| 22 561 | - | 22 594.75 | kHz |

ADD 452D hd) Coast stations, digital selective calling

| | | | |
|---|---|---|---|
| 4 356.75 | - | 4 357.4 | kHz |
| 6 505.75 | - | 6 506.4 | kHz |
| 8 718.25 | - | 8 718.9 | kHz |
| 13 099.75 | - | 13 100.8 | kHz |
| 17 231.75 | - | 17 232.9 | kHz |
| 22 594.75 | - | 22 596 | kHz |

## A N N E X 3

## MODIFICATIONS TO ARTICLE 32

NOC B. Call and reply

MOD 1161 (2) Frequencies in the Al Morse telegraphy calling bands are assigned to each mobile station in accordance with the provisions of Nos. ADD 1176A to MOD 1179.

NOC 1162

NOC 1163

NOC 1164

NOC 1165

(Note : For MOD 1160, ADD 1162A, MOD 1166, NOC 1167, MOD 1168, ADD 1168A and ADD 1168B, see Document 450.)

## A N N E X 4

NOC C. Traffic

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 - 4 356.75 kHz
6 493.9 - 6 505.75 kHz
8 704.4 - 8 718.25 kHz
13 070.8 - 13 099.75 kHz
17 196.9 - 17 231.75 kHz
22 561 - 22 594.75 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 within the following band limits (see also No. ADD 1238D) :

4 356.75 - 4 357.4 kHz
6 505.75 - 6 506.4 kHz
8 718.25 - 8 718.9 kHz
13 099.75 - 13 100.8 kHz
17 231.75 - 17 232.9 kHz
22 594.75 - 22 596 kHz

## A N N E X 5

NOC D. Assignment of frequencies to mobile stations

NOC 1. Calling frequencies of ship stations

MOD 1174 § 29. The frequencies assignable to ship stations for Al Morse telegraphy calling are included within the following band limits :

4 179.75 - 4 187.2 kHz
6 269.75 - 6 280.8 kHz
8 359.75 - 8 374.4 kHz
12 539.6 - 12 561.6 kHz
16 719.8 - 16 748.8 kHz
22 227 - 22 247 kHz
25 070 - 25 076 kHz

SUP 1175

SUP 1176

(Note : For ADD 1176A - MOD 1179, see Document 450.)

ADD 1179A § 31A (1) The frequencies assignable to ship stations for digital selective calling are included within the following band limits :

4 187.2 - 4 188 kHz
6 280.8 - 6 282 kHz
8 374.4 - 8 376 kHz
12 561.6 - 12 564 kHz
16 748.8 - 16 752 kHz
22 247 - 22 250 kHz

ADD 1179B (2) The exclusive digital selective calling frequencies within the bands indicated in ADD 1179A (see No. 1238C) may be assigned to any ship station for use in accordance with No. 999F.

(Note : The proposals for ADD 1179A and ADD 1179B above are consequential to No. ADD 1179A in Document DT/118 which was considered and approved in the joint meeting of Committees 4 and 6 on 29 May 1974.)

## A N N E X 6

### ARTICLE 32, SECTION V.D.2 d)

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 - 4 177.25 kHz
6 256 - 6 267.75 kHz
8 343.5 - 8 357.25 kHz
12 491 - 12 519.75 kHz
16 660 - 16 694.75 kHz
22 192 - 22 225.75 kHz

ARTICLE 32, SECTION V.D.2.da)

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 :

4 177.25 - 4 179.75 kHz
6 267.75 - 6 269.75 kHz
8 297.3 - 8 300 kHz
8 357.25 - 8 357.75 kHz
12 519.75 - 12 526.75 kHz
16 694.75 - 16 705.8 kHz
22 225.75 - 22 227 kHz
25 076 - 25 090.1 kHz

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

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

4 188 - 4 219.4 kHz
6 282 - 6 325.4 kHz
8 357.75 - 8 359.75 kHz
8 376 - 8 435.4 kHz
12 526.75 - 12 539.6 kHz
12 564 - 12 652.3 kHz
16 705.8 - 16 719.8 kHz
16 752 - 16 859.4 kHz
22 250 - 22 310.5 kHz
25 090.1 - 25 110 kHz

ANNEX 7

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 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 | | | 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 | | | | | 8 716.5 | 8 355.5 |
| 25 | | | | | 8 717 | 8 356 |
| 26 | | | | | 8 717.5 | 8 356.5 |
| 27 | | | | | 8 718 | 8 357 |

| 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 | 16 603.5 | 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 | | | 17 226 | 16 689 | 22 590 | 22 221 |
| 59 | | | 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 | | |
| 69 | | | 17 231.5 | 16 694.5 | | |

ANNEX 8

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 | 22 MHz | 25 MHz |
|---|---|---|---|---|---|---|---|
| Series No. | Ship Station Transmit | Ship Station Transmit | Ship Station Transmit | Ship Station Transmit | Ship Station Transmit | Ship Station Transmit | Ship Station Transmit |
| 1 | 4 177.5 | 6 268 | 8 297.6 | 12 520 | 16 695 | 22 226 | 25 076.3 |
| 2 | 4 178 | 6 268.5 | 8 298.1 | 12 520.5 | 16 695.5 | 22 226.5 | 25 076.8 |
| 3 | 4 178.5 | 6 269 | 8 298.6 | 12 521 | 16 696 | | 25 077.3 |
| 4 | 4 179 | 6 269.5 | 8 299.1 | 12 521.5 | 16 696.5 | | 25 077.8 |
| 5 | 4 179.5 | | 8 299.6 | 12 522 | 16 697 | | 25 078.3 |
| 6 | | | 8 357.5 | 12 522.5 | 16 697.5 | | 25 078.8 |
| 7 | | | | 12 523 | 16 698 | | 25 079.3 |
| 8 | | | | 12 523.5 | 16 698.5 | | 25 079.8 |
| 9 | | | | 12 524 | 16 699 | | 25 080.3 |
| 10 | | | | 12 524.5 | 16 699.5 | | 25 080.8 |
| 11 | | | | 12 525 | 16 700 | | 25 081.3 |
| 12 | | | | 12 525.5 | 16 700.5 | | 25 081.8 |
| 13 | | | | 12 526 | 16 701 | | 25 082.3 |
| 14 | | | | 12 526.5 | 16 701.5 | | 25 082.8 |
| 15 | | | | | 16 702 | | 25 083.3 |
| 16 | | | | | 16 702.5 | | 25 083.8 |
| 17 | | | | | 16 703 | | 25 084.3 |
| 18 | | | | | 16 703.5 | | 25 084.8 |
| 19 | | | | | 16 704 | | 25 085.3 |
| 20 | | | | | 16 704.5 | | 25 085.8 |
| 21 | | | | | 16 705 | | 25 086.3 |
| 22 | | | | | 16 705.5 | | 25 086.8 |
| 23 | | | | | | | 25 087.3 |
| 24 | | | | | | | 25 087.8 |
| 25 | | | | | | | 25 088.3 |
| 26 | | | | | | | 25 088.8 |
| 27 | | | | | | | 25 089.3 |
| 28 | | | | | | | 25 089.8 |

# A N N E X 9

## MODIFICATIONS TO APPENDIX 15D

1. In Document 428, add the following boxes at the beginning of the Table of Appendix 15D, on page 13 :

| Series No. | 4 MHz | 6 MHz | 8 MHz | 12 MHz | 16 MHz |
|---|---|---|---|---|---|
| 1. | 4 188.5 | 6 282.75 | 8 377 | 12 565.5 | 16 754 |
| a) | | | | 12 566 | 16 754.5 |
| b) | | | 8 377.5 | | 16 755 |
| c) | | | | 12 566.5 | 16 755.5 |
| 2. | 4 189 | 6 283.50 | 8 378 | 12 567 | 16 756 |
| a) | | | | 12 567.5 | 16 756.5 |
| b) | | | 8 378.5 | | 16 757 |
| c) | | | | 12 568 | 16 757.5 |

2. In the last line of the Note at the top of the Table on page 13, replace "/ 51 /" by "53".

3. Renumber the existing "Series No." in the first column of the Table from 3 to 62 and remove the square brackets

ANNEX 10

| 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 - 4 188 | 4 188 - 4 219.4 | As soon as possible | 1 June 1976 |
| | 4 219.4 - 4 231 | | | |
| | 6 280.5 - 6 282 | 6 282 - 6 325.4 | | |
| | 6 325.4 - 6 345.5 | | | |
| | 8 374 - 8 376 | 8 357.75 - 8 359.75 | | |
| | 8 435.4 - 8 459.5 | 8 376 - 8 435.4 | | |
| | 12 561 - 12 564 | 12 526.75 - 12 539.6 | | |
| | 12 652.3 - 12 689 | 12 564 - 12 652.3 | | |
| | 16 748 - 16 752 | 16 705.8 - 16 719.8 | | |
| | 16 859.4 - 16 917.5 | 16 752 - 16 859.4 | | |
| | 22 310.5 - 22 374 | 22 250 - 22 310.5 | | |

| 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<br>6 493.9 - 6 514<br>8 704.4 - 8 728.5<br>13 070.8 - 13 107.5<br>17 196.9 - 17 255<br>22 561 - 22 624.5 | 4 219.4 - 4 231<br>6 325.4 - 6 345.5<br>8 435.4 - 8 459.5<br>12 652.3 - 12 689<br>16 859.4 - 16 917.5<br>22 310.5 - 22 374 | 2 June 1976 | 31 July 1976 |
| b) Transfer of ship calling frequencies to the new telegraphy calling frequencies | 4 178 - 4 187<br>6 267 - 6 280.5<br>8 356 - 8 374<br>12 534 - 12 561<br>16 712 - 16 748<br>22 222.5 - 22 267.5 | see Appendix 15C | 2 June 1976 | 31 May 1977 |
| c) Ship and coast stations may commence using the digital selective calling frequencies | - | Ship stations<br>4 187.6, 6 281.4, 8 375.2,<br>12 562.3, 12 562.8,<br>16 749.9, 16 750.4,<br>22 248, 22 248.5<br><br>Coast stations<br>4 357, 6 506, 8 718.5,<br>13 100, 13 100.5,<br>17 232, 17 232.5,<br>22 595, 22 595.5 | 1 June 1977 | |

INTERNATIONAL TELECOMMUNICATION UNION

# MARITIME CONFERENCE

**GENEVA, 1974**

Document No. 474-E
30 May 1974
Original : French/English

COMMITTEE 5

SUMMARY RECORD

OF THE

SIXTH MEETING OF COMMITTEE 5

Thursday, 23 May 1974, at 1430 hrs

Chairman : Mr. O.J. HAGA (Norway)

| Subjects discussed : | Document No. : |
|---|---|
| 1. Summary Record of the Fourth Meeting of Committee 5 | 357 |
| 2. Third, Fourth, Fifth, Sixth, Seventh and Eighth Reports of Working Group 5A | 342, 343 + Corr. 1<br>344 + Corr. 1,<br>349 (Rev. 1)<br>348 + Corr. 1<br>367 |

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1. Summary record of the fourth meeting of Committee 5 (Document 357)

Page 3, 1st paragraph

The Chairman said that, to express more accurately the point made by the representative of the International Chamber of Shipping (I.C.S.), the words "some limitations included at" should be omitted in the 4th line of the text and that the phrase "made less restrictive" should be added at the end of the sentence.

There being no objections, it was so decided.

Page 3, 4th paragraph

At the request of the delegate of the United Kingdom, it was agreed to amend the end of the paragraph to read : "on board a ship".

Subject to the above corrections, the summary record of the fourth meeting was approved.

2. Third, fourth, fifth, sixth, seventh and eighth reports of Working Group 5A (Documents 342, 343 + Corr.1, 344, 349(Rev.1), 348 + Corr.1 and 367)

a) Third report of Working Group 5A (Document 342)

The Chairman of the Working Group said that Document 342 proposed a date for applying the new Appendix 17A to radiotelephony transmitters operating in the bands between 1 605 and 4 000 kHz. The date, 1 January 1982, should therefore be inserted in the text of the Appendix between the square brackets. Draft Appendix 17A amended in accordance with the third report of the Working Group had already been submitted to the Editorial Committee.

There being no comments, Document 342 was approved.

b) Fourth report of Working Group 5A (Document 343 + Corr.1)

The Chairman of the Working Group stated that the Annex to Document 343, was a draft recommendation which referred the question discussed in the report to the World Maritime Administrative Radio Conference planned for 1979. It concerned the establishment of a channel plan for the mobile maritime service in the bands between 1 605 and 4 000 kHz where the present situation was critical.

The Chairman then reviewed the various sections of the text.

The delegate of Spain noted that Corrigendum 1 to Document 343 applied not only to the English version but also to the Spanish text. He proposed that the words "world-wide or" be omitted in the last sub-paragraph of paragraph f) (page 4) to bring the wording into line with the text of the "recommends".

A lengthy discussion ensued.

The delegate of Sweden said that the original intention had been to propose certain channels for the world-wide plan for ship-to-ship and ship-to-coast communications. Paragraph f) could therefore be left as it was.

The delegates of the Netherlands, Norway, Greece, the United Kingdom and France agreed, while the delegates of the United States of America and the U.S.S.R. expressed support for the view of the Spanish delegate.

The delegate of India said that only 42 kHz were allocated to the maritime mobile service in the bands in question, so that he doubted the efficiency of the plan in these bands for that service. It would be preferable to delete the entire phrase "world-wide or regional frequency assignment plans" at the end of paragraph f).

The new compromise proposal was supported by the delegates of Japan, Canada, Saudi Arabia, Bangladesh, the German Democratic Republic and Sweden, the latter stating his willingness to accept that solution to facilitate the work of the Committee.

The delegate of Canada said that the text should refer to channelling arrangements rather than a frequency assignment plan.

The representative of the I.F.R.B. stated that he also had some misgivings about the word "plan", since an assignment plan could only be established in a band exclusively allocated to a service, which was not the case at issue. He was therefore of the opinion - shared by the delegate of the United States - that the previous speaker's proposal was the best.

The Chairman emphasized that the Annex to Document 343 constituted a draft recommendation for submission to the 1979 Conference which was a body competent to allocate the exclusive use of certain bands to the services concerned.

The delegate of Sweden agreed and said he hoped that part of the bands between 1 605 and 4 000 kHz would be exclusively allocated to the maritime mobile service by the 1979 Conference.

The delegates of Iran, the German Democratic Republic, Iceland and Spain agreed; the latter, however, said that if the Committee thought it necessary that bands should be exclusively allocated to the maritime mobile service, it should make this clear in the text of the draft recommendation.

The delegate of Japan proposed the following amendments in the text after the word "recommends" :

i) in the second and third lines delete the words "which should include provision";

ii) in the fourth line, delete the words "to be used by the maritime mobile service".

He considered that it would be premature at the present stage to establish a channel plan in the bands between 1 605 and 4 000 kHz shared among various services, among which the stations of the maritime mobile service represented only a small proportion of the users. The 1979 Conference should therefore not be too heavily committed and the Administrations should be given sufficient time to study the question from the standpoint not only of the maritime mobile service but also of the other services operating in the bands concerned. It was certainly too early to recommend to the 1979 Conference the establishment of a plan having the scope of that set out in the Annex to Document 343.

In the ensuing debate, the delegates of the Philippines, Canada, Mauritania, the U.S.S.R., Turkey and Bangladesh expressed their support for the new proposal.

The delegate of India said that he agreed with the principle expounded by the delegate of Japan and that the outcome of the work of the 1979 Conference should not be prejudged by using the word "provide for" under "recommends". He therefore suggested that it should be replaced by "examine" or "study the possibility of".

The delegate of Sweden said that the suggestion made by the delegate of Japan would have the effect of preventing a channel plan from being envisaged for purposes other than certain common channels. He was therefore opposed to the idea and wished the text to remain as it stood.

The delegates of Norway, the United Kingdom, France, Greece, the Federal Republic of Germany, Iran, Ireland and Finland agreed.

The delegate of Saudi Arabia said that he would be in favour of a different compromise solution.

The delegate of the United States endorsed the proposals of the delegates of Japan and India while the delegate of the Netherlands expressed his support for the proposals of the delegates of Sweden and India.

Summing up the discussion, the Chairman said that the Japanese proposal should be put to the vote to enable the Committee to express its views on the subject unequivocally.

The delegate of Spain, supported by the delegates of Italy and Saudi Arabia, said that the entire matter should be referred back to the Working Group for the preparation of a new draft.

The delegate of the Federal Republic of Germany, supported by the delegates of Israel and France, stated that the Japanese proposal raised a problem of substance and that the Committee itself should express its views on the principle.

The Chairman said that the Committee should decide whether the draft recommendation should have the same scope as the present text or whether it should be redrafted on the lines of the Japanese suggestion. He therefore put the proposal to the vote.

The Japanese proposal was rejected by 27 votes to 20, with 9 abstentions, and it was agreed that the draft recommendation should be referred back to the Working Group, with instructions not to modify the substance but to confine itself to rewording the end of page 4 in the light of the various views expressed at the meeting.

c) Fifth report of Working Group 5A (Document 344 + Corr. 1)

The Chairman of the Group explained that, to rule out any risk of error, the Group had decided that the frequencies should be designated by specifying that they were "carriers", for single sideband or other radiotelephone emissions.

Following a discussion in which the representative of the I.F.R.B. and the delegates of Italy, Israel, Canada, the United States of America, Bangladesh and Brazil and the Chairman of Working Group 5A took part, it was decided to amend No. MOD 1321A (Annex 1) as follows : a) delete the square brackets at the beginning of the text and replace the words "Notwithstanding the provisions of" by "Except with regard to the provisions of", b) in the fourth line, replace the word "nominated" by "designated", c) delete No. 1323.1, the footnote being rendered unnecessary by the insertion of the word "carrier" before "frequency" (Annex 2).

Annexes 1 and 2, as amended above, being approved, the Fifth Report of Working Group 5A was also approved.

d) Sixth report of Working Group 5A (Document 349(Rev.1))

The Chairman of Working Group 5A introduced the proposal to unify designation of upper MF band limits, explaining that the Working Group had studied the effects on the provisions listed and had been unable to reach a decision on Nos. 442 and 1341 which had therefore been left in square brackets.

The delegate of the United Kingdom feared that extension of the upper limit, in certain cases from 2 850 kHz to 4 000 kHz, would impose limits on the maritime mobile service whereas stations of other services would still be entitled to operate at their present levels.

His views were shared by the delegates of Italy, the United States of America and the Philippines.

The Committee decided not to accept the sixth report.

e) Seventh report of Working Group 5A (Document 348 + Corrigendum)

The Chairman of the Working Group introduced the report.

The delegate of Israel, supported by the delegates of Greece, the Federal Republic of Germany and Brazil, requested that the date adopted by the 1967 Conference, namely 1 April 1977, be retained for the transfer of selective calling from 2 182 kHz to 2 170.5 kHz.

The delegate of the United Kingdom said that he was apprehensive about the effects of increased use of selective calling on the distress frequency and the proposal to advance the transfer date was in line with efforts being made by I.M.C.O. However, if the original date were retained, the provisions listed in the Annex would have to be modified.

The Chairman suggested that 1322D be amended in line with MOD 1329A. The following wording was agreed for MOD 1329A, subject to final revision by the Editorial Committee :

"by coast stations when using selective calling systems described in Appendix 20C with class of emission A2H, until 1 April 1977 (see No. 999E)"

As the other provisions in the Annex would also have to be modified as a consequence, it was decided to pass the Annex back to Working Group 5A for amendment in the light of the decisions taken in the Committee.

f) Eighth report of Working Group 5A (Document 367)

The Working Group Chairman introduced the proposal for modified power limits.

The delegates of the Philippines and the Federal Republic of Germany would prefer the upper limit to be changed back to 3 800 kHz.

To meet the point raised by the delegate of India, the delegate of the United Kingdom suggested that the band limit be kept at 4 000 kHz and the wording of No. 1342 be followed.

The Chairman of Working Group 5A pointed out that that was already the case in the French and Spanish versions and it was agreed to align the English version.

The delegate of Spain asked what procedure would be followed by stations operating with higher powers. The delegate of the United Kingdom thought that there were very few, if any, stations which were in fact operating above the limits.

On a suggestion by the Chairman, which was supported by the delegates of Greece and Israel, it was agreed that the Working Group be asked to prepare a draft resolution modelled on that in Document No. DT/102 relating to the 4 000 - 23 000 kHz bands, provided it were confirmed by the I.F.R.B. that such a resolution was necessary.

The meeting rose at 1800 hours.

The Secretary :

J. BALFROID

The Chairman :

O.J. HAGA

INTERNATIONAL TELECOMMUNICATION UNION

# MARITIME CONFERENCE

**GENEVA, 1974**

Corrigendum No. 1 to
Document No. 475-E
3 July 1974
Original : Spanish

PLENARY MEETING

MINUTES

OF THE

FOURTH PLENARY MEETING

Page 3 : Amend the first two paragraphs to read :

The delegates of Sweden, Mexico, India, Roumania, Mauritius, Greece, Colombia, Ireland and Venezuela supported the Israeli Recommendation.

While welcoming proposals aimed at facilitating the work of the Conference, the delegate of Spain felt that the Recommendation required clarification in some respects. It was for Administrations to decide the form in which proposals were presented. The General Secretariat could coordinate proposals submitted, but it should not manipulate either the form or the substance of such proposals. The implications which the Administrative Council had to consider were not clear.

ARCHIVES U.I.T. GENÈVE

INTERNATIONAL TELECOMMUNICATION UNION

# MARITIME CONFERENCE

**GENEVA, 1974**

Document No. 475-E
30 May 1974
Original : English

PLENARY MEETING

MINUTES

OF THE

FOURTH PLENARY MEETING

Tuesday, 21 May 1974, at 0930 hrs

Chairman : Mr. R.M. BILLINGTON (United Kingdom)

| | | Document No. |
|---|---|---|
| 1. | Minutes of the First Plenary Meeting | 253 + Corr. |
| 2. | Minutes of the Second Plenary Meeting | 254 + Corr. |
| 3. | Minutes of the Third Plenary Meeting | 257 |
| 4. | Date of entry into service of the newly-elected International Frequency Registration Board | - |
| 5. | Presentation of modified texts of the Radio Regulations in the different levels of the work of the Conference (draft Recommendation) | 340 |
| 6. | First reading of texts submitted by the Editorial Committee | |
| | 1st Series | 355 |

ARCHIVES U.I.T. GENÈVE

1. Minutes of the First Plenary Meeting (Document No. 253 + Corr.)

The Minutes of the First Plenary Meeting were approved.

2. Minutes of the Second Plenary Meeting (Document No. 254 + Corr.)

The Minutes of the Second Plenary Meeting were approved.

3. Minutes of the Third Plenary Meeting (Document No. 257)

The Minutes of the Third Plenary Meeting were approved.

4. Date of entry into service of the newly-elected International Frequency Registration Board

The Chairman pointed out that Article 175 of the Montreux Convention states that "The members of the Board shall take up their duties on the date determined by the World Administrative Conference which elected them". It was therefore incumbent on the present Conference to approve the date on which the new Board should take office. Discussions had taken place with individual retiring and newly-elected members of the Board and Heads of Delegations of their countries. It was suggested that the newly-elected International Frequency Registration Board should take office on 1 July 1975.

It was so decided.

5. Presentation of modified texts of the Radio Regulations in the different levels of the work of the Conference (draft Recommendation) (Document 340)

Introducing the Recommendation (Document 340), the delegate of Israel stated that smaller delegations in particular found it difficult to follow the deliberations taking place in the various Committees, Working Groups and Sub-Groups. Delegates faced the time-consuming task of comparing new texts with the existing provisions of the Radio Regulations. The aim of his delegation's proposals was to reduce the number of man hours devoted by delegates to the work of the Conference. Adoption of uniform annotation might place an additional work-load on the Secretariat and there could be printing difficulties. In addition the financial implications would need to be considered. It was therefore proposed that the Administrative Council should study all the implications of the problem and put forward suggestions.

The delegates of Sweden, Mexico, India, Roumania, Mauritius, Greece, Colombia, Ireland and Venezuela supported the Israeli Recommendation.

While welcoming proposals aimed at facilitating the work of the Conference, the delegate of Spain felt that the Recommendation required clarification in some respects. It was for Administrations to decide the form in which proposals were presented. The General Secretariat could coordinate proposals submitted, on the lines of DT/1, but it should not manipulate either the form or substance of such proposals. The Administrative Council was not competent to decide on this matter and there might be economic difficulties.

The Deputy Secretary-General pointed out that the Israeli Recommendation concerned means of presentation and was not intended to touch the substance of proposals. It was a fact that different Administrations presented their proposals in different ways. As a result, the General Secretariat, prior to the Conference, had had consultations with a number of Administrations in order to achieve improved uniformity of presentation of proposals. The General Secretariat had the intention to prepare more detailed guidelines for the presentation of proposals for future conferences. The economic implications was the issue which would concern the Administrative Council as adoption of this Recommendation would have meant additional expenditure of approximately Sw. frs. 50,000-60,000 on typing and other services. Further, it might not have been possible to carry out the work of the Conference in the time at present allocated to it. The General Secretariat had already decided to study this matter irrespective of this particular Recommendation.

The delegate of Italy agreed with the spirit of the Israeli proposal but felt that general proposals concerning the drafting of documents should be covered by the Convention and not dealt with by the Administrative Council.

The Secretary-General pointed out that the draft Recommendation contained proposals which would increase the work of the Secretariat and give rise to additional expenditure in the preparation of documents before and during conferences. As the Administrative Council was responsible for Conference budgets it should study the Recommendation particularly with regard to its administrative and financial implications.

In view of the large measure of support for the Recommendation, the Chairman suggested that a small working group be set up to study the matter and prepare a revised text taking into account the points raised during the discussions.

It was agreed that the working group would consist of Israel, Sweden, India, Italy and Spain and a member or members of the Secretariat.

In reply to a query by the representative of the I.C.S., the Chairman said that this group could also consider any further suggestions concerning administrative measures to facilitate the work of conferences.

6. First reading of texts submitted by the Editorial Committee (Document 355)

The Chairman suggested that the document be considered on a paragraph by paragraph basis.

Article 1 : No. 60A (page 3)

ADD 60A was approved.

Article 5 : Nos. 167, 367A, 367B, 369 (pages 4 and 5)

MOD 167 was approved.

ADD 367A

With regard to /on/ in the last line of page 4, the Chairman of Committee 7 said that the original text was as follows : "the use of shipborne radars is not permitted".

However, as existing equipment would be kept, the date of the introduction of the Final Acts of the present Conference or any other date the Conference might decide should be inserted.

The delegate of Italy endorsed this view.

The Chairman proposed that "on" and the date of the introduction of the Final Acts of the Conference be inserted in the text.

The delegate of India supported that proposal.

ADD 367A was approved with the addition of that date.

ADD 367B was approved.

(MOD) 369 was approved.

The delegate of the United States said that while the United States would interpose no objection to the text on pages 4 and 5 dealing with the 2 900 - 3 100 and 9 300 - 9 500 MHz bands, he wished to make the following statement : "The U.S.A. has opposed the adoption of provisions in Article 5 for fixed frequency radar beacons both in Working Group 4C and in Committee 4. It is our view that the adoption of footnotes in the Allocation

Table is premature, since all of the maritime interests concerned, including I.M.C.O., recognize the need for further study on the operational requirements and technical characteristics. We further believe that radar beacons operating in the proposed bands may cause interference to, and receive interference from, the many aircraft weather radars now in existence. The United States considers that this Conference should only adopt recommendations along the lines of Recommendations Nos. Mar2 - A and - B of this document, and should not adopt modifications of Article 5 until the next competent Conference, at which time the necessary studies will have been completed."

Article 9 : No. 573 (page 6)

MOD 573 § 26 was approved.

Article 24 : Title, 912, 913 (page 7)

The title was approved.

MOD 912 was approved.

The Chairman of Committee 7, replying to a question by the delegate of the Ivory Coast, said that modifications to Nos. 914-917 were still being discussed at the working group level. That was why MOD 913 appeared to be incomplete.

MOD 913 was approved.

Article 25 : No. 927A (page 8)

The Chairman of Committee 6 proposed that the phrase "if this is different from the normal time" should be replaced by the phrase upon which agreement had been reached in Committee 6, namely, "if other than its normal hours of service".

The delegate of India supported that proposal.

The delegate of the United Kingdom supported the proposal subject to the replacement of the word "its" by "their".

The proposal of the Chairman of Committee 6, as amended by the delegate of the United Kingdom, was adopted.

ADD 927A, as amended, was approved.

Article 28 : No. 970 (page 9)

MOD 970 was approved.

Article 29 : No. 1007 (page 10)

The representative of the International Transport Workers Federation (I.T.F.) said that the word "exclusively" might usefully be inserted before "reserved" in the penultimate line.

The delegate of the United Kingdom, supported by the delegate of India, proposed that the words "reserved for" in the penultimate line should be replaced by "dedicated to" as originally proposed by Committee 6.

That proposal was adopted.

MOD 1007, as amended, was approved.

Article 30 : No. 1067 (page 11)

MOD 1067 was approved.

Article 36 : Nos. 1429, 1430, 1449-1451, 1476L, 1478, 1482A, 1492 (pages 12-15)

MOD 1429 was approved.

The Chairman of Committee 7, referring to MOD 1430, said that "RR" in the French text of the penultimate sub-paragraph of paragraph b) should be replaced by "RRR".

MOD 1430 was approved subject to that correction.

MOD 1449, ADD 1449A and MOD 1450 were approved.

The delegate of Colombia drew attention to the last sub-paragraph of MOD 1451 and said that the phonetic rendering of the French word "prudence" as "pridáns" in the Spanish text was not quite accurate and might lead to misunderstanding at the operational level.

The delegate of Spain agreed.

The Chairman suggested that MOD 1451 might be approved as it stood, on the understanding that the Editorial Committee would examine the question raised by the Colombian delegate with a view to proposing a more staisfactory phonetic equivalent in Spanish when the text was submitted to the Plenary Meeting for second reading.

MOD 1451 was approved on that understanding.

MOD 1476L, MOD 1478, MOD 1482A and MOD 1492 were approved.

Appendix 13A : QUZ code (page 16)

Page 16 was approved.

Appendix 20B (pages 17-19)

The Chairman of Committee 7, supported by the delegate of the Federal Republic of Germany, proposed the deletion of the square brackets from the two footnotes to sub-paragraph e) in the French and Spanish texts.

That proposal was adopted.

The delegate of the Netherlands, supported by the delegate of Sweden, proposed the replacement of the word "shall" by "should" in the second line of sub-paragraph f).

That proposal was adopted.

The delegate of the U.S.S.R., supported by the delegates of Japan, the German Democratic Republic, Nigeria and Yugoslavia, proposed the deletion of the square brackets in the third line of sub-paragraph g).

The delegate of Norway, supported by the delegates of India and the Federal Republic of Germany, proposed the deletion of the word "international" which appeared between the square brackets in that sub-paragraph.

The Chairman put the Norwegian proposal to the vote.

The proposal was adopted by 25 votes to 22, with 23 abstentions.

The delegate of the Federal Republic of Germany, supported by the delegates of the United Kingdom, the Ivory Coast, India and the Netherlands, proposed the deletion of the square brackets in the sixth line of sub-paragraph h).

The proposal was adopted.

The delegate of the United States of America, supported by the delegate of the Federal Republic of Germany, proposed that the word "adequately" should be deleted from the third line of Note 1 and inserted after "to suppress" in the fourth line.

The proposal was adopted.

MOD Appendix 20B Mar, as amended, was approved.

Appendix 20C Mar : paragraph MOD 3 (page 20)

The delegate of Switzerland, supported by the delegates of the Ivory Coast and Italy, proposed that the word "International" be deleted from the title of Appendix 20C Mar.

The delegate of the U.S.S.R., supported by the delegates of Hungary and India, suggested instead that the Editorial Committee first review the position to make sure that removal of the word "International" was not inconsistent with those parts of the Radio Regulations that had not been discussed by the Conference and proposed that the final decision on whether or not to delete "International" be deferred to a subsequent Plenary meeting.

It was so decided.

Resolution No. Mar2 - A and Annex (pages 21 and 22)

The delegate of the United Kingdom, supported by the delegate of India, proposed that the heading "invites the C.C.I.T.T." on page 22 be amended to read "requests the C.C.I.T.T." in order to conform with normal drafting practice.

It was so agreed.

Resolution No. Mar2 - A, as amended, and its Annex were approved.

Recommendation No. Mar2 - A (pages 23 and 24)

A suggestion by the representative of the C.I.R.M., supported by the representative of the I.C.S., that the words "and problems" be added after "operational benefits" in the third line of paragraph 1, page 2, was noted.

The delegate of the United Kingdom, supported by the delegates of New Zealand and Ireland, proposed that the order of the two paragraphs under "recommends" on page 24 be reversed. As it was more appropriate for the C.C.I.R. to be requested, and Administrations invited, to take action, the wording of the two paragraphs should be amended to take account of that fact.

A discussion arose among the delegates of India, the United Kingdom, Colombia, New Zealand, Venezuela and the Netherlands, the Chairman of the Editorial Committee and the Director of the C.C.I.R., in which various changes of wording were suggested to meet the United Kingdom proposal and from which it became evident that there would be difficulties in aligning the three language versions in Plenary Session.

The Chairman, supported by the delegate of Finland, proposed that draft Recommendation No. Mar2 - A be sent back to Committee 4 for redrafting of the two final paragraphs along the lines of the United Kingdom proposal and in the light of the subsequent discussion.

It was so agreed.

Recommendation No. Mar2 - B (pages 25 and 26)

The delegate of the Federal Republic of Germany, supported by the delegate of the United Kingdom, proposed that, as the same difficulties as those presented by draft Recommendation No. Mar2 - A arose over the use of the words "invites" and "requests" in the paragraphs under "recommends", Recommendation No. Mar2 - B should also be referred back to Committee 4 for redrafting.

It was so agreed.

The meeting rose at 12.05 hours.

The Secretary-General :
M. MILI

The Chairman :
R.M. BILLINGTON

INTERNATIONAL TELECOMMUNICATION UNION

**MARITIME CONFERENCE**

**GENEVA, 1974**

Corrigendum No. 1 to
Document No. 476-E
4 June 1974
Original : English

COMMITTEE 4
COMMITTEE 5

SUMMARY RECORD

OF THE

THIRD JOINT MEETING OF COMMITTEE 4 AND COMMITTEE 5

Replace the last paragraph on page 3 by the following :

"The delegate of Denmark drew attention to RR 413 in which Members of the Union had agreed to make every effort to reserve the bands between 5 and 30 MHz for long-distance communications. He supported the Draft Recommendation and agreed with the remarks of the representative of the I.F.R.B."

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INTERNATIONAL TELECOMMUNICATION UNION

# MARITIME CONFERENCE

GENEVA, 1974

Document No. 476-E
30 May 1974
Original : English

COMMITTEE 4
COMMITTEE 5

SUMMARY RECORD

OF THE

THIRD JOINT MEETING OF COMMITTEE 4 AND COMMITTEE 5

Friday, 24 May 1974, at 1715 hrs

Chairman : Capt. V.R.Y. WINKELMAN (Netherlands)
(Chairman of Committee 4)

| Subjects discussed | Document No. |
|---|---|
| 1. Sixth report of the Joint Working Group 4A/5E, Annexes 3 and 4 | 387 + Corr.1<br>279 |
| 2. Draft Recommendation relating to the allocation of exclusive bands to the maritime mobile service between 23 000 and 27 500 kHz | 410 |

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1. Sixth report of Joint Working Group 4A/5E (Document No. 387 + Corr.1 Annexes 3 and 4, 279)

Annex 3 was approved.

Referring to Annex 4, the Chairman of Working Group 4A/5E said that there had been some changes in form as a result of the adoption of the proposals contained in Document No. 279 but that the harmonic relation between ships' working bands had been maintained.

Page 8 was approved.

The delegate of France pointed out that "spaced 3" in column 5, line 1, on page 9 should be deleted.

Page 9, with that correction, was approved.

The Chairman indicated that "spaced 4" in column 6, line 1, on page 10 should also be deleted.

Page 10, with that correction, was approved.

The Chairman of Joint Working Group 4A/5E pointed out that reference to the 25 MHz band on pages 11 and 12 had been replaced by Corr.1 to Document No. 387 and should therefore be deleted.

Pages 11 and 12 were approved on that understanding.

Page 13 was approved.

The table enclosed to Corr.1 to Document No. 387 was approved without change.

Referring to MOD (a) on line 1 of page 14, the Chairman of Working Group 4A/5E, supported by the Chairman of Committee 5, proposed the addition of a square bracket around the reference to "Appendix 17", to be filled in or deleted as appropriate, in order to ensure that the new Appendix 17 would be clearly distinguishable from the existing Appendix 17 which would remain in force for some time.

MOD (a), with that amendment, was approved.

MOD (b), MOD (c) and MOD (d) were approved.

The Chairman pointed out that ADD (e) had already been approved in Document No. 413.

ADD (f) was approved.

The Chairman explained that ADD (g), ADD (h) and ADD (i) were dependent on the outcome of the discussions taking place in the Ad Hoc 4/6 Group and would have to be dealt with at a later stage.

2. Draft Recommendation relating to the allocation of exclusive bands to the maritime mobile service between 23 000 and 27 500 kHz (Document No. 410)

The delegate of Greece introduced the Recommendation prepared jointly by the delegations of Greece and Norway which contained proposals for a more rational utilization of the 25 MHz band. He proposed that the Recommendation be submitted to Working Group 4A/5E for consideration.

The delegate of Italy expressed certain reservations concerning the proposals. His delegation would not like to see any transfer of frequencies.

The delegate of the United States of America stated that his delegation could not support the Recommendation in its present form as the 25 MHz band was used extensively in his country for land mobile services.

The delegate of France doubted that the Conference was competent to decide on the allocation of bands which were also used by other services.

The delegate of Norway considered that as the 25 MHz band was open to and currently used by the maritime mobile service, it would be in order for the maritime mobile service to decide how it would use the portion of the spectrum available to it. The division indicated was also likely to be advantageous to other services.

The representative of the I.F.R.B. pointed out that modifications affecting other services could only be decided at the 1979 World Administrative Radio Conference. Adoption of the Recommendation as it stood could create a dangerous precedent in that other exclusive conferences could decide to take over certain bands used by the maritime mobile service. If the Committee accepted the Recommendation in principle, the terms would need to be softened in drafting.

The delegate of Canada endorsed the statement by the representative of the I.F.R.B.

The delegate of Denmark supported the Recommendation but felt that it would be wise to modify the text in drafting.

The Chairman proposed that the Recommendation be referred to Sub-Working Group 4A/5E-4 with a view to producing a more acceptable text, taking into account the recommendations of the representative of the I.F.R.B.

The delegate of Norway supported that proposal.

It was so decided.

The meeting rose at 1830 hours.

The Secretary
M. SANT

The Chairman
Capt. V.R.Y. WINKELMAN

INTERNATIONAL TELECOMMUNICATION UNION

# MARITIME CONFERENCE

**GENEVA, 1974**

Document No. 477-E
30 May 1974
Original : English

COMMITTEE 5

## SIXTH REPORT OF WORKING GROUP 5D TO COMMITTEE 5

1. The following provisions to be included in Article 27 regarding the use of some channels of Appendix 18 by light aircraft and helicopters are unanimously recommended for adoption by Working Group 5D. These texts are based upon the recommendations of Committee 6 as contained in Document 386.

2. The Working Group also considered the recommended text contained in Document 418 concerning the revision of No. 1373C. After discussion, the Working Group came to the conclusion that such provisions were not required in Article 35 since they already appear in Appendix 18. Consequently, it unanimously recommends the deletion of No. 1373C from the Radio Regulations (see Annex 2).

ARTICLE 27 (see Annex 1)

MOD 952, ADD 952A, 952B, 952C, 952D, 952E, MOD 953.

H. KIEFFER
Chairman

Annexes : 2

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# A N N E X 1

## ARTICLE 27

MOD 952 Spa2 (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 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 (300 metres) except for reconnaissance aircraft participating in ice-breaking operations where an altitude of 1500 feet (450 metres) is allowed;

ADD 952B b) the mean 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 this purpose in Appendix 18;

ADD 952D d) except as provided in No. 952B 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.

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# A N N E X 2

## ARTICLE 35

SUP 1373C

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INTERNATIONAL TELECOMMUNICATION UNION

# MARITIME CONFERENCE

GENEVA, 1974

Document No. 478-E
30 May 1974
Original : Russian

PLENARY MEETING

## Union of Soviet Socialist Republics

The Delegation of the U.S.S.R. wishes to state that the Delegation of the Saigon Administration (Republic of Vietnam) cannot represent the whole of South Vietnam or sign the Final Acts of the World Administrative Radio Conference for Maritime Mobile Telecommunications, April/June 1974, on behalf of South Vietnam as a whole, since there are two zones and two Administrations in South Vietnam (the Administration of the Provisional Revolutionary Government of the Republic of South Vietnam and the Saigon Administration), and it would be more correct if both Administrations were to take part in the Conference.

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Corrigendum No. 1 to
Document No. 479-E
4 June 1974
Original : English

B.9 PLENARY MEETING

## PROPOSED REDRAFT OF PAGES 7 AND 8 OF DOCUMENT 479 DEALING WITH REVISION OF ARTICLE 37

### ARTICLE 37

MOD Title Order of Priority of Communications in the Mobile Service except in the Maritime Mobile Service and in the Maritime Mobile-Satellite Service

(See Article 37A)

ADD NEW ARTICLE 37A

ADD Title Order of Priority of Communications in the Maritime Mobile Service and in the Maritime Mobile-Satellite Service

ADD 1946A The term "communication" as used in this Article means radiotelegrams, radiotelephone calls and radiotelex calls. The order of priority for communications in the maritime mobile service and the maritime mobile-satellite service shall be as follows :

1. Distress calls, distress messages, and distress traffic;
2. Communications preceded by the urgency signal;
3. Communications preceded by the safety signal;
4. Communications relating to radio direction-finding;
5. Communications relating to the navigation and safe movement of aircraft;
6. Communications relating to the navigation, movements and needs of ships, and weather observation messages destined for an official meteorological service;

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BLUE PAGES



7. Government radiotelegrams relative to the application of the United Nations Charter (ETATPRIORITENATIONS);

8. Government radiotelegrams with priority (ETAPRIORITE) and Government calls for which priority has been expressly requested;

9. Service communications relating to the working of the telecommunication service or to communications previously exchanged;

10. Government communications other than those shown in 7 and 8 above, ordinary private communications, RCT radiotelegrams and press radiotelegrams.

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BLUE PAGES

Document No. 479-E
30 May 1974

PLENARY MEETING

B.9

# 9th 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 | 426 | RR Article 1 : 18A, 21BA, 37, 37A |
| | | Article 7 : / 457B / |
| | | Article 23 : Title, 849A |
| | | Article 27 : 954 |
| | | Article 35 : 1368A, 1371, 1371A |
| | | Article 36 : 1381A |
| | | Article 37 : Title, 1496 |
| | | AR Article 1 : Title |
| | | Article 1A |
| | | Article 4 : Title |
| | | Article 4A |
| | | Article 5 : Title |
| | | Article 5A |
| | | Article 7 : Title |
| | | Article 7A |
| | | Resolution L |
| | | Recommendation I |
| | | Recommendation J |
| PL | 390 | Recommendation K |

P. CHASPOUL
Chairman of the
Editorial Committee

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B.9

## /ARTICLE 1/

### /Section I. General Terms/

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 the maritime mobile service or the maritime mobile-satellite service.

B.9

### /Section II. Radio Systems, Services and Stations/

ADD 21BA

Ship Earth Station : An earth station in the maritime mobile-satellite service located on board a vessel.

B.9

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.

B.9

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.

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## /ARTICLE 7/

### /Section IV. Maritime Mobile Service/

ADD

Ship Movement Service

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ADD/457B/ The ship movement service should be operated only on frequencies allocated to the maritime mobile service in the band 156-174 MHz.

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/ ARTICLE 23 /

MOD Title Operators' Certificates for Ship and Aircraft Stations and Mobile Earth Stations in the Maritime Mobile-Satellite Service

/ Section I. General Provisions /

ADD 849A (2A) The service of every mobile earth station 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.

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ANNEX RR

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## Revision of the title of Chapter VII of the Radio Regulations

B.9

The title of Chapter VII shall be amended as follows :

MOD

Working Conditions in the Mobile Services and in the Maritime Mobile-Satellite Service

## Revision of Article 27 of the Radio Regulations

B.9

Article 27 of the Radio Regulations shall be amended as follows :

MOD Title

Aeronautical stations and stations on board aircraft

B.9

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 Articles 37, 38, 39 and 40A).

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## /ARTICLE 35/

### Section IV. Bands between 156 and 174 MHz

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.

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(MOD) 1371 Mar § 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.

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ADD 1371A § 22A. 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.

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## /ARTICLE 36/

### Section I. General

ADD 1381A (1A) No provision of these Regulations prevents the use by stations on board 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.

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ANNEX RR

B.9 Revision of the title of Chapter IX of the Radio Regulations

The title of Chapter IX shall be amended as follows :

B.9 MOD Radiotelegrams, Radiotelephone Calls and /Direct-Printing Messages/

B.9 Revision of Article 37 of the Radio Regulations

Article 37 of the Radio Regulations shall be amended as follows :

B.9 MOD Title Order of Priority of Communications in the Mobile Service and in the Maritime Mobile-Satellite Service

B.9 MOD 1496 The term "communication" as used in this Article means radiotelegrams, radiotelephone calls and /direct-printing messages/. The order of priority for communications in the mobile service and the maritime mobile-satellite service shall be as follows :

B.9 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;

B.9 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;

B.9 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 application of the United Nations Charter (ETATPRIORITENATIONS);

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3. Government radiotelegrams with priority (ETATPRIORITE) and Government calls for which priority has been expressly requested;

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4. Service communications relating to the working of the telecommunication service or to communications previously exchanged;

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5. Government communications other than those shown in 2 and /3/ above, ordinary private communications, RCT radiotelegrams and press radiotelegrams.

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ANNEX AR

Revision of Article 1 of the Additional Radio Regulations

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The title of Article 1 of the Additional Radio Regulations shall be amended as follows :

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MOD

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

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ANNEX AR

## Addition of a new Article (Article 1A) to the Additional Radio Regulations

The following new Article shall be added to the Additional Radio Regulations after Article 1 :

ADD

### ARTICLE 1A

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

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

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

2004D § 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.

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ANNEX AR

Revision of Article 4 of the Additional Radio Regulations

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

MOD

Charges for Radiotelegrams
Except in the Maritime Mobile Service

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ANNEX AR

Addition of a new Article (Article 4A)
to the Additional Radio Regulations

The following new Article shall be added to the Additional Radio Regulations after Article 4 :

ADD

ARTICLE 4A

Charges for Radiotelegrams
in the Maritime Mobile Service

Section I. General. Full-rate Radiotelegrams

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

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

2062AC b) the land station charge or charges accruing to the land station or stations (see No. 2062AJ) which participate in the transmission;

2062AD c) the land-line charge ;

2062AE d) the accessory charges for special services requested by the sender.

2062AF § 2. (1) The land station charge and the mobile station charge, as well as the land-line charge 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 (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 (3) Administrations shall notify to the Secretary-General the rates fixed by them.

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2062AI § 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.

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2062AJ (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 land-line charge for the section between the two stations.

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2062AK § 4. The retransmission service by mobile stations is governed by Article 10 of these Regulations.

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2062AL § 5. In the case of radiotelegrams originating in or destined for a country which pass through land stations of that country, the land-line 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.

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2062AM § 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.

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2062AN (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

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- 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.

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

2062AP a) express charges to be collected on delivery (see C.C.I.T.T. Recommendations);

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2062AQ b) charges applicable to radiotelegrams to be redirected at the request of the addressee as provided under C.C.I.T.T. Recommendations;

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

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2062AS § 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.

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2062AT § 9. The land station or mobile 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 mobile 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.

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2062AU § 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.

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2062AV (2) If there are several notifications, the date of the first only is to be considered in reckoning the interval.

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2062AW (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.

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2062AX (4) Nevertheless, for radiotelegrams originating in mobile stations, modifications of tariffs are not applicable until a month after the periods laid down in No. 2062AU.

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2062AY (5) No exceptions shall be made to the provisions of Nos. 2062AU to 2062 AX.

## Section II. Reduced-rate Radiotelegrams

### A. Radiotelegrams of Immediate General Interest

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2062AZ § 11. The provisions of Nos. 2046 to 2051 are applicable to the maritime mobile service.

### B. Radiotelegrams Relating to Medical Advice

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2062BA § 12. The provisions of No. 2052 are applicable to the maritime mobile service.

### C. Meteorological Radiotelegrams

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2062BB § 13. The provisions of Nos. 2053 to 2057 are applicable to the maritime mobile service.

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## D. Press Radiotelegrams

2062BC § 14. Press telegrams from a mobile station to a land station shall be admitted as press radiotelegrams.

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2062BD § 15. The minimum number of chargeable words for press radiotelegrams shall be fixed at fourteen.

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2062BE § 16. (1) The land station and mobile station charges are reduced by 50 per cent. The conditions of acceptance specified in C.C.I.T.T. Recommendations should be taken into account for these radiotelegrams. For those radiotelegrams which are addressed to a destination in the country of the land station, the land-line charge to be collected is one-half of the land-line charge applicable to an ordinary radiotelegram.

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2062BF (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

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2062BG § 17. (1) Radiotelegrams concerning persons protected in time of war by the Geneva Conventions of 12 August 1949, are accepted under the conditions specified in number 4 of the Annex to the Telegraph Regulations (Geneva, 1973), taking into account C.C.I.T.T. Recommendations and shall bear the service indication = RCT = placed before the address.

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2062BH (2) The land station charge and the mobile station charge for radiotelegrams bearing the service indication = RCT = shall be decreased in the same proportion as the charge for transmission on the general network of telecommunication channels (see C.C.I.T.T. Recommendations).

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ANNEX AR

Revision of Article 5 of the
Additional Radio Regulations

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

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MOD

Charges for Radiotelephone Calls in the
Aeronautical Mobile Service

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ANNEX AR

## Addition of a new Article (Article 5A) to the Additional Radio Regulations

The following new Article shall be added to the Additional Radio Regulations after Article 5 :

ADD

### ARTICLE 5A

### Charges for Radiotelephone Calls in the Maritime Mobile Service

#### Section I. Mobile Station Charge, Land Station Charge, Land-line Charge

2087AA § 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 mobile service :

2087AB § 2. The charge for a radiotelephone call originating in and/or intended for a mobile station comprises, according to circumstances :

2087AC a) the mobile station charge or charges accruing to the mobile station of origin or destination, or to both of these stations;

2087AD b) the land station charge or charges accruing to the land station or land stations (see No. 2087AL) which participate in the transmission;

2087AE c) the land-line charge or charges;

2087AF d) the supplementary charges for special facilities requested by the person who booked the call (see / Nos. _/).

2087AG § 3. (1) If no uniform charges apply in respect of the land stations of a country, different land station charges for radiotelephone calls shall be fixed for the medium frequency, high frequency and very high frequency bands. 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.

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B.9 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.

B.9 2087AI (3) The mobile station charge will in principle be the same for mobile stations of the same nationality. If no uniform charges apply in respect of mobile stations of the same nationality, different mobile station charges for radiotelephone calls may be fixed for the medium frequency, high frequency and very high frequency bands.

B.9 2087AJ (4) The land and mobile station charges for radiotelephone calls shall be expressed in gold francs; administrations shall notify to the Secretary-General the rates fixed by them.

B.9 2087AK § 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.

B.9 2087AL (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.

B.9 2087AM § 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.

B.9 2087AN (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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ANNEX AR

Revision of Article 7 of the Additional Radio Regulations

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

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MOD

Special Radiotelegrams : Paid Service Indications
Except in the Maritime Mobile Service

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ANNEX AR

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## Addition of a new Article (Article 7A) to the Additional Radio Regulations

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The following new Article shall be added to the Additional Radio Regulations after Article 7 :

ADD

### ARTICLE 7A

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### Special Services in the Maritime Mobile Service

2123A Special services are admitted, taking into account C.C.I.T.T. Recommendations and provided the administrations or recognized private operating agencies concerned accept them.

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## RESOLUTION No. Mar2 - L

### Relating to Technical Cooperation with the Developing Countries in Maritime Telecommunications

B.9

The World Maritime Administrative Radio Conference, Geneva, 1974,

noting

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that the assistance the Union has commenced to render to developing countries, in the field of maritime telecommunications, in collaboration with other organizations, notably the Inter-Governmental Maritime Consultative Organization (I.M.C.O.), has been promising;

conscious of

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a) the need for the developing countries to increase their own shipping activities and attract foreign maritime traffic in order to develop their trade;

b) the important role that telecommunications play in maritime activities throughout the world, from the economic and safety aspects;

B.9

c) the possibility of providing adequate safety and improved economy in shipping activities by a relatively modest investment in the installation and operation of maritime telecommunication facilities;

considering

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a) that in many developing countries there is a need to increase the efficiency of the services for :

- safety of navigation and safety of life at sea;
- commercially viable port operations; and

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- public correspondence for passengers and crews;

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B.9 b) that in this regard the Union's technical cooperation activities could be extended to render very valuable assistance to these countries;

resolves to request the Secretary-General

B.9 1. to offer the assistance of the Union to the developing countries endeavouring to improve their maritime telecommunications, especially by providing technical advice in the establishment, operation and maintenance of equipment and by assisting in training staff;

B.9 2. in this context, to seek the collaboration of I.M.C.O., the United Nations Conference for Trade and Development (UNCTAD) and other specialized agencies of the United Nations, as appropriate; and

B.9 3. to seek the aid of the United Nations Development Programme and other sources of financial support, to enable the Union to render sufficient and effective technical assistance in the field of maritime telecommunications;

B.9 to urge Member countries

B.9 to support, to the extent of their capabilities and their technical advancement, the Union's technical cooperation with the developing countries in the field of maritime telecommunications by facilitating the recruitment of experts for missions to and in developing countries; by receiving students from developing countries who have been awarded a fellowship by the Union; by providing lecturers to seminars arranged by the Union; and, upon request, by giving technical advice to the Union;

B.9 to invite the developing countries

B.9 to include, as needed, in their country programmes for external technical assistance, projects in the field of maritime telecommunications and to support inter-country projects in this field.

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## RECOMMENDATION No. Mar2 - I

### On the Choice of a Frequency in the Mobile Maritime Bands between 1 605 KHz - 3 800 kHz to be reserved for Safety Requirements

B.9

The World Maritime Administrative Radio Conference, Geneva, 1974,

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considering

a) that MF radiotelephony is of increasing usefulness for the safety of ships since :

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i) the International Convention on Safety of Life at Sea (London, 1960) requires that 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;

B.9

ii) the Inter-Governmental Maritime Consultative Organization recommends[1] 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 the fitting of radiotelegraph ships with a radiotelephone transmitter capable of operating in the 2 MHz band should be encouraged; and that each administration should consider introducing a national requirement that ships to which the Convention on the Safety of Life at Sea does not apply should be fitted with a radiotelephone distress frequency watch receiver;

B.9

b) that, notwithstanding, in many areas the watch on the MF radiotelephone distress frequency is very difficult because of the large number of routine traffic calls sent on that frequency;

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c) that similar difficulties would occur even if watch and alarm systems more advanced than those used at present were adopted;

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d) that in some areas MF radiotelephone traffic is constantly increasing;

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1 Resolution A.217(VII).

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requests

the C.C.I.R. to undertake, as a matter of urgency, the study of the technical and operational aspects of these matters;

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recommends

that the next appropriate World Administration Radio Conference determine, in the light of the results of the work of the C.C.I.R. :

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a) a frequency reserved for transmitting, to the exclusion of any routine traffic calls, distress calls and messages and, possibly, urgency signals and messages, safety signals and certain safety messages;

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b) a frequency, different from the preceding, for voice or selective calling for routine traffic;

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c) suitable guard bands for both these frequencies.

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## RECOMMENDATION No. Mar2 - J

### Relating to the Establishment of a Watch by Coast Stations for Distress Purposes on the Frequency 156.8 MHz

B.9

The World Maritime Administrative Radio Conference, Geneva, 1974,

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considering

a) that the frequency 156.8 MHz has been designated as the international distress frequency for stations in the maritime mobile service operating in the authorized bands between 156 and 174 MHz;

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b) that this frequency is most useful for short range communication and its use in distress situations will materially improve the safety of life at sea, particularly in areas of heavy traffic where an efficient listening watch can be maintained;

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c) that many administrations already provide radio coverage of their coasts on frequencies in the band 156-174 MHz;

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d) that, however, it would be impracticable or unnecessary for some administrations in their prevailing circumstances to provide sufficient coverage of their coasts in the band 156 - 174 MHz to enable an effective watch to be kept on 156.8 MHz for distress purposes;

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recommends

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that administrations, where they consider it necessary and practicable, take steps to establish a watch for distress purposes on the coasts of their countries on the frequency 156.8 MHz.

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## RECOMMENDATION No. Mar2 - K

### Relating to the Use of Radiocommunications for Marking, Identifying, Locating, and Communicating with, the Means of Transport protected under the Geneva Conventions of 12 August 1949, concerning 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

The World Maritime Administrative Radio 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 basic radio regulatory provisions;

e) that the Administrative Radio Conference, Geneva, 1959, adopted Recommendation No. 34 relating to the use of radiotelegraph and radiotelephone links by Red Cross organizations;

f) that the Plenipotentiary Conference of the International Telecommunication Union, Malaga-Torremolinos, 1973, adopted Recommendation No. 2 relating to the use of radiocommunications for announcing and identifying hospital ships and medical aircraft protected under the Geneva Conventions of 1949, referring technical questions to the competent Administrative Conferences;

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B.9 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

B.9 that the next general World Administrative Radio Conference, planned for 1979, study the technical and administrative aspects of the use of radiocommunications for marking, identifying, locating and communicating with the means of transport protected under the 1949 Geneva Conventions and any additional instruments of those Conventions, and for ensuring the safety of the ships and aircraft of States not parties to an armed conflict.

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INTERNATIONAL TELECOMMUNICATION UNION

# MARITIME CONFERENCE

GENEVA, 1974

Document No. 480-E
30 May 1974
Original : English

COMMITTEE 4

## REPORT OF WORKING GROUP 6B
## TO COMMITTEE 4

Working Group 6B considered paragraph 3 of Document 435 concerning the types of emission to be used by survival craft stations and emergency position-indicating radio beacons operating in the HF bands.

Working Group 6B decided that no changes are required to the provisions of the Radio Regulations.

Capt. W.T. ADAMS
Chairman

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INTERNATIONAL TELECOMMUNICATION UNION

# MARITIME CONFERENCE

GENEVA, 1974

Document No. 481-E
30 May 1974
Original : English

COMMITTEE 5

SUMMARY RECORD

OF THE

SEVENTH MEETING OF COMMITTEE 5

Friday, 24 May 1974, at 1555 hrs

Chairman : Mr. O.J. HAGA (Norway)

| Subjects discussed | Document No. |
|---|---|
| 1. Fourth Report of Working Group 5D | 406 |
| 2. Tenth Report of Working Group 5B | 371(Rev.1) |

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1. Fourth Report of Working Group 5D

The Chairman of Working Group 5D introduced the Group's Fourth Report (Document 402), which merely noted that the only official proposal to modify and retain No. 287A in the Radio Regulations had been withdrawn, and that the Working Group was unanimously recommending the deletion of No. 287A from the Radio Regulations and of Resolution No. Spa2 - 5.

The Fourth Report of Working Group 5D was approved.

2. Tenth Report of Working Group 5B (Document 371(Rev.1))

The Chairman of Working Group 5B announced that some amendments to Document 371(Rev.1) had been agreed upon since the document appeared.

On page 1, "SUP 1322B.1" should be added under paragraph 4), an amendment consequential upon the deletion of Resolution Mar 3.

On page 4, the sentence in brackets at the end of Section A should be reworded as follows : "(Double sideband emissions cease at the latest by 1 January 1978)".

On page 10 (Appendix 17(Rev.)), the words "series of" in the first sentence of paragraph 5 should be deleted, and the word "Series" in the third, fourth, fifth, sixth, seventh and eighth line should be amended to read "Channel". In the last two lines of paragraph 6 a), the words "the series No. 1 frequencies from Section A" should be amended to read "the channels Nos. 401, 601, 801, 1201, 1601 and 2201 from Section A".

On pages 11, 13, 14, 16 18 and 20, the word "Series" in the heading of the tables should be replaced by "Channel".

On page 23 (Annex 3), the reference to RR 1352A.2 under "Article 35" should be deleted.

On page 25 (Annex 4), the title "The World Administrative Radio Conference" should be amended to read "The World Maritime Administrative Radio Conference".

Turning to the substance of the Report, he said that Annex 1 was a slightly modified version of the present Appendix 17. Some modifications had been included after discussion, particularly in Section C. The provisions regarding the use of the frequencies in question had been broadened to allow for intership crossband operation.

The Group had made certain minor changes. It had deleted the words "as far as possible" from line 4 of paragraph 3, as a result of the discussion on the use of paired channels, and had included a reference to 1355 in the amended version.

Annex 2 (Appendix 17(Rev.)) contained only two sections, since as from 1 January 1978 there would no longer be A3 emissions. The present Section A could then disappear.

The Group had also taken account of the additional frequency bands made available by re-arrangement of the exclusive maritime mobile bands, and had also taken account of the decision on uniform channel spacing.

It had been decided to replace "series no." by "channel no." and to add a "channel indicator" so that a single figure also indicated the band and not only the channel in a particular band.

There had been considerable discussion on whether a reference to dates should be included in the headings of the two appendices, and it had been decided to refer the matter to Committee 5. Some delegations had envisaged difficulties with respect to the simplex channels, because of the transitional period from 16 July 1977 to 31 December 1977. Any references to dates would, therefore, have to be comprehensive if they were to be included at all.

The Working Group had not included the assigned frequencies in Appendix 17(Rev.) but would do so later in the final version to be submitted to the Editorial Committee.

The Chairman invited the Committee to consider Document 371(Rev.1) page by page, taking into account the amendments submitted by the Chairman of Working Group 5B.

Page 1

The delegate of the United Kingdom proposed that, in addition to the amendment introduced by the Chairman of Working Group 5B, footnote 1336A.1 on page 348 of the Radio Regulations should also be deleted, as a consequence of the suppression of Resolution No. Mar 3.

It was so decided.

Page 1, as amended, was approved.

Page 3

The Chairman announced that the Committee would return to page 3 when it had decided whether to include a reference to dates in the heading.

Page 4

Paragraph 1, as amended by Working Group 5B, was approved.

Paragraphs 2, 3, 4 and 5 a) were approved.

Page 5

The delegate of Norway said that he had some difficulties with paragraph 5 b). The frequencies mentioned there were the old double sideband ship-to-shore calling frequencies but in the 8 and 22 MHz bands were somewhat different from those in Section B of Appendix 17, introduced in 1970. True, the Radio Regulations laid it down that the use of those frequencies should have ceased as far as possible by March 1970; but he wondered whether it would be possible to indicate that, if double sideband emissions should be used between the implementation of the Final Acts and 1978 on those two frequencies, the carriers should preferably be the ones in the present Appendix 17, and the frequency adjusted in order to ease the interfering situation of neighbouring channels.

The delegates of Greece and Brazil shared the views expressed by the Norwegian delegate.

The Chairman said that it seemed difficult for the Committee to discuss the proposal, which would have to be referred to the Working Group.

As a compromise, he suggested that the paragraph as drafted by the Working Group be retained with the addition of the words "at the latest" after "shall cease by 1 January 1978" at the end of the paragraph.

It was so decided.

Paragraph 5 b), as amended, was approved.

Page 5 was approved.

Page 6

Page 6 was approved.

Page 7

The delegate of Greece pointed out that the two tables on page 6 should be reversed.

Page 7, thus amended, was approved.

Page 8

Page 8 was approved.

Page 9 (Annex 2 - Appendix 17(Rev.))

The Chairman announced that consideration of the title of Annex 2 would be deferred, because of the question of including dates already explained by the Chairman of Working Group 5B.

Page 9, with the exception of the title, was approved.

Page 10

Paragraph 5, as amended by Working Group 5B, was approved.

Paragraph 6 a) was approved.

Paragraph 6 b), as amended by Working Group 5B, was approved.

Paragraph 7 was approved.

Page 11

The Chairman of Working Group 5B, speaking as the delegate of the Federal Republic of Germany, proposed that the position of the two columns "Ship Stations" and "Coast Stations" be reversed in the table on page 11 and the other tables in Annex 2 as in old Appendix 17.

It was so decided.

The Chairman recalled that the word "Series" should be amended to "Channel" on page 11 and in the other tables in Annex 2, and that assigned frequencies would be added.

Page 11, as amended, was approved.

Pages 12 - 21

Pages 12 to 21, as amended, were approved.

Page 22

The delegate of Chile pointed out that the reference to paragraph 9 of the Appendix in the Spanish version of page 22 should read "paragraph 4".

The Chairman said that the necessary change would be made.

Page 22 was approved.

Pages 23 and 24 (Annex 3)

The Chairman announced that as a consequence of amending Appendix 17, certain notes would require modification.

The Chairman of Working Group 5B said that he hoped to make the relevant modifications available in a document early the following week. He asked whether the examples proposed on page 24 would be acceptable as a guideline for those modifications.

The examples on page 24 were approved.

It was decided that a drafting group consisting of the delegates of Australia and the United Kingdom and the Chairman of Working Group 5B would make the necessary modifications.

The delegate of Norway, recalling his remarks in connection with page 5, pointed out that the 8 MHz and 22 MHz band frequencies listed on page 24 were somewhat different from those on page 5.

The Chairman said that the drafting group would be asked to note that comment.

Page 25 (Annex 4 - Recommendation)

The Chairman recalled the Working Group's proposal to amend the title of the Recommendation by including the word "Maritime".

The delegate of Denmark proposed to add "815" before "924" in the last line of the Recommendation.

The delegate of the United Kingdom proposed that "coast stations" in the penultimate and last lines be written with initial capitals.

It was so decided.

Page 25, as amended, was approved.

Pages 3 and 9

The Chairman announced that the Committee would now return to the question of whether or not to include references to dates in the headings of Appendices 17 and 17(Rev.) (pages 3 and 9). He asked whether members wished to include such references.

The Chairman of Working Group 5B, speaking as delegate of the Federal Republic of Germany, thought that such references were unnecessary since the reference to the two resolutions would bear the dates.

The delegate of the United Kingdom endorsed that view.

The delegates of Denmark, Brazil, Chile and Israel thought that reference to the dates would be useful to users of the Appendices on board ship stations.

The Chairman said that there appeared to be a majority in favour of including dates. He called upon the Chairman of Working Group 5B to read out the proposed text.

The Chairman of Working Group 5B said that the proposal with respect to Appendix 17 was to delete the reference to the two resolutions after "See Article 35", to close the brackets after that phrase, and to add the following text :

> "This Appendix applies 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 Resolutions Nos. Mar 2- and Mar-)."

With respect to Appendix 17(Rev.), the proposal was to delete the reference to the two resolutions after "See Article 35", to close the brackets after that phrase and to add the following text :

> "Section A of this Appendix applies as from 1 January 1978. Section B of this Appendix applies as from 16 July 1977, until 1 January 1978 these frequencies will be in use simultaneously with those of Appendix 17, Section C. (See Resolutions Nos. Mar 2- and Mar 2-)."

The first sentence of each text should be printed in bold face type.

The delegates of Israel and Denmark supported the proposal.

The delegate of Italy thought that since the text was rather long it would be better to exclude the dates.

The Chairman suggested that the Committee await the written text and consider it at its next meeting, when it was hoped that a revised text of the whole of Document 371 would also be available.

It was so decided.

The meeting rose at 1710 hrs.

The Secretary :

J. BALFROID

The Chairman :

O.J. HAGA

INTERNATIONAL TELECOMMUNICATION UNION

# MARITIME CONFERENCE

GENEVA, 1974

Document No. 482-E
30 May 1974
Original : English

PLENARY MEETING

## The Republic of Korea
(Declaration)

The Delegation of the Republic of Korea requests, on behalf of its Government, that the following declaration be recorded in the report of Committee 2 to the Plenary Meeting of the Conference.

"It is regrettable that the Albanian Delegation once again engaged in political polemics, a legacy of the Cold War era, in such a highly technical conference as the World Administrative Radio Conference for Maritime Mobile Telecommunication.

The Korean Delegation categorically rejects the irresponsible observation made by the Albanian Delegation concerning the representation of the Republic of Korea, which was mentioned in the Document 458-E, paragraph 4 (29 May 1974)."

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INTERNATIONAL TELECOMMUNICATION UNION

# MARITIME CONFERENCE

**GENEVA, 1974**

Document No. 483-E
31 May 1974
Original : French

PLENARY MEETING

## SECOND REPORT OF COMMITTEE 5

The texts listed below have been adopted by Committee 5 and are submitted to the Plenary meeting for consideration :

| | |
|---|---|
| Annex 1 - Article 35 | MOD 1321A, ADD [1322BC] MOD 1322D, SUP 1322D.1, SUP 1323.1, MOD 1329A, SUP 1329A.1, SUP 1342. |
| Annex 2 - | MOD Appendix 19. |
| Annex 3 - | Draft resolution relating to the use of Class A3A and A3J emissions for distress and safety purposes on the international distress frequency for radiotelephony, 2 182 kHz. |
| Annex 4 - | 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. |
| Annex 5 - | Draft recommendation relating to the use of low power radiolocation stations in the bands between 1 605 and 2 850 kHz. |

O. HAGA
Chairman

Annexes : 5

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# ANNEX 1

## ARTICLE 35

MOD 1321A Except with regard to 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 designated. The assigned frequency is to be obtained in accordance with No. 445A.

ADD /1322BC/ The peak envelope power of coast radiotelephone stations operating in the authorized 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.

MOD 1322D ..... However, on the frequency 2 170.5 kHz and with the same power limit, coast stations may also use class A2H emissions when using the selective calling system defined in Appendix 20C....

SUP 1322D.1

SUP 1323.1

MOD 1329A c) by coast stations when using the selective calling system defined in Appendix 20C with class of emission A2H, until 1 April 1977 (see No. 999E).

SUP 1329A.1

SUP 1342

# ANNEX 2

MOD

## APPENDIX 19
Mar

### Technical Characteristics for Transmitters and Receivers Used in the Maritime Mobile Service in the 156-174 MHz Band

(See Articles 28 and 35, Appendix 18 and Resolution No. Mar/147)

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

2. The frequency deviation corresponding to 100% modulation shall approach ± 5 kHz as nearly as practicable. In no event shall the frequency deviation exceed ± 5 kHz.

3. The frequency tolerance for coast and ship stations shall be 10 parts in $10^6$ (see note n) of Appendix 3).

4. When transmitting on any of the frequencies designated in the Table in Appendix 18, the emission of each station shall be vertically polarized at the source.

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

6. It shall be possible to reduce, readily, the mean power of a ship station transmitter to 1 watt or less.

# ANNEX 3

## DRAFT RESOLUTION

Relating to the Use of Class A3A and A3J Emissions
for Distress and Safety Purposes on the
International Distress Frequency for Radiotelephony, 2 182 kHz

The World Administrative Radio Conference, Geneva, 1974

noting

that the Radio Regulations (1968 Edition) require,

a) class A3 and A3H emissions for ships, survival craft and aircraft stations transmitting with a carrier frequency of 2 182 kHz;

b) class A3H emissions for coast stations transmitting with a carrier frequency of 2 182 kHz;

c) the class of emission specified in Appendix 20A to the Radio Regulations for emergency position-indicating radiobeacons (EPIRB) (see also No. 1476K of the Radio Regulations);

that the main object of these provisions is to maintain reliable distress and safety communications based on established techniques;

noting also

a) the Final Report, Panel of Experts, Geneva, 1962;

b) relevant C.C.I.R. studies concerning SSB techniques, in particular Question 19/8 and related texts;

recognizing

that the use of class A3A and A3J emissions would provide 2 182 kHz with the same operational and technical advantages of SSB techniques as are available to other frequencies;

considering

1. that a large number of equipments employing class A3 and A3H emissions will still be in use for distress and safety purposes on 1st January, 1982;

2. that SSB equipment must be designed to work with closer frequency tolerances and higher technical standards than those necessary for DSB equipment;

3. that equipment designed for safety purposes, particularly survival craft equipment, should :

a) be capable of reliable operation in varying environmental circumstances, and after long periods of storage;

b) be easy to operate by unskilled people in all circumstances;

c) be relatively low priced;

4. that the requirement for direction-finding and homing must be covered;

5. that the need to transmit and receive the two-tone radiotelephone alarm-signal, including signals from emergency position-indicating radiobeacons (EPIRB) must also be covered, taking into account the frequency tolerances in Appendix 20A and the relevant C.C.I.R. Recommendations;

resolves

1. that study is required into the use of class A3A and A3J emissions for distress and safety purposes;

2. that this study should be completed in time for a decision on the final date for the conversion of 2 182 kHz to class A3A and A3J emissions to be made by the next competent World Administrative Radio Conference;

requests

1. the C.C.I.R to study the above-mentioned subject as a matter of urgency and, if possible, to issue Recommendations in time for a decision on the final date for the conversion of 2 182 kHz to class A3A and A3J emissions to be made by the next competent World Administrative Radio Conference;

2. the Secretary-General to communicate this resolution to the Inter-Governmental Maritime Consultative Organization;

invites

the Inter-Governmental Maritime Consultative Organization to consider the matter as part of the study currently being undertaken on the maritime distress and safety system.

# ANNEX 4

## 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

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 next competent World Administrative Radio Conference should study 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.

# ANNEX 5

DRAFT

RECOMMENDATION No.

## Relating to the use of low power radiolocation stations in the bands between 1 605 and 2 850 kHz

The World Maritime Administrative Radio Conference, Geneva, 1974,

considering

a) that in many coastal areas there is an increasing need for short-range radiolocation facilities providing an accuracy of just a few meters;

b) that, for physical reasons and taking into account the multi-user mode of operation required, this need can best be met in the frequency bands between 1 605 and 2 850 kHz;

c) that these radiolocation stations require low powers, narrow bandwidths and small fractions of the frequency spectrum and that these fractions have to be widely spread over the frequency bands mentioned to enable several stations to be accommodated in the same area;

d) that owing to the present provisions of the frequency table in the Radio Regulations these stations are often only able to operate subject to the uncertainties arising from No. 115 of the Radio Regulations;

e) that the present Conference is not in a position to alter this situation;

invites

1. administrations to study the possibility of providing adequate protection for low power radiolocation stations operating in coastal areas, e.g. by providing a limited number of specific frequencies for this purpose in the bands between 1 605 and 2 850 kHz;

2. administrations to submit relevant proposals for consideration by the next appropriate World Administrative Radio Conference;

recommends

that in the meantime countries should explore the possibility of concluding regional, bilateral or multilateral arrangements to provide adequate protection for these stations.

INTERNATIONAL TELECOMMUNICATION UNION

# MARITIME CONFERENCE

GENEVA, 1974

Document No. 484-E
30 May 1974
Original : French
English
Spanish

COMMITTEE 5

## FIRST REPORT OF WORKING GROUP 5C TO COMMITTEE 5

### Procedure for bringing up to date the Frequency Allotment Plan for coast radiotelephone stations operating in the exclusive maritime mobile bands between 4 000 kHz and 23 000 kHz

1. The Working Group recommends the adoption of the draft Procedure appearing in the Annex to the present Report subject to the comments appearing below.

1.1 The Delegations of Algeria and of Tunisia reserved the right to reopen discussion in Committee 5, if they still so desire, on the use throughout the document of the words "request" and "agreement" at least in so far as the French version is concerned. The same Delegations requested the inclusion of the text appearing at paragraph 22.

1.2 The Delegations of the United States and of the United Kingdom expressed their grave concern that the elaborate coordination procedure prepared by the Sub-Working Group, in accordance with its terms of reference, is now inappropriate in view of the available information relating to the basis on which Sub-Working Group 5C-3 has proposed the revision of the Frequency Allotment Plan.

2. Date(s) of entry into force of the Procedure for bringing the Plan up to date

2.1 It was decided to refer to Committee 5, the question of recommending a date of entry into force of the draft Procedure.

2.2 It was recalled that should the date of entry into force of the draft Procedure be different from that of the revision to the Radio Regulations, the date of entry into force of the draft Procedure should be the subject of a resolution by this Conference.

2.3 Furthermore, reference was made to the desirability of having two dates in such a resolution with a view to make provisions to permit administrations having no allotment in the Plan to begin the procedure at an earlier date as foreseen in paragraph 1 of the draft Procedure.

3. Information to be supplied for a request for a coast radiotelephone station allotment

The information to be supplied is under consideration in Sub-Working Group 5C-2.

4. Status of frequency assignments resultant of the revised Frequency Allotment Plan and recorded in the Master International Frequency Register

These questions will be the subject of a report of Sub-Working Group 5C-4.

P. BARNES
Chairman

Annex : 1

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# ANNEX

## DRAFT PROCEDURE

ADD Procedure for bringing up to date the Frequency Allotment[1] Plan **for coast radiotelephone stations operating in the exclusive maritime mobile bands between** 4 000 kHz and 23 000 kHz

/Section I/ **Procedure for bringing the Plan up to date**

1. §§ 1 (1) Before notifying to the International Frequency Registration Board or bringing into use at any coast radiotelephone station a frequency assignment not covered by an allotment in the Frequency Allotment Plan /Appendix .../, an administration which

a) intends to establish a coast radiotelephone station and has no allotment in the Plan or,

b) intends to expand its coast radiotelephone service and requires an additional allotment

shall send the information listed in /...../ to the Board not earlier than 2 years in the case of a) above, or not earlier than 6 months in the case of b) above, before the projected date of bringing into service of the planned coast radiotelephone service but in any case not later than three months before that date.

---

1) See Resolution No. 6 (Geneva, 1959).

2. (2) The Board shall publish the information sent under No. [1] in a special section of the I.F.R.B. Weekly Circular together with such apparent incompatibilities between the proposed allotment which is the subject of the publication and any other existing or proposed allotments which the Board can indicate. The Board shall also indicate any information of a technical nature and make suggestions as it may be able to offer with a view to avoiding these incompatibilities.

3. (3) If it is requested by any administration, particularly by an administration of a country in need of special assistance, and if the circumstances appear to warrant, the Board, using such means at its disposal as are appropriate in the circumstances, shall render the following assistance :

a) indication of a suitable channel or channels for the service projected by the administration before that administration submits the information for publication;

b) carry out the procedure for which provision is made in No. [4];

c) any other assistance of a technical nature for completion of the procedure in this [Article].

4. § 2. (1) At the same time as sending the information listed in [...] to the Board for publication, an administration shall seek [the agreement] of the administrations having an allotment in the same channel as the proposed allotment. A copy of the relevant correspondence shall be sent to the Board.

5. (2) Any administration which, upon examining the information published by the I.F.R.B., considers that its existing services or services planned within the time limits mentioned in No. [1] be affected, shall have the right to be brought into the procedure undertaken pursuant to No. [4].

6. § 3. (1) An administration which receives a [request] under No. [4] shall acknowledge receipt thereof immediately by telegram. If no acknowledgement is received within 30 days after the date of the I.F.R.B. Circular containing the information under No. [2], the administration seeking [agreement] shall dispatch a telegram requesting acknowledgement, to which the receiving administration shall reply within a further period of 15 days.

7. (2) Upon receipt of the [request] under No. [4], an administration shall, having regard to the proposed date of bringing into use of the assignment(s) corresponding to the allotment for which [agreement] was requested, promptly examine the matter with regard to harmful interference which would be caused to the services rendered by its coast station(s)

a) using a frequency assignment corresponding to an allotment appearing in the Plan, or

b) to be brought into service in conformity with an allotment appearing in the Plan within the time limit prescribed in No. [25], or

c) to be brought into service, within the time limit prescribed in No. [25], in conformity with a proposed allotment for which the information has been submitted to the I.F.R.B. under No. [1] for publication under No. [2].

8. (3) Any administration which receives a /request/ under No. /4/ and which considers that the proposed use of a channel will not cause harmful interference to the services rendered by its coast stations as outlined in No. /7/ shall, as soon as possible and not later than 60 days from the date of the relevant I.F.R.B. Circular, notify its /agreement/ to the administration seeking /agreement./

9. (4) Any administration which receives a /request/ under No. /4/ and which considers that the proposed use of a channel may cause harmful interference to the services rendered by its coast stations as outlined in No. /7/, shall inform the administration concerned of the reasons for its /disagreement/ as soon as possible and not later than 60 days from the date of the relevant I.F.R.B. Circular and shall furnish any information and suggestions with a view to reaching a satisfactory solution of the problem. The administration seeking /agreement/ shall try, as far as possible, to adjust its requirements according to the comments received.

10. (5) In a case where the administration /seeking agreement/ has no /.../ allotment/s/ in the band concerned, the administration(s) with which /agreement is sought/, shall in consultation with the /requesting/ administration, explore all means of meeting the requirement of the requesting administration.

11. § 4. (1) An administration /seeking agreement/ may request the Board to endeavour to obtain such /agreement/ in those cases where:

a) an administration to which a /request/ has been sent under No. /4/ fails to acknowledge receipt of the /request/ within 45 days from the date of the I.F.R.B. Circular containing the pertinent information;

b) an administration has acknowledged receipt under No. /6/ but fails to give a decision within 60 days from the date of the I.F.R.B. Circular containing the pertinent information;

c) there is /disagreement/ between the administration /seeking agreement/ and an administration with which /agreement is sought/ as to the sharing possibilities;

d) it is not possible to reach agreement for any other reason.

12. (2) Either the administration seeking /agreement/ or an administration with which /agreement is sought/, or the Board, may request additional information which it may require in studying any problem relating to this /agreement/.

13. (3) Where the Board receives a /request/ under No. ⌈11 a)⌋, it shall forthwith send a telegram to the administration concerned requesting immediate acknowledgement.

14. (4) Where the Board receives an acknowledgement following its action under No. ⌈13⌋, or where the Board receives a request under No. ⌈11 b)⌋, it shall forthwith send a telegram to the administration concerned requesting an early decision in the matter.

15. (5) Where the Board receives a request under No. ⌈11 d)⌋, it shall endeavour to obtain /agreement/ to which reference is made in No. ⌈4⌋. Where the Board receives from an administration no acknowledgement to the /request/ it made under the terms of No. ⌈4⌋ for agreement within the period specified in No. ⌈6⌋, it shall act, in so far as this administration is concerned, in accordance with No. ⌈13⌋.

16. (6) Where an administration fails to reply within 15 days of the Board's telegram requesting an acknowledgement sent under No. [13], or fails to give a decision in the matter within 30 days of dispatch of the Board's telegram of request under No. [14], it shall be deemed that the Administration with which agreement was sought has undertaken, once the projected allotment is included in the Plan:

a) that no complaint will be made in respect of any harmful interference which may be caused to the services rendered by its coast radiotelephone stations by the use of assignments in accordance with the allotment for which [agreement was requested] and

b) that its existing or projected coast radiotelephone stations will not cause harmful interference to the use of assignments in conformity with the allotment for which [agreement was requested].

The Board shall enter a remark in Column 13c of the Master Register of each assignment covered by the allotment in question, indicating that this assignment does not benefit from the provisions of No. 607 of the Radio Regulations with respect to assignments of the administration seeking the agreement.

17. (7) The Board shall examine the proposed allotment with respect to the probability of harmful interference which it may receive from an allotment in the Plan of the administration which failed to reply or which indicated disagreement without supplying the reasons; if the finding is favourable and where the application of the present procedure with respect to the other administrations concerned permits, it enters the proposed allotment in the Plan.

18. (8) In the event of an unfavourable finding resulting, the Board informs the administration concerned of the result of the examination; if the administration insists and where the application of the present procedure with respect to the other administrations concerned permits it enters the proposed allotment in the Plan.

19. (9) Where the Board receives a /request/ under No. /11 c)/, it shall assess the sharing possibilities and it shall inform the administrations concerned of the results obtained.

20. (10) In the case of continuing /disagreement/ the Board shall examine the proposed allotment from the point of view of harmful interference which may be caused to the services rendered by the stations of the Administration having declared its /disagreement/. In the case where the Board's finding is favourable and where the application of the present procedure with respect to the other administrations concerned permits, it enters the proposed allotment in the Plan.

21. (11) If after the examination under No. /20/ the Board reaches an unfavourable finding, it shall then examine the proposed allotment from the point of view of harmful interference which may be caused to the services on all the various channels in the band. Should the Board reach an unfavourable finding in each case, it shall determine the channel which is the least affected and invite the administration seeking agreement to propose the entry of a proposed allotment in this channel in the Plan.

/22. In the case of an administration seeking agreement which does not have /...7 allotment /s/ in the band concerned, this administration or the I.F.R.B., as the case may be, determines, at the end of the co-ordination procedure, which channel/s/ may be used with the minimum of interference. The administration concerned notifies the I.F.R.B. the channel /s/which it will have chosen. The I.F.R.B. shall enter this /these/ channel/s/ in the Plan and publishes this information in the framework of bringing the Plan up to date./7

23. §§ 5. An administration seeking agreement for a proposed allotment shall inform the Board of the results of its consultations with the administrations concerned. When the Board finds that the procedure prescribed in the present /article/ has been applied with respect to each administration concerned the Board shall publish its finding in a special section of the I.F.R.B. Circular and, as the case may be, bring the Plan up to date.

24. § 6. Notwithstanding the above provisions and if the circumstances justify, an administration may, in exceptional circumstances, notify to the Board for provisional entry in the Master Register an assignment which is not covered by an allotment in the Plan. It shall, however, begin forthwith the procedure prescribed in the present /article/.

25. §§ 7. When, within 12 months from the date of the inclusion of the allotment in the Plan, the Board does not receive a notice of a first frequency assignment corresponding to this allotment, or where the first notified frequency assignment has not been brought into use within the time limits prescribed in the Radio Regulations,

it shall consult with the administration concerned on the opportunity to delete the allotment from the Plan and to publishing this information within the framework of bringing the Plan up to date. However, in the case where the Board, in the light of a request from the administration concerned, finds that exceptional circumstances warrant an extension of this period the extension shall in no case exceed 6 months, except in the case where an administration which has no coast station in service in which case the period may be extended to 18 months.

§ 8. The Board shall maintain an up to date master copy of the Plan resulting from the application of this procedure. It shall prepare in a suitable form, for publication by the Secretary General, the whole or part of the revised version of the Plan as and when the circumstances justify and in any case once annually.

INTERNATIONAL TELECOMMUNICATION UNION

# MARITIME CONFERENCE

**GENEVA, 1974**

Addendum No. 1 to
Document No. 485-E
6 June 1974
Original : English

COMMITTEE 5

The provisions with respect to MOD 1359 (see Annex) which were unanimously adopted by Working Group 5D should be added to the seventh report of Working Group 5D.

Annex : 1

ARCHIVES U.I.T. GENÈVE

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# A N N E X

## ARTICLE 35

Section IV

MOD Title A. DISTRESS, SAFETY, CALL AND REPLY

MOD 1359 § 18 (1) 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.

It is used for the distress signal and call and distress traffic, for the urgency signal, urgency traffic and the safety signal. 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).

INTERNATIONAL TELECOMMUNICATION UNION

# MARITIME CONFERENCE

GENEVA, 1974

Document No. 485-E
31 May 1974
Original : English

COMMITTEE 5

## SEVENTH REPORT OF WORKING GROUP 5D TO COMMITTEE 5

1. Table of transmitting frequencies for the band 156-174 MHz for stations in the maritime mobile service (Appendix 18)

1.1 Public correspondence channels

It was agreed that the present public correspondence channels should remain unchanged but that a footnote should be inserted to permit the port operation two-frequency channels to be used for public correspondence, on a permissive basis, subject to special agreements between interested and affected administrations.

1.2 Port operations

It was agreed that the present channels for port operations service should remain unchanged (but see paragraphs 1 and 4).

1.3 Intership

It was agreed that the intership channels should remain unchanged.

1.4 Ship movement service

It was agreed that the new ship movement service should share the channels allocated to the port operations service on a joint basis (with a reverse order of taking into use), but that channels 11, 12, 13, 14, 68, 69, 71 and 74 should be regarded as the preferred channels for single-frequency ship movement services and channels 79 and 80 the preferred channels for two-frequency ship movement channels. A footnote has been added to indicate that these channels may be assigned to the port operations service provided that they are relinquished in favour of the ship movement service when so required.

In all cases assignments would be at the discretion of the administrations concerned.

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1.5 Aircraft stations

Frequency channels have been designated, on a sharing basis with intership, port operations and ship movements services, for communications between aircraft stations and maritime mobile stations for search and rescue and maritime support operations as follows :

Search and rescue

a) The frequency 156.300 MHz (channel 06) was designated for additional use for communications between ship stations and aircraft stations engaged in search and rescue operations (see MOD 1373C).

b) Three frequencies were designated for permissive use, if so required, by individual administrations in local areas for search and rescue and anti-pollution operations.

1.6 Maritime support operations

In accordance with the proposal from Working Group 6, provision has been made in the footnotes to permit administrations, on a permissive basis, to designate frequencies in the intership, port operations and ship movement services for aircraft use in maritime support operations and the special designation of these preferred channels.

In this respect the text from Working Group 6B did not entirely agree with that approved by Working Group 5D. The difference arose from the reference to ship movement service frequencies, apparently because Working Working Group 6B was not aware that these would need to be allocated jointly with those for the port operations service. The text supplied by Working Group 5D was used for the footnote as this appeared most suitable and the adoption was in accordance with the Terms of Reference of the Sub-Working Group.

1.7 Direct printing and other purposes

As requested by Working Group 4B provision has been made for the use of channels for high speed data and facsimile and also for narrow-band direct-printing telegraphy and data transmissions.

1.8 The working group unanimously recommends the adoption of the following revised Appendix 18 (see Annex 1).

1.9 The working group also agreed to recommend the adoption of the consequential revision of related provisions on the basis of recommendations by Committee 6 (see Document / 441 / ) (see Annex 2).

However, the delegation of the United States of America reserved their right to re-open the question of an exclusive allocation of the guard-band of frequency 156.8 MHz to the maritime mobile service if they still so desire.

| | |
|---|---|
| ARTICLE 5 | MOD 287 |
| ARTICLE 6 | MOD 421 |
| ARTICLE 28 | MOD 989, MOD 992, ADD 998A |
| ARTICLE 35 | MOD 1321, ADD 1359AA, MOD 1359A, ADD 1359B, SUP 1360, NOC 1363, MOD 1363.1, ADD 1363A, ADD 1363B, ADD 1363C, MOD 1364, MOD 1367. |

2. Use of frequency 123.1 MHz by the maritime mobile service for urgency purposes

The Working Group unanimously adopted the following provisions based on the recommendations of Committee 6 as contained in Document 386 (see Annex 3).

| | |
|---|---|
| ARTICLE 5 | MOD 273 |
| ARTICLE 28 | MOD 969 |

3. Use of frequency 156.8 MHz for selective calling in the sequential single frequency code system (s.s.f.c.)

The Working Group unanimously agreed with the provisions recommended by Committee 6 in Nos. 999E and 999E.2 with regard to frequency 156.8 MHz.

Attention of Committee 6 is drawn to this decision.

4. Recommendation Mar 4 of the World Maritime Administrative Radio Conference, Geneva, 1967

The Working Group considered the proposal presented by the Administration of the Netherlands (HOL/31/181) concerning the deletion of Recommendation Mar 4 and unanimously agreed to recommend the abolition of this Recommendation (see Annex 4).

Annexes : 4

# A N N E X 1

## APPENDIX 18

Mar / 1974 /

## Table of transmitting frequencies in the band 156-174 MHz for stations in the / International / Maritime Mobile Service

(See No. 287 and Articles 27 and 35)

Note 1 : For assistance in understanding the Table, see notes a) to n) below.

Note 2 : Channels 01 to 28, except 15 and 17, correspond to the channels of Appendix 18 to the Radio Regulations, Geneva, 1959, and channels 15, 17, and 60 to 88 correspond to the additional channels made available for assignment in Appendix 18 Mar to the Radio Regulations, Geneva, (Edition of 1968) (see Resolution No. Mar / 14 /).

| Channel Designators | Notes | Transmitting Frequencies (MHz) | | Inter-Ship | Port Operations | | Ship Movement | | Public Correspondence |
|---|---|---|---|---|---|---|---|---|---|
| | | Ship Stations | Coast Stations | | Single Frequency | Two Frequency | Single Frequency | Two Frequency | |
| 60 | g) | 156.025 | 160.625 | | | 17 | | 9 | 25 |
| 01 | f) | 156.050 | 160.650 | | | 10 | | 15 | 8 |
| 61 | | 156.075 | 160.675 | | | 23 | | 3 | 19 |
| 02 | | 156.100 | 160.700 | | | 8 | | 17 | 10 |
| 62 | | 156.125 | 160.725 | | | 20 | | 6 | 22 |
| 03 | f) | 156.150 | 160.750 | | | 9 | | 16 | 9 |
| 63 | f) | 156.175 | 160.775 | | | 18 | | 8 | 24 |
| 04 | | 156.200 | 160.800 | | | 11 | | 14 | 7 |
| 64 | | 156.225 | 160.825 | | | 22 | | 4 | 20 |
| 05 | | 156.250 | 160.850 | | | 6 | | 19 | 12 |
| 65 | | 156.275 | 160.875 | | | 21 | | 5 | 21 |
| 06 | e) | 156.300 | | 1 | | | | | |
| 66 | | 156.325 | 160.925 | | | 19 | | 7 | 23 |
| 07 | | 156.350 | 160.950 | | | 7 | | 18 | 11 |
| 67 | k) | 156.375 | 156.375 | 10 | 10 | | 9 | | |
| 08 | | 156.400 | | 2 | | | | | |
| 68 | m) | 156.425 | 156.425 | | 6 | | (2) | | |
| 09 | l) | 156.450 | 156.450 | 5 | 5 | | 12 | | |
| 69 | m) | 156.475 | 156.475 | 9 | 11 | | 4 | | |
| 10 | k) | 156.500 | 156.500 | 3 | 9 | | 10 | | |
| 70 | l) | 156.525 | | 6 | | | | | |
| 11 | m) | 156.550 | 156.550 | | 3 | | (1) | | |
| 71 | m) | 156.575 | 156.575 | | 7 | | 6 | | |
| 12 | m) | 156.600 | 156.600 | | (1) | | 3 | | |
| 72 | l) | 156.625 | | 7 | | | | | |
| 13 | m) | 156.650 | 156.650 | 4 | 4 | | 5 | | |
| 73 | k) | 156.675 | 156.675 | 8 | 12 | | 11 | | |
| 14 | m) | 156.700 | 156.700 | | (2) | | 7 | | |

| Channel Designators | Notes | Transmitting Frequencies (MHz) | | Inter-Ship | Port Operations | | Ship Movement | | Public Correspondence |
|---|---|---|---|---|---|---|---|---|---|
| | | Ship Stations | Coast Stations | | Single Frequency | Two Frequency | Single Frequency | Two Frequency | |
| 74 | m) | 156.725 | 156.725 | | 8 | | 8 | | |
| 15 | d) i) | 156.750 | 156.750 | 12 | 14 | | | | |
| 75 | j) | | Guard - band 156.7625 - 156.7875 MHz | | | | | | |
| 16 | | 156.800 | 156.800 | DISTRESS SAFETY AND CALLING | | | | | |
| 76 | j) | | Guard - band 156.8125 - 156.8375 MHz | | | | | | |
| 17 | d) i) | 156.850 | 156.850 | 13 | 13 | | | | |
| 77 | | 156.875 | | 11 | | | | | |
| 18 | b4) | 156.900 | 161.500 | | | 3 | | 22 | |
| 78 | | 156.925 | 161.525 | | | 12 | | 13 | 27 |
| 19 | b4) | 156.950 | 161.550 | | | 4 | | 21 | |
| 79 | b4) m) | 156.975 | 161.575 | | | 14 | | (1) | |
| 20 | b4) | 157.000 | 161.600 | | | (1) | | 23 | |
| 80 | b4) m) | 157.025 | 161.625 | | | 16 | | (2) | |
| 21 | b4) f) | 157.050 | 156.050 or 161.650 | | | 5 | | 20 | |
| 81 | | 157.075 | 161.675 | | | 15 | | 10 | 28 |
| 22 | b4) | 157.100 | 161.700 | | | (2) | | 24 | |
| 82 | | 157.125 | 161.725 | | | 13 | | 11 | 26 |
| 23 | f) | 157.150 | 156.150 or 161.750 | | | | | | 5 |
| 83 | f) | 157.175 | 156.175 or 161.775 | | | | | | 16 |
| 24 | | 157.200 | 161.800 | | | | | | 4 |
| 84 | | 157.225 | 161.825 | | | 24 | | 12 | 13 |
| 25 | | 157.250 | 161.850 | | | | | | (3) |
| 85 | | 157.275 | 161.875 | | | | | | 17 |
| 26 | | 157.300 | 161.900 | | | | | | (1) |

| Channel Designators | Notes | Transmitting Frequencies (MHz) | | Inter-Ship | Port Operations | | Ship Movement | | Public Correspondence |
|---|---|---|---|---|---|---|---|---|---|
| | | Ship Stations | Coast Stations | | Single Frequency | Two Frequency | Single Frequency | Two Frequency | |
| 86 | n) | 157.325 | 161.925 | | | | | | 15 |
| 27 | | 157.350 | 161.950 | | | | | | (2) |
| 87 | | 157.375 | 161.975 | | | | | | 14 |
| 28 | | 157.400 | 162.000 | | | | | | 6 |
| 88 | g) | 157.425 | 162.025 | | | | | | 18 |

Notes referring to the Table

a) The figures in the column headed "Intership" indicate the normal sequence in which channels should be taken into use by mobile stations.

b) The figures in the columns headed "Port Operations", "Ship Movement" and "Public Correspondence" indicate the normal sequence in which channels should be taken into use by each coast station. However, in some cases, it may be necessary to omit channels in order to avoid harmful interference between the services of neighbouring coast stations.

ADD b1) Administrations may designate frequencies in the intership, port operations and ship movement services for use by light aircraft and helicopters to communicate with ships or participating coast stations in predominantly maritime support operations under the conditions specified in Nos. 952, 952A, 952B, 952C, 952D and 952E. However, the use of the channels which are shared with public correspondence shall be subject to prior agreement between interested and affected administrations.

ADD b2) The channels of Appendix 18 with the exception of 06, 15, 16, 17, 75 and 76 may also be used for high speed data and facsimile transmissions subject to special agreement between interested and affected administrations.

ADD b3) Except within the United States of America, the channels of Appendix 18, with the exception of 06, 15, 16, 17, 75 and 76, preferably two adjacent channels from the series 87, 28, 88 may be used for narrow-band direct-printing telegraphy and data transmissions subject to special agreement between interested and affected administrations.

ADD b4) The two-frequency channels for port operations (18, 19, 20, 21, 22, 79 and 80) may be used for public correspondence subject to special agreement between interested and affected administrations.

d) Until 1 January 1983, on channels 15 and 17, the effective radiated power of ship stations shall not exceed 1 watt.

MOD e) The frequency 156.300 MHz (channel 06) (see No. 953) may also be used for communication between ship stations and aircraft stations engaged in coordinated search and rescue operations. Ship stations shall avoid harmful interference to such communications on channel 06 as well as to communications between aircraft stations, ice-breakers and assisted ships during ice seasons.

MOD f) In France and in Belgium, the frequencies 156.050, 156.150 and 156.175 MHz are used as ship station frequencies in channels 01, 03 and 63 respectively and as coast station frequencies in channels 21, 23 and 83 respectively when the latter are used in the special semi-duplex public correspondence systems employed with 1 MHz separation between transmit and receive frequencies. These special provisions will cease to be used not later than 1 January 1983.

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

h) The frequencies in this Table may also be used for radiocommunications on inland waterways in accordance with the conditions specified in No. 287.

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

j) This guard-band will apply after 1 January 1983 (see Nos. 1363 and 1363.1).

ADD k) Within the European Maritime area and Canada these frequencies (channels 10, 67, 73) may also be used, if so required, by the individual administrations concerned, for communication between ship stations, aircraft stations and participating land stations engaged in coordinated search and rescue and anti-pollution operations in local areas under the conditions specified in Nos. 952, 952A, 952B, 952C, 952D and 952E.

ADD l) The preferred first three frequencies for the purpose indicated in Note b1) are 156.450 MHz (channel 09), 156.525 MHz (channel 70) and 156.625 MHz (channel 72).

ADD m) These channels (68, 69, 11, 71, 12, 13, 14, 74, 79, 80) are the preferred channels for the ship movement service, but they may be assigned to the port operations service until required for the ship movement service if this should prove necessary in any specific area.

ADD n) This channel (86) may be used as a calling channel if such a channel is required in a future automatic radiotelephone system when such a system is recommended by the C.C.I.R.

# ANNEX 2

## ARTICLE 5

MOD 287 The frequency 156.8 MHz is the international distress, safety and calling frequency for the maritime mobile VHF radiotelephone service. Administrations shall ensure that a guard-band on each side of the frequency 156.8 MHz is provided. The conditions for the use of this frequency are contained in Article 35.

In the bands 156.025-157.45 MHz, 160.625-160.975 MHz and 161.475-162.025 MHz each administration shall give priority to the maritime mobile service, on only such frequencies as are assigned to stations of the maritime mobile service by that administration (see Article 35).

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

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

## ARTICLE 6

MOD 421 7. Any emission capable of causing harmful interference to distress, alarm, urgency or safety communications on the international distress frequencies of 500 or 2 182 kHz is prohibited. (See Nos. 187, 201, 1112 and 1325). Any emission causing harmful interference to distress, safety and calling frequency 156.8 MHz is prohibited. (See No. 287 and 1363).

## ARTICLE 28

MOD 989 (a) the distress, urgency, safety and calling frequency 156.80 MHz.

MOD 992 22. (1) Any aircraft required by national or international regulations to communicate for distress, safety or urgency purposes with stations of the maritime mobile service shall be capable of transmitting preferably class A2 or A2H and receiving preferably class A2 and A2H emissions on the carrier frequency of 500 kHz or, on the carrier frequency of 2 182 kHz, transmitting class A3 or A3H and receiving class A3 and A3H emissions, or on the frequency of 156.80 MHz transmitting and receiving class F3 emissions.

ADD 998A <u>in the bands between 156 and 174 MHz</u>, be able to transmit on 156.8 MHz using class F3 emissions. If a receiver is provided for any of these bands it shall be able to receive class F3 emissions on 156.8 MHz.

## ARTICLE 35

MOD 1321 (3) Any aircraft in distress shall transmit the distress call on the frequency on which watch is kept by the land or mobile stations capable of helping it. When the call is intended for stations in the maritime mobile service, the provisions of Nos. 1323 and 1324 or 1359 and 1359B shall be complied with.

ADD 1359AA*) (2) However, ship stations which cannot transmit on 156.8 MHz should use any other available frequency on which attention might be attracted.

MOD 1359A Mar (1A) The frequency 156.80 MHz may also be used :

a) by coast stations and ships for call and reply in accordance with the provisions of Article 33;

b) by coast stations to announce the transmission, on another frequency, of traffic lists and important maritime information (see Nos. 1301 to 1304);

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*) <u>Note to the Editorial Committee</u> : This provision ADD 1359AA shall be inserted between MOD 1359 and MOD 1359A.

ADD 1359B Mar (1B) The frequency 156.80 MHz may be used by ship stations and coast stations for selective calling.

SUP 1360

NOC 1363

MOD 1363.1 [1]After 1 January 1983 this band is reduced to 156.7625-156.8375 MHz (see Resolution No. Mar2 ...).

ADD 1363A (6) Before transmitting on the carrier frequency 156.80 MHz, a station in the mobile service should listen on this frequency for a reasonable period to make sure that no distress traffic is being sent (see No. 1217).

ADD 1363B (7) The provisions of No. 1363A do not apply to stations in distress.

ADD 1363C (8) To facilitate the reception of distress calls all transmissions on 156.8 MHz shall be kept to a minimum and shall not exceed one minute.

MOD 1364 § 19 (1) A coast station providing an international maritime mobile service of radiotelephony in the band 156 to 174 MHz and when it forms an essential part of the coverage of the area for distress purposes should, during the working hours in that band, maintain, an efficient aural watch on 156.80 MHz (see Recommendation Mar2 / Document 403 /).

MOD 1367 (4) Ship stations should, where practicable, maintain watch on 156.80 MHz when within the service area of a coast station providing international maritime mobile radiotelephone service in the band 156-174 MHz. 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.

# ANNEX 3

## ARTICLE 5

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 28

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.

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# ANNEX 4

SUP Recommendation No. Mar 4.

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INTERNATIONAL TELECOMMUNICATION UNION

# MARITIME CONFERENCE

**GENEVA, 1974**

Document No. 486-E
30 May 1974
Original : French

PLENARY MEETING

## SIXTH REPORT BY COMMITTEE 4 TO THE PLENARY MEETING

1. Having considered Document 435 and Corrigendum No. 1 thereto at the fourth joint meeting of Committees 4 and 5, Committee 4 recommends the adoption by the Plenary Meeting of the Annex below.

2. The delegations of France, Finland, Roumania and Switzerland have reserved their positions and intend to revert to the matter at the appropriate Plenary Meeting.

Annex : 1

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ANNEX A

MOD

| | | |
|---|---|---|
| Band : 10 to 535 kHz | | |
| 2. Land Stations : | | |
| a) Coast Stations : | | |
| - power 200 W or less | 500 | 500 1) |
| - power above 200 W | 200 | 200 1) |
| 3. Mobile Stations : | | |
| a) Ship Stations | 1 000 | 1 000 k) |

ANNEX B

MOD

| | | |
|---|---|---|
| Band : 1 605 to 4 000 kHz | | |
| 2. Land Stations | | |
| - power 200 W or less | 100 | 100 h) 1) |
| - power above 200 W | 50 | 50 h) 1) |
| 3. Mobile Stations | | |
| a) Ship Stations | 200 | 200 i) k) |
| b) Survival Craft Stations | | 300 |
| b A) Emergency Position-Indicating Radiobeacons | | 300 |

ANNEX C

| | | |
|---|---|---|
| Band : 4 to 29,7 MHz | | |
| 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) Class A1 emissions | 200 | 50 y) z) |
| 2) Emissions other than Class A1 | 50 | 50 i) k) |
| b) Survival Craft Stations | 200 | 200 |

ANNEX D

MOD

| | | |
|---|---|---|
| Band : 100 to 470 MHz | | |
| 3. Mobile Stations :<br>a) Ship Stations and Survival Craft Stations : | | |
| - in the band 156-174 MHz | 100 | 20 n) |
| - outside the band 156-174 MHz | 100 d) | 50 d) x) |

ANNEX E

NOTES REFERRING TO TABLE OF FREQUENCY TOLERANCES

SUP a)

SUP c)

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

1) bands between 1 605 and 4 000 kHz :

- 100 Hz for transmitters in use or to be installed before 1 January 1982;
- 50 Hz for transmitters installed after 1 January 1982;

2) bands between 4 000 and 23 000 kHz :

- 100 Hz for transmitters in use of 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)

(MOD) n) For coast and ship station transmitters in the band 156-174 MHz put into service after 1 January 1973 a tolerance of 10 parts in $10^6$ shall apply. This tolerance is applicable to all transmitters, including survival craft stations, after 1 January 1983.

ADD x) For transmitters used by on-board communication stations a tolerance of 5 parts in $10^6$ shall apply.

ADD y) Applicable from 1 June 1977. However, in the A1 Morse working bands a frequency tolerance of 200 parts in $10^6$ may be applicable for existing transmitters after 1 June 1977, provided that the emissions are contained within the working band in question.

ADD z) In the A1 Morse calling bands a frequency tolerance of 40 parts in $10^6$ in the bands between 4 and 23 MHz and 30 parts in $10^6$ in the 25 MHz band are recommended as far as possible.

INTERNATIONAL TELECOMMUNICATION UNION

# MARITIME CONFERENCE

GENEVA, 1974

Document No. 487-E
31 May 1974
Original : English

COMMITTEE 6

## TWENTIETH REPORT OF WORKING GROUP 6B TO COMMITTEE 6

1. Use of the "all ships call" with the SSFC selective calling system

Working Group 6B considered all related proposals and unanimously recommends for adoption the text as reproduced in Annex 1 to this report.

2. Proposals G/57/135
CAN/55/109

ADD 1257A, MOD 1367A and ADD 1367B as given in Annex 2 are unanimously recommended for adoption.

3. Proposals S/247/34 - 44

All proposals were considered. The new and modified provisions given in Annex 3 are unanimously recommended for adoption.

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# A N N E X 1

ADD 999CA The use of an "all ships call" shall be confined to distress and urgency in the MF and HF bands as well as to announce vital navigational warnings and additionally for safety purposes in the VHF band. This may only be used to supplement, if required, the distress procedure given in Nos. 1402, 1403, 1416 and 1417 and shall in no circumstances be used in place of such procedures, in particular, the alarm signals given in Nos. 1463 and 1465.

ADD 1388B (3) The characteristics of the "all ships call" in the selective calling system, which is reserved for alarm purposes only, are given in /Appendix 20C, paragraph 3.7.

# ANNEX 2

ADD 1257A (2A) When contact on 156.8 MHz has been established between a coast station in the ship movement service and a ship station, the coast station shall then indicate the channel to be used for the exchange of traffic by reference to the frequency in MHz or, preferably, to its channel designator.

MOD 1367A (5) Ship stations, when in communication with a port station may, on an exceptional basis and subject to the agreement of the administration concerned, continue to maintain watch, on the appropriate port operations frequency only, provided that watch on 156.8 Mc/s is being maintained by the port station.

ADD 1367B (6) Ship stations, when in communication with a coast station in ship movement service subject to the agreement of the administrations concerned, may continue to maintain watch on the appropriate ship movement service frequency only, provided the watch on 156.80 MHz is being maintained by that coast station.

# ANNEX 3

ADD 1326 bis* (4A) Any coast station, authorized to send navigational warnings, should be able to transmit the NAVIGATIONAL WARNING SIGNAL described in ADD Section VIII bis.

MOD 1334 (3) In addition, ship stations should keep the maximum watch practicable on 2 182 kc/s for receiving by any appropriate means the radiotelephone alarm signal described in No. 1465, and the NAVIGATIONAL WARNING SIGNAL described in ADD Section VIII bis, as well as distress, urgency and safety signals.

MOD 1469 b) in radiotelephony, to attract the attention of the person on watch or to actuate automatic devices giving the alarm, or activating a device, opening a silenced loudspeaker for the message which is to follow.

ADD Title** Section VIII bis
Navigational warning signal

ADD 1476AA (a) The NAVIGATIONAL WARNING SIGNAL consists of a keyed emission of one substantially sinusoidal tone of the frequency 2 200 Hz, the duration of tone and space being 250 milliseconds each.

ADD 1476AB (b) The signal should be transmitted by coast stations continuously for a period of 15 seconds to precede vital navigational warnings on radiotelephony in the maritime MF bands.

ADD 1476AC (c) The purpose of the signal is to attract the attention of the person on watch, using a loudspeaker, a filtered loudspeaker, or to activate an automatic device, opening a silenced loudspeaker for the message, which is to follow.

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* Note to the Editorial Committee - To be inserted between 1326 and 1326A.

** Note to the Editorial Committee - This Section VIII bis shall be inserted between RR 1476 and Section VIII A of Article 36.

INTERNATIONAL TELECOMMUNICATION UNION

# MARITIME CONFERENCE

GENEVA, 1974

Document No. 488-E
1 June 1974
Original : English

COMMITTEE 6

## FIFTEENTH AND LAST REPORT BY WORKING GROUP 6A TO COMMITTEE 6

The Working Group 6A, during the meetings of 31 May 1974 (afternoon and evening sessions), after consideration of all relative proposals and reports, agreed on the attached texts :

ARTICLE 20

MOD 805 Mar
MOD 806 Mar

Unanimously approved (See Annex 1)

ARTICLE 28

Document 415 concerning SUP 964A; WG 6A agreed to refer this matter to Committee 6

ARTICLE 28A

MOD 999C

Majority agreed (See Annex 2)

ARTICLE 29

MOD 1015A

Unanimously agreed (See Annex 3)

ARTICLE 32

MOD 1114

Unanimously agreed (See Annex 4)

ARTICLE 34

NOC 1298
NOC 1299
MOD 1300

Unanimously agreed (See Annex 5)

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ADD 1302A

Unanimously agreed (See Annex 6)

MOD 1308 / B /

Unanimously agreed (See Annex 7)

NOC 1309
NOC 1310

Furthermore, the proposals S/118/19, USA/54/149, USA/54/153, USA/54/152 and USA/54/154 were withdrawn.

APPENDIX 11, Section I

ADD 3 f) (sub-paragraph)

Unanimously agreed (See Annex 8)

APPENDIX 12

MOD AP 12 (in full)

Majority agreed[1] (See Annex 9)

APPENDIX 13A, Sections A and B

MOD QSX (Code signal)

Unanimously agreed[2] (See Annex 10)

RECOMMENDATION .....

ADD Rec / No. Mar ...../

Majority agreed. The Administrations of United Kingdom and the U.S.S.R. reserved their right to return to this matter in Committee 6. (See Annex 11)

H.S. YOUNG
Chairman

Annexes : 11

---

1) The Chairman stated that the geographical co-ordinates and zone limits set out in the chart and table relating to hours of service would be re-drawn and carefully checked prior to insertion in the Final Acts of the Conference.

2) It should be noted that modification of Appendix 13 was not discussed.

# A N N E X 1

ARTICLE 20

MOD 805 Mar

(IV) List IV. List of Coast Stations

There are annexed to this list a table and a chart showing the zones and hours of service of ships of the second and third categories (see Appendix 12 MOD) and a table of inland telegraph rates, limitrophic rates, etc. This list shall also contain an annex giving the details of maritime mobile-satellite systems which may be forwarded to the Secretary-General by participating administrations.

MOD 806 Mar

(V) List V. List of Ship Stations

This list shall contain particulars of :

a) ship stations fitted with radiotelegraph installations;

b) ship stations fitted with radiotelegraph and radiotelephone installations;

c) ship stations fitted with radiotelephone installations only, which communicate with stations of the maritime mobile service other than those of their own nationality or make international voyages;

d) ships fitted with mobile earth stations.

This list shall contain a table and a chart showing the zones and hours of service of ships of the second and third categories (see Appendix 12 MOD) and an annex giving the details of maritime mobile-satellite systems which may be forwarded to the Secretary-General by participating administrations.

## ANNEX 2

### ARTICLE 28A

MOD 999C Mar (2) When a station called does not reply, the call should not normally be repeated until after an interval of at least five minutes and should not then normally be renewed until after a further interval of fifteen minutes.

---

## ANNEX 3

MOD 1015A (3) However, when using direct-printing telegraphy or similar systems in any of the frequency bands allocated to the maritime mobile service, the call may, by prior arrangement, be made on a working frequency available for such systems.

---

## ANNEX 4

MOD 1114 § 7. (1) The general calling frequency, which, except as provided under No. 1015A, shall be used by any ship station or coast station engaged in telegraphy in the authorized bands between 405 and 535 kHz, and by aircraft desiring to enter into communication with a station of the maritime mobile service using frequencies in these bands, is the frequency 500 kHz.

---

## ANNEX 5

MOD 1300 § 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 or other identification 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.

## A N N E X 6

ADD 1302A (3A) However, in the bands between 156 and 174 MHz, the calling procedure described in No. 1302 may, when the conditions of establishing contact are good, be replaced by :

- "Hello all ships" or CQ (spoken as CHARLIE QUEBEC), once;
- the words THIS IS (or DE spoken as DELTA ECHO in case of language difficulties);
- "... Radio", twice;
- "Listen for my traffic list on channel ..."

In no case may this preamble be repeated.

---

## A N N E X 7

ADD 1308B (1B) In areas where reliable VHF communication with a called coast station is practicable, the calling station may repeat the call as soon as there is evidence of traffic having been terminated at the coast station.

---

## A N N E X 8

APPENDIX 11

Mar

Documents with which ship and aircraft stations shall be provided
(See Articles 18, 20, 21, 23, 28 and Appendix 9)

Section 1

ADD 3 f) the times of opening and closing of each period of service

# A N N E X 9

## APPENDIX 12 MOD

## Hours of Service for Ship Stations of the Second and Third Categories (See Articles 20 and 25)

### Section I. Table

| Hours of Service<br>Ship's time or zone time<br>(See 934 and 934A) | |
|---|---|
| 8 hours<br>(H8) | 16 hours<br>(H16) |
| from to<br><br>0800 - 1200<br>2000 - 2200<br>plus 2 hours<br>(see ADD 934A) | from to<br><br>0000 - 0400<br>0800 - 1200<br>1600 - 1800<br>2000 - 2200<br>plus 4 hours<br>(see ADD 934) |

### Section II. Diagram

Note 1 : This diagram indicates the fixed hours of service maintained by ships of the second and third categories in terms of zone time. (The hours of service shown exclude those which are determined by the administration, master, or responsible person.)

The fixed hours of watch are shown thus :

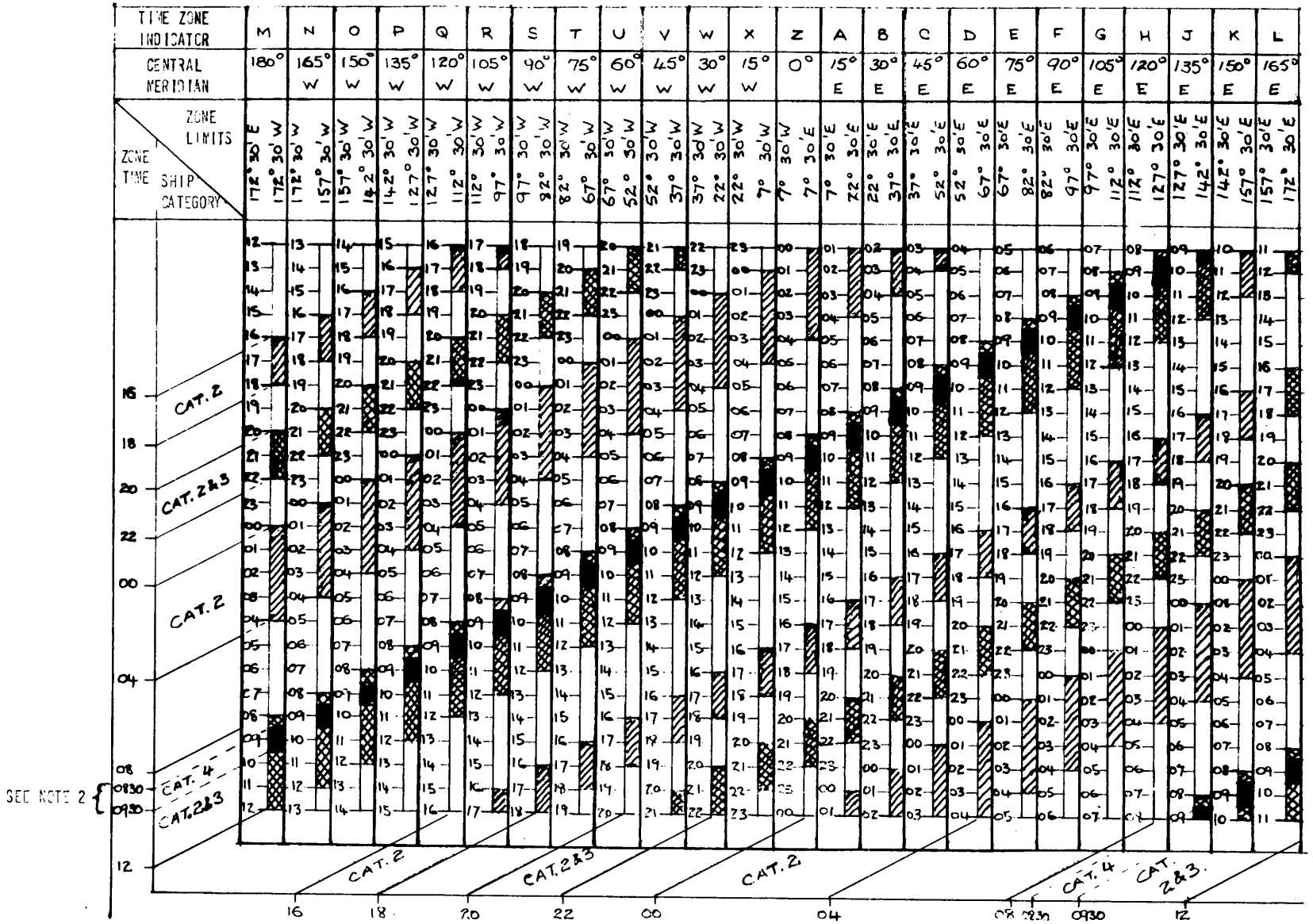
i) for ships of the second category : 

ii) for ships of the second and third categories : 

Note 2 : Also shown are the specific watch periods 0830-0930 that ships of the fourth category are encouraged to provide (see No. 935A).

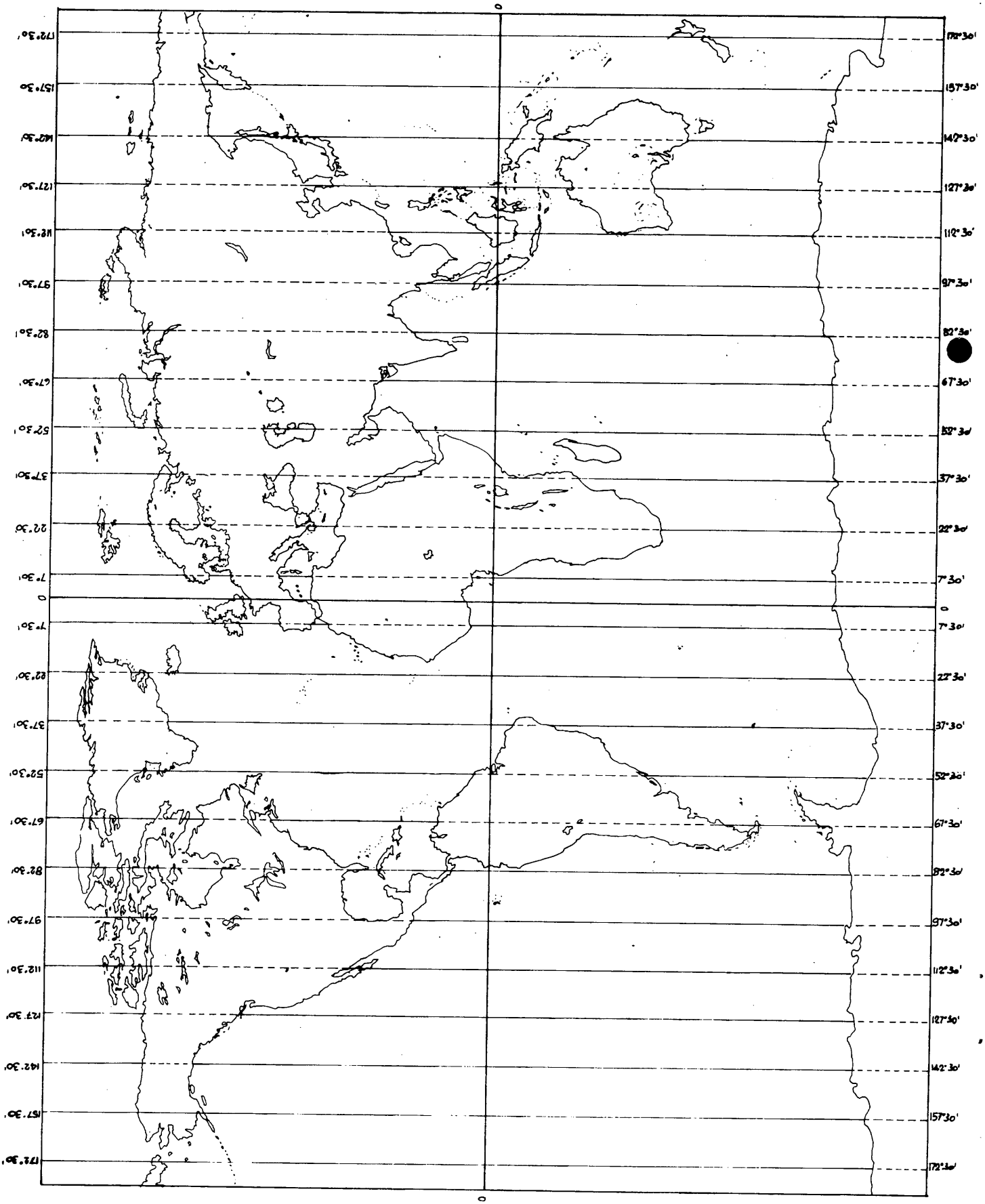
TABLE

(Appendix 12 MOD)



**CHARTE - CHART - CARTA**

(Ap. 12 MOD)



# A N N E X 10

## APPENDIX 13A

### Section I

### Q Code

A. List of abbreviations in alphabetical order

| | | | |
|---|---|---|---|
| MOD | QSX | Will you listen to ... (name and/or call sign(s)) on ... kc/s (or Mc/s)? | I am listening to ... (name and/or call sign(s)) on ... kc/s (or Mc/s), or in the bands ...../channels .... |

B. List of signals according to the nature of questions, answer or advice

Choice of Frequency and/or Class of Emission (cont.)

| | | | |
|---|---|---|---|
| MOD | QSX | Will you listen to ... (name and/or call sign(s)) on ... kc/s (or Mc/s)? | I am listening to ... (name and/or call sign(s)) on ... kc/s (or Mc/s), or in the bands ...../channels .... |

# ANNEX 11

## RECOMMENDATION (No. MAR ...)

Relating to the use of Ships' Radio Apparatus within harbour limits and territorial waters, particularly in the case of ships equipped for radiocommunication via satellites

The World Maritime Administrative Radio Conference, Geneva, 1974,

whilst recognising

that each country must retain whatever safeguards are considered necessary for the protection of its own communication systems;

but considering

a) that shore communication facilities readily available to ships within harbour limits are often inadequate;

b) that the use of ships' radio apparatus within harbour limits and territorial waters would facilitate improvements in ship management efficiency;

c) that, in particular, national restrictions on the use of ships' radio apparatus, if applied to ships equipped for radiocommunication via satellites, could seriously inhibit the growth of such services;

recommends

that Administrations should be invited to consider easing restrictions on the use of ships' radio apparatus within harbour limits and territorial waters, particularly in the case of ships equipped for radiocommunication via satellites.

INTERNATIONAL TELECOMMUNICATION UNION

# MARITIME CONFERENCE

GENEVA, 1974

Document No. 489-E
31 May 1974
Original : English

COMMITTEE 6

SUMMARY RECORD

OF THE

SEVENTH MEETING OF COMMITTEE 6

(OPERATION)

Thursday, 23 May 1974, at 0900 hrs

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

| Subjects discussed : | Document No. |
|---|---|
| 1. Summary record of the fourth meeting of Committee 6 | 384 |
| 2. Draft Resolution - Technical Cooperation, with the Developing Countries, in Maritime Telecommunications | DT/100(Rev.1) |
| 3. Verbal progress report by the Chairman of Working Group 6A | - |
| 4. Seventh report of Working Group 6A | 366 |
| 5. Eighth report of Working Group 6A | 398 |
| 6. Verbal progress by the Chairman of Working Group 6B | - |
| 7. Tenth report of Working Group 6B | 382 |

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| Subjects discussed (cont.) : | Document No. |
|---|---|
| 8. Eleventh report of Working Group 6B | 383 |
| 9. Twelfth report of Working Group 6B | 401 |
| 10. Thirteenth report of Working Group 6B | 402 |
| 11. Fourteenth report of Working Group 6B | 403 |
| 12. Verbal progress report by the Chairman of Working Group 6C | - |
| 13. Sixth report of Working Group 6C | 354 |
| 14. Seventh report of Working Group 6C | 399 |

1. Summary record of the fourth meeting of Committee 6 (Document 384)

The delegate of the People's Republic of China asked for a new paragraph to be substituted for paragraph 1 on page 3.

The summary record was approved with that amendment (see Corrigendum to Document 384).

2. Draft Resolution - Technical Cooperation with the Developing Countries in Maritime Telecommunications (Document DT/100(Rev.1)

The Chairman said that there had been some misunderstanding about the number of delegations sponsoring the draft Resolution, as a result of which certain deletions and additions had been made. If the Committee approved it, the draft Resolution would be referred to the Conference in plenary.

The delegations of the People's Republic of China and Algeria declared their support for the draft Resolution.

The draft Resolution in Document DT/100(Rev.1) was approved.

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

The Chairman of Working Group 6A said that the Working Group had held two further meetings since the last meeting of Committee 6 and was making satisfactory progress. Its seventh and eighth reports were now before the Committee for its consideration. Ad Hoc Working Group 4/6 (Calling) had produced Document DT/107 which Working Group 6A would be considering at its meeting that afternoon. Sub-Working Group 6A-2 had held three meetings and hoped to complete its work at its Friday evening meeting. The target date for completing the work of Working Group 6A would be the following Tuesday subject to meetings being available to it on Monday and Tuesday. It was also meeting on the morning of Saturday, 25 May.

4. Seventh report of Working Group 6A (Document 366)

Document 366 was approved without comment.

5. Eighth report of Working Group 6A (Document 398)

The Chairman said that the bracketed portion at the end of Annex 5, "(see particularly Article 37-40)", should be replaced by the phrase "(see particularly Articles 37-39 and 40A)".

Document 398, as thus amended, was approved.

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

The Chairman of Working Group 6B said that the work of all six Sub-Working Groups of Working Group 6B had now been completed except for final action by the Working Group on reports from two of them. It was hoped that work would be completed in the two additional meetings which had been planned for the end of that week and the beginning of the following week.

7. Tenth report of Working Group 6B (Document 382)

The delegate of the United Kingdom said that the heading of the Annex appeared to make the draft Recommendation too wide ranging. Other services might use it as a precedent for inviting the C.C.I.R. to recommend the use of exclusive maritime frequencies for solving their problems.

The representative of the I.F.R.B. agreed with the United Kingdom delegate's comments and suggested that the scope of the Recommendation should be restricted to the bands allocated to the maritime mobile services.

The delegate of the U.S.S.R. considered that, since the Recommendation would have no binding force, it could remain as it stood.

The delegate of the United Kingdom, supported by the delegates of Belgium, the German Democratic Republic, the Federal Republic of Germany and Yugoslavia, suggested that the heading should be amended to read :

"On the choice of a frequency in the maritime mobile bands between 1 605 kHz and 3 800 kHz to be reserved for maritime safety requirements".

It was so agreed.

The delegate of Iraq said that he would be glad of some clarification of the meaning of the words "cargo ships of 300 tons gross tonnage and upwards but less than 1 600 tons gross tonnage" in paragraph a) i), under the heading "considering".

The representative of I.M.C.O. said that that wording had been taken from the Safety Convention. He would be glad to explain it to the delegate of Iraq after the meeting.

The representative of the I.T.F. recalled that, when the draft Recommendation had been under discussion in Working Group 6B, the wording in paragraph b), under the heading "considering", had been in square brackets and no suggestion had been made for their removal.

The Chairman of Working Group 6B explained that, at the time the matter had first been discussed, a question had been raised as to the appropriate figure to be indicated. The matter had then been referred to the Sub-Working Group, which had produced a report with the figure in square brackets for consideration by the Working Group. Since no objections had been raised in the Working Group, the report had been considered approved and the square brackets had been removed.

The representative of the I.T.F. said that he would like to have an explanation of the meaning of the term "normal range". The I.M.C.O. explanation was vague and was unacceptable on technical grounds. No definition of the term appeared to be given in the Radio Regulations.

The delegate of France said that Sub-Working Group 6B-2 had had medium range in mind; there had appeared at the time to be general agreement with the term "normal range".

The delegate of Brazil said that the range shown in paragraph b) was not the normal range for such equipment in his region. The figure should be placed in square brackets pending more detailed studies.

The delegate of Finland, supported by the delegates of Argentina and the Federal Republic of Germany, suggested that the words "of the order of 200 nautical miles" should be deleted.

The representative of the I.T.F. said that it was not merely a figure of 200 nautical miles that was in question. The range of the equipment concerned was often inadequate, particularly in cases of high atmospheric noise. The I.M.C.O. Recommendation was not particularly suited to the requirements of safety at sea in such cases.

The delegate of Brazil agreed with those comments. The 1 605 kHz - 3 800 kHz band was inadequate for his region and for certain others. He would like to see the deletion of the reference to the specific band and of the whole of paragraph b).

The delegate of Mauritius said that it was not clear to what the words "such equipment" referred.

The delegate of Canada said that I.M.C.O. had for some years been carrying out a study of the distress system, as a result of which a common distress frequency of 2 182 kHz linking the radiotelephone and radiotelegraph networks had been adopted. The aim of the draft Recommendation was to improve the frequency in the band in question if need be. If the subject raised by the delegate of Brazil was to be taken up, it should be dealt with in a separate document.

The Chairman pointed out that the C.C.I.R. was being requested to carry out a study of the question through its appropriate study groups.

The delegate of Spain, supported by the delegate of France, suggested that paragraph b) should be deleted.

It was so agreed.

In reply to a question by the Chairman, the delegate of Brazil said that he could accept the draft Recommendation with that deletion bearing in mind that the C.C.I.R. was being requested to carry out an appropriate study.

The Chairman said that, with the deletion of paragraph b), paragraphs c), d) and e) would be redesignated b), c) and d) respectively. He suggested that the word "invites" before the words "the C.C.I.R." should be replaced by the word "requests" and that the word "appropriate" should be inserted between the words "next" and "world" after the words "recommends that the".

It was so agreed.

The delegate of the United States of America suggested that the words "a frequency reserved for transmitting" in paragraph 1 should be replaced by the words "whether and/or what frequency should be reserved for transmitting".

The delegate of Canada pointed out that such an amendment would entail a change in the heading. The question of whether or not a frequency was to be reserved had already been decided and the frequency to be used would follow from the study to be undertaken by the C.C.I.R. His delegation therefore opposed the United States delegate's suggestion.

The United States delegate's suggestion was rejected.

Document 382, as amended, was approved.

8. Eleventh report of Working Group 6B (Document 383)

Pages 1 - 3 were approved.

Page 4 - Annex 4

The delegate of Spain recalled that the Working Group had been unable to reach a decision on MOD 1476B, which was the subject of Annex 4. Its purpose was to unify Emergency position-indicating radiobeacon (EPIRB) signals. However, he feared that unification would in fact go further than intended and might lead to the adoption of a single type of radiobeacon, namely Type H (high power radiobeacons). But low-power radiobeacons could often be extremely useful in small areas of search.

The delegate of the German Democratic Republic said that his country was one which had to decide on the question of which EPIRB to instal on 2 182 kHz. The Radio Regulations specified two kinds, of which one - Type H - was more expensive. Many Administrations might therefore decide to use the smaller device because of the cost factor, although it was not very powerful and might not be effective in a disaster. The Committee ought to adopt a guideline for countries in the same position as his own. His delegation was not, however, insisting on the setting of a time limit.

The delegate of the United Kingdom endorsed the views of the Spanish representative. The small lower-power beacon was a homing device, not an alerting device, and there was scope for both kinds.

Annex 4 was rejected.

Document 383, as amended, was approved.

The delegate of the U.S.S.R. said that although the proposal to amend 1476B had been rejected, the idea of unifying EPIRBs was a good one. It might be useful for the Conference to adopt a resolution or recommendation requesting Administrations or the C.C.I.R. to study the question of unifying EPIRBs.

The delegates of the German Democratic Republic and the Federal Republic of Germany endorsed that view.

The representative of I.M.C.O. pointed out that since the matter was within I.M.C.O.'s province, the proposals put forward might best be referred to that body.

The Chairman suggested that an ad hoc group be formed to prepare a draft recommendation or resolution on the Soviet proposal, referring the matter to I.M.C.O.

The representative of the United States hoped that the group would limit its work to frequency 2 182 kHz.

The representative of the Federal Republic of Germany said that he would prefer the scope of the group to be broader. It should deal with the whole question of EPIRBs, which should be studied further by I.M.C.O. and C.C.I.R. There had been interesting developments in various countries which ought to be examined in order to achieve unification on a world-wide basis.

The delegate of the German Democratic Republic endorsed that view.

It was decided that an ad hoc group, consisting of the delegates of Denmark, Federal Republic of Germany, Norway and the U.S.S.R. under the chairmanship of the delegate of the German Democratic Republic, should be set up to produce a text.

9. Twelfth report of Working Group 6B (Document 401)

Document 401 was approved subject to the following editorial changes on page 1 :

"Sub-Working Group B4" in the first line of the first paragraph was changed to read "..6b-4", and "Channel 6" in the first line of the second paragraph was changed to read "Channel 06".

10. Thirteenth report of Working Group 6B (Document 402)

Page 1

Page 1 was approved.

Page 3

The delegate of France wished to amend the title of the Resolution on page 3 of the French text to read "Concernant l'utilisation des classes d'émission A3A et A3J ...". Moreover, under "prenant acte", sub-paragraph a) should read : "des classes d'émission A3 et A3H pour les navires ...". Sub-paragraph b) should read "de la classe d'émission A3H pour les stations cotières ...".

The delegate of Spain, supported by the delegate of Argentina, proposed to delete the initials "RBLS" from the second line of paragraph c) of the Spanish text.

Those amendments were approved.

Noting also

The representative of the C.C.I.R. recalled that some delegations on the Working Group had wished to include reference to certain provisional C.C.I.R. documents, which had therefore been listed in paragraph b) within square brackets. He proposed that that reference should be deleted, since provisional documents could hardly be mentioned in future Radio Regulations.

The delegate of Canada pointed out that the Working Group had merely wished to include as much information as possible in the Resolution.

It was decided to delete the words in square brackets from paragraph b).

Recognizing

Approved.

Considering

Approved.

Is of the opinion

Approved.

Requests

The representative of the C.C.I.R. speaking as Secretary of Working Group 6B, said that the French text should be aligned with the English and Spanish ones.

The Chairman said that that point would be noted.

The paragraph was approved.

Invites

Approved.

Requests the Secretary-General

Approved.

Document 402, as amended, was approved.

11. Fourteenth report of Working Group 6B (Document 403)

The representative of the C.C.I.R. said that the heading of the English text of Document 403 should read "Draft resolution .." instead of "Draft recommendation", as in the other language versions. However, a question of substance was also involved, since there was some doubt about whether the text should in fact be adopted in the form of a resolution or whether it would be more appropriate to make it a recommendation.

The delegate of France said that the title had originally been "Draft recommendation"; it had been changed to "Draft resolution" without prior discussion. The text had not been changed, and was clearly that of a recommendation since it laid no obligation upon Administrations to keep a watch on 156.8 MHz. He proposed that the title be changed back accordingly.

The delegates of Brazil, Algeria and Roumania endorsed that view.

The delegate of the United States recalled that the Sub-Working Group had, by a majority, decided that the document should be a draft resolution, which it believed would carry more weight than a recommendation. The argument had been put forward that the word "should" in the second line of the last paragraph more properly belonged to a recommendation, but research had shown that at least three resolutions contained that word. He believed that the text should be adopted as a resolution.

The delegates of Canada and Argentina endorsed that view.

The delegate of Finland recalled that the Statement of Principle adopted by the Committee (Document 375) contained the word "should".

The delegate of Spain thought that since no obligation was being laid on Administrations, the text should be adopted in the form of a recommendation.

The Chairman put to the vote the proposal to convert the text in Document 403 to a draft recommendation.

The proposal was adopted by 20 votes to 19, with 7 abstentions.

The delegate of Canada, referring to the English text of sub-paragraph c), proposed that the word "coast" should be replaced by "coasts".

It was so agreed.

The Secretary of Working Group 6B, referring to the French text only, said that the underlining should be deleted from the word "efficace" in the fourth sub-paragraph under "considérant", that the sub-paragraphs of that section should be lettered as in the English text, and that the phrase "conformément aux conditions fixées dans le Règlement des radiocommunications" should be deleted from the "décide" section.

It was so agreed.

The Chairman pointed out that in the light of the decision taken earlier by the Committee, the word "resolves" should be replaced by "recommends".

The delegate of Canada, supported by the delegates of India and Indonesia, proposed the deletion of the word "should" in the last paragraph of the draft Recommendation.

It was so agreed.

The delegate of Iraq proposed that the word "continuous" should be inserted before "watch" in the last paragraph of the draft Recommendation. It might also be useful to make it compulsory for Administrations to keep a continuous watch on the frequency 156.8 MHz by setting a date for the implementation of the measures recommended.

After a discussion in which the delegates of France, New Zealand, India, the United States of America, Brazil, Norway, Spain, Canada, the Union of Soviet Socialist Republics, the United Kingdom, Iraq, the Netherlands and Yugoslavia took part, the Chairman put the proposal by the delegate of Iraq to the vote.

The proposal was rejected.

The draft Recommendation in Document 403, as amended, was approved.

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

The Chairman of Working Group 6C said that the Working Group had held its tenth meeting. Its only remaining task was to complete consideration of the Montreux Plenipotentiary Conference Resolution No. 37, which it hoped to be able to do at its next meeting.

13. Sixth report of Working Group 6C (Document 354)

The Chairman of Working Group 6C drew attention to ADD 2087AI and ADD 2087AJ (page 3), and said that the word "ship" should be replaced by "mobile" each time it appeared in those two paragraphs.

Document 354 was approved subject to those corrections.

14. Seventh report of Working Group 6C (Document 399)

The Chairman of Working Group 6C explained the reasons which had prompted the countries concerned to make the reservations listed on the first page of Document 399.

The delegate of Japan withdrew his country's reservations concerning provisions 2087AS and 2087BT.

The delegate of the United Kingdom withdrew his country's reservations concerning provisions 2087AO-AQ, 2087AS, 2087AW-AX, 2087BP-BR, 2087BT and 2087BX-BY.

The delegate of Singapore withdrew his country's reservations concerning provisions 2087AS and 2087BT.

The delegate of France, referring to provision 2087AP (page 3), proposed that the phrase "may decide that no charge shall be payable" should be replaced by "shall not collect charges".

The delegate of the United Kingdom said that his country's reservations concerning the 2087 series of provisions had been withdrawn on the understanding that the wording in Document 399 would not be altered. If amendments such as the one proposed by the French delegate were accepted, his delegation would have to reconsider its position.

The Chairman suggested that, in view of the late hour, further consideration of Document 399 should be deferred until the Committee's next meeting.

It was so agreed.

The delegate of Denmark requested that the following statement be incorporated in the report of Committee 6 :

"On the occasion of the establishment of separate provisions for the accounting and for the exchange of public correspondence with aircraft stations through aeronautical stations, the Danish delegate expressed as his opinion (and had done so several times in Working Groups 6C and 6A) that this procedure was unnecessary and might lead to confusion.

The whole Article 40 of the Radio Regulations and the associated provisions of the Additional Radio Regulations are dealing with the accounting and the exchange of public correspondence, i.e. the exchange of radiotelegrams, radiotelephone calls and now radiotelex calls, from and to ships and aircraft with no regard to the type of land station (coast or aeronautical station) used. Only CP and CR stations are to be considered in this connection. For the reason mentioned, this Conference is competent to deal with all the matters concerned.

In addition, difficulties may arise from having two sets of provisions for the handling of public correspondence over the general network of telecommunication channels."

The Chairman thanked the delegate of Denmark for his statement and said it would be included in the summary record of the meeting.

The meeting rose at 12.55 hours.

The Secretary :
A. MACLENNAN

The Chairman :
W.W. SCOTT

INTERNATIONAL TELECOMMUNICATION UNION

# MARITIME CONFERENCE

GENEVA, 1974

Document No. 490-E
31 May 1974
Original : English

COMMITTEE 5

## FIFTEENTH REPORT OF WORKING GROUP 5B

## TO COMMITTEE 5

1. Annex 1 and Annex 2 to this report have been forwarded by Committee 6, after adoption of all the operational matters involved, to Committee 5 for a decision on frequencies, powers and classes of emission. Furthermore, it is the wish of Committee 6 that these two annexes be submitted by Committee 5 to the Plenary for final approval.

After agreement has been reached in Working Group 5B on the decisions asked by Committee 6, Annex 1 and Annex 2 are submitted for approval. It should, however, be borne in mind that Committee 5 is not entitled to make any modifications with regard to operational questions.

2. The reference to No. 1351I can now be included in ADD 1351C.1 and ADD 1351D.1.

E. GEORGE
Chairman

Annexes : 2

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# A N N E X 1

## ARTICLE 5

Section IV

Table of Frequency Allocations - 10 kHz to 275 GHz

MOD

kHz

| Region 1 | Region 2 | Region 3 |
|---|---|---|
| 4 063 - 4 438 | | |
| MARITIME MOBILE | | |
| 208 209 209A | | |

ADD 209A For use of the carrier frequency 4 136.3 kHz (as from 1 January 1978 to be replaced by the carrier frequency 4 125.0 kHz) in the zone of Regions 1 and 2 south of the parallel 15° North, including Mexico, and in the zone of Region 3 south of the parallel 25° North, see No. 1351E.

MOD

kHz

| Region 1 | Region 2 | Region 3 |
|---|---|---|
| 6 200 - 6 525 | | |
| MARITIME MOBILE | | |
| 211 211A | | |

ADD 211A For use of the carrier frequency 6 204.0 kHz (as from 1 January 1978 to be replaced by the carrier frequency 6 215.5 kHz) in the zone of Region 3 south of the parallel 25° North, see No. 1351F.

## ARTICLE 28

Conditions to be observed by Mobile Stations

### Section IV

Ship Stations using Radiotelephony

ADD

Bands between 4 000 and 23 000 kHz.

ADD 987A In the zone of Regions 1 and 2 south of the parallel 15° North, including Mexico, and in the zone of Region 3 south of the parallel 25° North, all ship stations equipped with radiotelephony to work in the authorized bands between 4 000 and 23 000 kHz should be able to send and receive on the carrier frequencies of 4 136.3 and 6 204.0 kHz (as from 1 January 1978 to be replaced by the carrier frequencies 4 125.0 kHz and 6 215.5 kHz, respectively). (See Nos. 1351E and 1351F).

## ARTICLE 33

General Radiotelephone Procedure in the Maritime Mobile Service

### Section III

B. Bands between 4 000 and 23 000 kHz

MOD 1237 (2) A coast station calling a ship station by radiotelephony shall use one of the calling frequencies mentioned in No. 1352A, one of its working frequencies shown in the List of Coast Stations, or the carrier frequencies 4 136.3 or 6 204.0 kHz (as from 1 January 1978 to be replaced by the carrier frequencies 4 125.0 kHz and 6 215.5 kHz, respectively) in accordance with the provisions of 1 352.2 and 1 352.3.

Frequency for Reply

B. Bands between 4 000 and 23 000 kHz

ADD 1250A In the zone of Regions 1 and 2 south of the parallel 15° North, including Mexico, and in the zone of Region 3 south of the parallel 25° North, when a station is called on the carrier frequency 4 136.3 kHz (as from 1 January 1978 to be replaced by the carrier frequency 4 125.0 kHz) it should reply on the same frequency unless another frequency is indicated by the calling station.

MOD 1251 (3) In the zone of Region 3 south of the parallel 25° North, when a station is called on the carrier frequency 6 204.0 kHz (as from 1 January 1978 to be replaced by the carrier frequency 6 215.5 kHz) it should reply on the same frequency unless another frequency is indicated by the calling station.

MOD 1295 (2) Any signals sent for testing shall be kept to a minimum particularly :

- on the carrier frequency 2 182 kHz;
- on the frequency 156.80 MHz;
- in the zone of Regions 1 and 2 south of the parallel 15° North, including Mexico, and in the zone of Region 3 south of the parallel 25° North, on the carrier frequency 4 136.3 kHz;
- in the zone of Region 3 south of the parallel 25° North also on the carrier frequency 6 204.0 kHz.

As from 1 January 1978, the carrier frequencies 4 136.3 kHz and 6 204.0 kHz will be replaced by the carrier frequencies 4 125.0 kHz and 6 215.5 kHz, respectively.

## ARTICLE 35

### Use of frequencies for radiotelephony in the Maritime Mobile Service

ADD 1323A In the zone of Regions 1 and 2 south of the parallel 15° North, including Mexico, and in the zone of Region 3 south of the parallel 25° North, if a distress message on the carrier frequency 2 182 kHz has not been acknowledged, the radiotelephone alarm signal (whenever possible) followed by the distress call and message may be again transmitted with a carrier frequency of 4 136.3 kHz or 6 204.0 kHz (as from 1 January 1978 to be replaced by the carrier frequencies 4 125.0 kHz and 6 215.5 kHz, respectively) as appropriate (see Nos. 1351E, 1351F and 1354A).

MOD 1324 However, ship and aircraft stations which cannot transmit on the carrier frequency 2 182 kHz (or 4 136.3 kHz or 6 204.0 kHz (as from 1 January 1978 to be replaced by the carrier frequencies 4 125.0 kHz and 6 215.5 kHz, respectively) in accordance with No. 1323A) should use any other available frequency on which attention might be attracted.

ADD

B. Distress

ADD 1351E In the zones of Regions 1 and 2 south of the parallel of 15° North, including Mexico, and in the zone of Region 3 south of the parallel of 25° North the carrier frequency 4 136.3 kHz (as from 1 January 1978 to be replaced by the carrier frequency 4 125.0 kHz) is designated to supplement the carrier frequency of 2 182 kHz for distress and safety purposes and for call and reply.

ADD 1351F In the zone of Region 3 south of the parallel of 25° North, the carrier frequency 6 204.0 kHz (as from 1 January 1978 to be replaced by the carrier frequency 6 215.5 kHz) is designated to supplement the carrier frequency of 2 182 kHz for distress and safety purposes and for call and reply.

ADD 1351G In the zone of Regions 1 and 2 south of the parallel 15° North, including Mexico, and in the zone of Region 3 south of the parallel 25° North; before transmitting on the carrier frequency 4 136.3 kHz or 6 204.0 kHz (as from 1 January 1978 to be replaced by the carrier frequencies 4 125.0 kHz and 6 215.5 kHz) a station shall listen on the frequency for a reasonable period to make sure that no distress traffic is being sent (see No. 1217).

ADD 1351H The provisions of No. 1351G do not apply to stations in distress.

ADD 1351I Stations using the carrier frequencies 4 136.3 kHz and 6 204.0 kHz (as from 1 January 1978 to be replaced by the carrier frequencies 4 125.0 kHz and 6 215.5 kHz) in the conditions specified in No. 1351E and No. 1351F may continue to use class A3H emissions until 1 January 1984.

(MOD)

C. Call and Reply

MOD 1352.1 In the United States and Canada the carrier frequency 4 136.3 kHz (as from 1 January 1978 to be replaced by the carrier frequency 4 125.0 kHz) is also authorized for common use by coast and ship stations for single sideband radiotelephony on a simplex basis, provided the peak envelope power of such stations does not exceed 1 kW (see also No. 1352A.2).

ADD 1352.2 In the zone of Regions 1 and 2 south of the parallel 15° North, including Mexico, and in the zone of Region 3 south of the parallel 25° North the carrier frequency 4 136.3 kHz is also authorized for common use by coast and ship stations for

radiotelephony on a simplex basis for call, reply and safety purposes, provided the peak envelope power of such coast stations does not exceed 1 kW. In these zones the use of the carrier frequency 4 136.3 kHz for working purposes is not permitted (see also Nos. 1351E, 1351G and 1352.1).

As from 1 January 1978, the carrier frequency 4 136.3 kHz will be replaced by the carrier frequency 4 125.0 kHz.

ADD 1352.3 In the zone of Region 3 south of the parallel 25° North the carrier frequency 6 204.0 kHz is also authorized for common use by coast and ship stations for radiotelephony on a simplex basis for call, reply and safety purposes, provided the peak envelope power of such coast stations does not exceed 1 kW. In these zones the use of the carrier frequency 6 204.0 kHz for working purposes is not permitted (see also No. 1351F).

As from 1 January 1978, the carrier frequency 6 204.0 kHz will be replaced by the carrier frequency 6 215.5 kHz.

SUP 1352B

SUP 1353

SUP 1353A

MOD D. Search and Rescue

MOD E. Watch

ADD 1354A § 16A.(1) In the zone of Regions 1 and 2 south of the parallel 15° North, including Mexico, and in the zone of Region 3 south of the parallel 25° North all coast stations which are open to public correspondence and which form an essential part of the coverage of the area for distress purposes may, during their hours of service, maintain a watch on the carrier frequencies 4 136.3 kHz and/or 6 204.0 kHz (as from 1 January 1978 to be replaced by the carrier frequencies 4 125.0 kHz and 6 215.5 kHz, respectively) as appropriate (see Nos. 1351E and 1351F). Such watches should be indicated in the List of Coast Stations.

ADD 1354B (2) These stations should maintain this watch by means of an operator using some aural method, such as headphones, split headphones or loudspeaker.

MOD F. Traffic

# ANNEX 2

## DRAFT RECOMMENDATION Mar ...

Relating to the use of the carrier frequencies 4 136.3 kHz and 6 204.0 kHz (as from 1 January 1978 to be replaced by the carrier frequencies 4 125.0 kHz and 6 215.5 kHz, respectively) to supplement the carrier frequency of 2 182 kHz for distress and safety purposes and for call and reply in the zone of Regions 1 and 2 south of the parallel 15° North, but including Mexico, and in the zone of Region 3 south of the parallel 25° North

The World Maritime Administrative Radio Conference, Geneva, 1974,

considering

a) that in some areas of the world it is not practicable to provide reliable coverage for distress and safety purposes on the international radiotelephony distress frequency of 2 182 kHz because of the wide geographical separation of coast stations guarding this frequency;

b) that a large number of radiotelephony only equipped ships make voyages in these areas during which they are often out of range of coast stations guarding the carrier frequency of 2 182 kHz;

c) that to overcome this problem many administrations in the zones specified above have established watches at their coast stations for distress and safety purposes and for call and reply on the carrier frequencies of 4 136.3 kHz and 6 204.0 kHz (as from 1 January 1978 to be replaced by the carrier frequencies 4 125.0 kHz and 6 215.0 kHz, respectively) and these watches have proved to be effective supplements to 2 182 kHz;

d) that provision is made in the Radio Regulations for the carrier frequency 4 136.3 kHz to be used in the zones of Regions 1 and 2 south of the parallel 15° North, including Mexico, and in the zone of Region 3 south of the parallel 25° North and also for the carrier frequency 6 204.0 kHz to be used in the zone of Region 3 south of the parallel 25° North as supplementary frequencies to 2 182 kHz for distress and safety purposes and for call and reply (as from 1 January 1978 the carrier frequencies 4 136.3 kHz and 6 204.0 kHz will be replaced by the carrier frequencies 4 125.0 kHz and 6 215.0 kHz, respectively),

e) that it could be in the interests of radiotelephony only fitted ships in these zones to have facilities to send and receive on the carrier frequencies of 4 136.3 kHz and 6 204.0 kHz (as from 1 January 1978 to be replaced by the carrier frequencies 4 125.0 kHz and 6 215.0 kHz, respectively) where calls on 2 182 kHz could be ineffective;

recommends

1) that administrations bring to the notice of radiotelephony only equipped vessels operating under their jurisdiction that certain land stations as indicated in the list of coast stations provide facilities for distress and safety purposes and call and reply on the carrier frequency of 4 136.3 kHz to supplement the carrier frequency of 2 182 kHz in the zones of Regions 1 and 2 south of the parallel of 15° North, including Mexico, and in the zone of Region 3 south of the parallel 25° North and also for the carrier frequency 6 204.0 kHz to be used in the zone of Region 3 south of the parallel 25° North (as from 1 January 1978 the carrier frequencies 4 136.3 kHz and 6 204.0 kHz will be replaced by the carrier frequencies 4 125.0 kHz and 6 215.0 kHz, respectively);

2. that the administrations whose vessels are equipped only for operation in radiotelephony should consider that, when they operate in the above-mentioned zones, it may be essential for their safety to have facilities for sending and receiving on the carrier frequencies of 4 136.3 kHz and 6 204.0 kHz but provision of such facilities on the carrier frequencies of 4 136.3 kHz or 6 204.0 kHz by ship and coast stations is not mandatory. As from 1 Janaury 1978 the carrier frequencies 4 136.3 kHz and 6 204.0 kHz will be replaced by the carrier frequencies 4 125.0 kHz and 6 215.5 kHz, respectively.

INTERNATIONAL TELECOMMUNICATION UNION

# MARITIME CONFERENCE

GENEVA, 1974

Document No. 491-E(Rev.1)
3 June 1974
Original : English

COMMITTEE 5

## REPORT OF WORKING PARTY 5C-3-F

### Plan for the revision of Appendix 25 MOD

Following the decision by the Extraordinary Plenary to accept in principle the plan as contained in Documents 425, 434 and 438, and that the Working Party be given time to make the plan more acceptable, the Working Party have taken the following action :

a) issued an unnumbered green document to all delegates requesting information on specific adjustments to their listings in the draft plan;

b) considered all of the information submitted and have made as many of the adjustments as possible without degrading the sharing arrangements.

The attached annex contains the completed plan.

In the opinion of the Working Party, the adjustments have resulted in a number of improvements to the sharing arrangements.

It should be noted that in the information submitted to the Working Party as requested in the unnumbered green document, 11 countries have submitted requests for a further 157 additional allotments. The Working Party felt that if these requests were taken into account it would degrade the sharing arrangements and this would be contrary to the decision of the Extraordinary Plenary. Therefore these additional requirements have not been taken into account in the plan contained in the annex.

E.D. DUCHARME
Chairman

Annex : 1

ARCHIVES U.I.T. GENÈVE

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ANNEXE - ANNEX - ANEXO

4 MHz - Band

| Ch.1 | Ch.2 | Ch.3 | Ch.4 | Ch.5 | Ch.6 | Ch.7 | Ch.8 | Ch.9 |
|---|---|---|---|---|---|---|---|---|
| CUB | BGD | IND(E) | ISR | B | CLN | URS(NA) | INS | IND(W) |
| CKH | URS(SA) | URS(FE) | GIB | AUS(E) | ARG | URS(NW) | MOZ | VEN |
| INS | ARG | AFS | CHL(S) | | | E | ARG | B |
| SMO | G | DNK | | | FNL | KEN | ATN | DNK |
| SOM | J | ETH | PAQ | | ISL | | | |
| UKR | PNG | FJI | COG | URG | NHB | PRU | J | I |
| URS(SA) | ALB | MEX | CTI | JMC | ALB | CAN(C) | NZL | NOR |
| AFS | GHA | NOR | F | AFS | FJI | SNG | SUR | PHL |
| PNR | POL | S | MRT/GDL | | | | YUG | S |
| URG | I | | NCL | BRB | POL | J | MEX | CHN |
| URS(NA) | HND | | REU | F | | USA(W) | | USA(W) |
| URS(EU) | GTM | ARG | SEN | ROU | CHN | ALS | EGY | USA(C) |
| URS(FE) | USA(E) | MAC | SPM | USA(E) | USA(W) | HWA | CAN(E) | CUB |
| URS(NW) | USA(W) | TGO | J | USA(W) | USA(E) | PTR | CAN(W) | PNG |
| NIU | USA(S) | PNR | | USA(S) | USA(C) | GUM | SUI | |
| E | USA(C) | CAN(E) | POL | ALS | USA(S) | CME | BEL | |
| YMS | ALS | CAN(N) | AUS | HWA | ALS | TUR | POL | |
| DNK | HWA | MCO | B | CME | HWA | HOL | | |
| THA | PTR | GRC | BGD | DDR | PTR | DDR | | |
| PRG | GUM | | CHN | SNG | GUM | USA(E) | | |
| CHL | PNZ | | USA(E) | CHL | CLM | | | |
| USA(E) | | | USA(W) | URS(SA) | G | | | |
| USA(W) | | | USA(C) | | PNZ | | | |
| D | | | | | | | | |
| GAB | CHN | CLN | MEX | CHN | ARS | AFS | I | ARS |
| GRC | | E | IRN | GMB | E | ARG | USA(E) | CNR |
| Turks Isl. | TUN | GAB | ALS | CNR | TUN | BRB | | USA(E) |
| NOR | IRN | CAN(W) | OMA | IRN | COG | | | USA(S) |
| S | MDG | UKR | THA | HOL | | | | TUR |
| TUR | BOL | USA(E) | | GRC | MDG | NOR | IRN | |
| YUG | THA | USA(S) | | URS(FE) | CYP | | USA(W) | BOL |
| | URS(Nw) | USA(C) | | URS(Eu) | PAK | | ALS | GHA |
| J | | PTR | | | CBG | IRN | HWA | THA |
| KOR | | IRQ | | | | | GUM | |
| GIB | | PRU | | | | | LBR | ZAI |
| USA(S) | | | | | | | | |
| USA(C) | | USA(W) | | | | | | |
| ZAI | | HWA | | | | | | |
| | | PAK | | | | | | |

Note : Allotissements au dessous de la ligne sont des besoins additionnels.

Note : The allotments below the line are additional requirements.

Nota : Las adjudicaciones que figuran por debajo de la línea son necesidades adicionales.

4 MHz - Band

| Ch.10 | Ch.11 | Ch.12 | Ch.13 | Ch.14 | Ch.15 | Ch.16 | Ch.17 | Ch.18 |
|---|---|---|---|---|---|---|---|---|
| MLT | UKR | I | D | URS(Eu) | MLA | B | TUR | |
| ARG(S) | ARG(N) | BRB | MCO | PRU | F | GRC | TCH | DNK |
| BER | BEL | PRU | ETH | ISL | URS(Eu) | PRU | G | NOR |
| CAN(W) | HKG | YMS | PNZ | E | AUS | ISL | | S |
| G | IRN | UKR | CAN(W) | J | ARG | F | URS(FE) | REU |
| ISR | E | D | ALS | D | ROU | OCE | AUS | SPM |
| NZL | | AUS | GRC | | URS(NW) | JMC | J | E |
| CLN | | J | ARG | | BHR | MAU | ARG | URS(SA) |
| CNR | J | URS(NW) | POR | KEN | CHN | J | FNL | USA(C) |
| GUM | | URS(NA) | URS(FE) | PAK | USA(E) | URS(Eu) | | HWA |
| | GIL | USA(E) | BHR | USA(E) | USA(W) | BGD | HKG | J |
| FJI | INS | USA(W) | UKR | USA(S) | USA(S) | USA(E) | TGK-ZAN | ISR |
| ROU | URS(NW) | USA(S) | BGD | ALS | ALS | USA(W) | | PHL |
| DDR | BGD | DAH | J | PTR | HWA | USA(C) | IND(W) | CUB |
| PRG | USA(E) | | CAN(E) | ASC | PTR | ALS | USA(E) | BUL |
| CHN | USA(W) | | MDR | CYP | GUM | HNG | USA(W) | EGY |
| USA(E) | USA(C) | | AZR | | GRC | G | USA(S) | ROU |
| | FLK | | GNP | | PNZ | | USA(C) | |
| | | | STP | | | | BEL | |
| | | | AGL | | | | MRC | |
| | | | TMP | | | | | |
| GRC | KER | | FNL | COM | | | | ARG |
| HOL | TUR | IRQ | MEX | FNL | DNK | CNR | | |
| JMC | LBR | PHL | USA(E) | | NOR | | MLA | |
| | | URS(Eu) | USA(S) | SHN | LBR | IRN | YMS | CAN(E) |
| CBG | | | USA(C) | INS | MDG | INS | YUG | CAN(W) |
| SEY | | | PTR | NIG | IRN | | PNG | INS |
| IRN | | | CPV | URS(FE) | PAK | | | MTN |
| ALG | | | | | | | | AFI |
| HNG | | | | | | | | |
| MTN | | | | | | | | |
| | | | USA(W) | | | | | |
| | | | HWA | | | | | |
| | | | GUM | | | | | |
| | | | ALG | | | | | |

4 MHz Band

| Ch.19 | Ch.20 | Ch.21 | Ch.22 | Ch.23 | Ch.24 | Ch.25 | Ch.26 |
|---|---|---|---|---|---|---|---|
| | J | C | | D | | CHL<br>GRC | G |
| F | MRC | | HNG | PNZ | SUI | DNK | LBN |
| AUS | DNK | A | G | | MRC | PNZ | |
| KOR | BUL | | | J | MRT/GDL | MLA | |
| | PNZ | L | | I | DNK | E | |
| DDR | PHL | | CNR | | PNR | | BUL |
| ISL | | L | | | THA | HOL | MDR |
| CHL | URS(NA) | | | ISR | AUS(W) | NZL | PNZ |
| URS(NW) | JOR | I | | | GRC | ETH | DNK |
| | NOR | | GRC | POL | NOR | | ARG |
| B | S | N | J | PNG | ARG | | CHN |
| CHN | | | ALS | | CHN | J | USA(E) |
| USA(W) | USA(E) | G | CAN(W) | CHN | PAK | USA(E) | USA(W) |
| USA(S) | USA(W) | | URS(EU) | USA(E) | USA(E) | USA(W) | USA(S) |
| | ALS | | USA(E) | USA(W) | USA(W) | USA(S) | ALS |
| PTR | HWA | | CUB | USA(S) | USA(S) | USA(C) | HWA |
| HWA | PTR | | BEL | USA(C) | USA(C) | ALS | PTR |
| GUM | GUM | | INS | ALS | ALS | HWA | GUM |
| PAK | IND(E) | | MRC | PAK | HWA | PTR | POR |
| YUG | TUR | | | | PTR | GUM | AZR |
| | | | | | GUM | HNG | CPV |
| | | | | | | BEL | GNP |
| | | | | | | | PAK |
| | | | | | | | THA |
| HOL | I | | CHN | | | | |
| LBY | | | GUF | NIG | S | LBY | NOR |
| VEN | CME | | LBY | INS | ALG | NOR | STP |
| TGK-ZAN | MLA | | FNL | KEN | | NIG | AGL |
| J | IRN | | | | | KWT | MCZ |
| CTI | URS(SA) | | USA(W) | | | | TMP |
| KWT | | | LBR | | | | J |
| TCH | | | IRQ | | | | ALG |
| | | | | | | | CYP |

6 MHz Band

| 1 | 2 | 3 | 4 | 5 | 6 |
|---|---|---|---|---|---|
| GRC<br>MEX(E)<br>ROU<br>ARG(C,S)<br>URS(SA)<br>NZL<br>MEX(W)<br><br>CAN(W)<br>CHN | PNR<br>CAN(E)<br><br>ETH<br>SNG<br>URS(FE)<br>GHA | CAN(N)<br>DNK<br>HNG<br>ISL<br>IND(E)<br>PRU<br>CAN(W)<br>J | E<br>USA(E)<br>PTR<br>MDG<br>USA(W)<br>ALS<br>HWA<br>GUM<br>CHN<br>MEX | CNR<br>NOR<br>HNG<br>CAN(E)<br>URG<br>IND(W)<br>J | C<br>A<br>L<br>L<br>I<br>N<br>G |
| COG<br>D<br>CNR<br>EGY<br>HNG<br>LBY<br>TCH<br>URS(Eu)<br><br>GHA<br>NIG<br>ARS<br>CLN<br>IRN<br>IRQ<br>MLA<br>PAK<br><br>CHL(N,C)<br>PRU<br>INS<br>J<br>USA(E)<br>USA(S)<br>USA(C)<br>USA(W)<br>PTR<br>HWA<br>ALS<br>GUM<br>BGD<br>YUG<br>ALG<br>ISL<br>UKR | BEL<br>BUL<br>I<br><br>POL<br>POR<br>TUR<br>URS(Eu)<br>URS(NA)<br>AFS<br>CTI<br>GAB<br>TUN<br>IRN<br>KWT<br>MDG<br>URS(SA)<br>BOL<br>PRU<br>CAN(W)<br><br>INS<br>KOR<br>USA(E)<br>USA(S)<br>USA(C)<br>USA(W)<br>PTR<br>HWA<br>ALS<br>GUM<br>VEN<br>BGD<br>YUG<br>MCO<br>GIB<br>HOL | ALB<br>CYP<br>E<br>BER<br>GRC<br>ISR<br>MEX<br>NOR<br>ROU<br>S<br>LBY<br>URS(NW)<br>ARG<br>CTI<br>GAB<br>MTN<br>TGO<br>ARS<br>IRN<br>IRQ<br>KEN<br>THA<br>SMO<br>HKG<br>INS<br>PHL<br>URS(FE)<br>USA(E)<br>USA(S)<br>USA(C)<br>USA(W)<br>PTR<br>HWA<br>ALS<br>GUM<br>BGD<br>ALG<br>UKR | BUL<br><br>I<br><br>ISR<br>POL<br>TUN<br>TUR<br>URS(NW)<br>CME<br>MTN<br>NIG<br>CBG<br>IRN<br><br>PAK<br>CHL<br>PRU<br>AUS<br>CAN(W)<br><br>HKG<br>INS<br>USA(C)<br>USA(S)<br>BGD<br>YUG<br>PNG | BRB<br>BUL<br>DNK<br>EGY<br>HOL<br>JMC<br>LBY<br>S<br><br>UKR<br>COG<br>DAH<br>ETH<br>IRN<br>MDG<br>THA<br>BOL<br>IRQ<br>PRU<br>CAN(W)<br>INS<br>KOR<br>PHL<br>URS(FE)<br>USA(E)<br>USA(W)<br>USA(C)<br>USA(S)<br>PTR<br>HWA<br>ALS<br>GUM<br>BGD<br>YUG<br>KWT<br>ALG<br>NIG | |

8 MHz Band

| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
|---|---|---|---|---|---|---|---|---|---|
| URS(NA)<br>USA(E)<br>USA(S)<br>PTR<br>PNZ<br>DNK<br>S<br>E<br>ISR<br>AFS<br>BGD<br>BHR<br>CHL<br>FJI<br>USA(W)<br>ALS<br>HWA<br>GUM<br>J<br>ROU | USA(E)<br>USA(S)<br><br>G<br>DDR<br>GRC<br>POR<br>AZR<br>ARG<br>AUS<br><br>ALS<br>HWA<br>CHN<br>GNP<br>FNL | CAN(E)<br>URS(NW)<br>URS(Eu)<br>BEL<br>CUB<br><br>ATN<br><br>TUR<br>SEN<br>AFS<br>PAK<br><br>URS(FE) | USA(E)<br>USA(S)<br><br>GRC<br><br>ARG<br>SRL<br>KEN<br>SNG<br><br>USA(W)<br>J<br>POL<br>MCO<br>E<br>CNR | USA(E)<br>USA(S)<br><br>BEL<br>E<br>ISL<br>ISR<br>AFS<br>ETH<br>NCL<br>USA(W)<br>HKG<br>PNG<br>HOL | USA(E)<br>PTR<br><br><br>GRC<br><br>ARG<br>BGD<br>BHR<br>PNZ<br>USA(W)<br>HWA<br>GUM<br>ALS<br>PHL<br>UKR<br>BEL<br>POL<br>J | URS(Eu)<br>URS(NA)<br><br>CUB<br><br>GIB<br>TCH<br>COG<br>MTN<br>URS(SA)<br>MDG<br><br>CHL<br>NZL<br>CAN(W)<br>J<br>ISL<br>EGY | USA(E)<br><br>DNK<br>S<br>E<br>ROU<br><br>ARG<br>SUR<br>CLN<br>NHB<br>USA(W)<br>ALS<br>HWA<br>GUM<br>PHL<br>BAH | USA(E)<br>G<br>CUB<br>DDR<br>GRC<br>ISL<br>MCO<br>DAH<br>AUS(W)<br>PAK<br>CHL<br>USA(W)<br>J<br>THA<br>FNL | USA(E)<br>USA(S)<br><br>POL<br>E<br>YUG<br>CAN(E)<br>ARG<br>BGD<br>IRN<br>FJI<br>USA(W)<br>J<br>TUR |
| NOR<br>NIG<br>MLA<br>BOL | STP<br>CPV<br>MDR<br>HOL<br>AGL<br>CLN<br>IRQ<br>MOZ<br><br>TMP<br>ALG | E<br>S<br>NOR<br><br>PNG<br>USA(C)<br>KOR | CNR<br>URS(NA)<br>FNL<br><br>IRQ<br>PRU<br>URS(FE)<br>URS(SA) | URS(Eu)<br>FNL<br>ALB<br>LBR<br><br>IRN<br>BOL<br>URS(FE)<br>J | E<br>I<br>HOL<br>GAB<br><br><br>CTI<br>THA | CYP<br>PAK<br>USA(C)<br>KWT<br>SHN | NOR<br>GRC<br>ASC<br>AFS<br><br>J<br>ARS | TCH<br>KEN<br>CNR<br>MEX<br>KWT<br>ALG<br>NOR | BUL<br>NOR<br>TGO<br>INS<br>MOZ<br>CHN<br>TMP |

Note : Allotissements au dessous de la ligne sont des besoins additionnels.

Note : The allotments below the line are additional requirements.

Nota : Las adjudicaciones que figuran por debajo de la linea son necesidades adicionales.

8 MHz Band

| 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 |
|---|---|---|---|---|---|---|---|---|---|
| USA(E)<br>USA(S)<br><br>DNK<br>NOR<br><br>F<br>HNG<br>GAB<br>AUS<br>USA(W)<br>HKG<br>J | CAN(N)<br>URS(Eu)<br>URS(NW)<br>G<br>E<br><br>ISR<br>JMC<br>ARG(S)<br>ETH<br>INS<br>BHR<br><br>NZL<br>HWA<br><br>J | USA(E)<br>USA(S)<br>USA(C)<br>PNZ<br>BEL<br>GRC<br>POR<br>MDR<br>AZR<br>CPV<br>GNP<br>AGL CHL(N)<br>TMP<br>MOZ<br>AUS<br>USA(W)<br>ALS<br>HWA<br>GUM<br>CHN<br>IND(W) | URS(NA)<br>URS(Eu)<br>G<br>CUB<br><br>I<br>ARG<br>URS(SA)<br>PAK<br>GIL<br>CAN(W)<br>J<br>THA<br>PHL | USA(E)<br>USA(S)<br>URS(NW)<br>D<br>GRC<br>MRC<br>ZAI<br>AUS(W)<br>IRQ<br>SNG<br>CHL<br>USA(W)<br>J | USA(E)<br>USA(S)<br>URS(NW)<br>G<br>E<br>BRB<br>GRC<br>ARG<br><br>INS<br>PAK<br>FJI<br>USA(W)<br>ALS<br>HWA<br>GUM<br>CHN<br>TURKS i<br>PTR | CAN(E)<br>URS(Eu)<br>D<br>F<br>BER<br>MEX<br>ROU<br>PNR<br>NIG<br>BGD<br>YMS<br>AUS<br>URS(FE)<br>CHL | USA(E)<br>PTR<br>DNK<br>NOR<br>S<br><br>BUL<br>CNR<br>ARG<br>CME<br>SEY<br>MLA<br>BHR<br>NHB<br>USA(W)<br>ALS<br>HWA<br>GUM<br>CHN<br>PNZ | URS(NA)<br>URS(Eu)<br>URS(NW)<br><br>G<br>DOM<br>GRC<br>PNR<br>B<br>NIG<br>URS(SA)<br>REU<br><br>PAQ<br>CAN(W)<br>J<br>THA | USA(E)<br>PTR<br>URS(NW)<br>D<br>I<br>ARG<br><br>IND(E)<br>SMO<br>USA(W)<br>ALS<br>HWA<br>GUM<br>PHL<br>PNZ |
| TUR<br>S<br>ARG<br>ARS<br>PRU<br><br>YUG | POL<br>BEL<br><br>PAK<br>CHN<br>USA(E)<br>USA(W)<br>USA(S)<br>USA(C)<br>ALS<br>ZAI | HNG<br>NOR<br>DNK<br>STP<br>ALG<br>PTR | GRC<br>LBR<br>INS<br>KEN<br>URS(FE)<br>USA(E)<br>USA(W)<br>USA(S)<br>USA(C)<br>ALS<br>HWA | URS(Eu)<br>GUF<br>BEL<br>CHN | TUN<br><br>URS(Eu)<br>COG | EGY<br><br>IRN<br>PHL<br>USA(E)<br>USA(W)<br>USA(S)<br>USA(C)<br>ALS<br>HWA<br>PTR<br>GUM<br>THA | LBY<br>CYP<br>PAK<br>UKR | I<br><br>INS<br>YMS<br><br>USA(E)<br>USA(W)<br>USA(S)<br>USA(C)<br>ALS<br>HWA<br><br>GUM | GRC<br>CYP<br>TGK-ZAN<br>IRN<br>ZAI<br>J |

8 MHz Band

| 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 |
|---|---|---|---|---|---|---|---|---|---|---|
| C | USA(E) | CAN(E) | USA(E) | CAN(C) | | USA(E) | USA(E) | USA(E) | USA(S) | |
| | USA(S) | URS(NW) | USA(S) | UKR | USA(C) | PTR | PTR | USA(S) | POL | USA(S) |
| A | | DNK | | DNK | UKR | DNK | D | UKR | BUL | PTR |
| | | NOR | | NOR | DDR | NOR | F | DNK | F | |
| | MRC | | | | HOL | E | HNG | NOR | SPM | DDR |
| L | YUG | I | | F | I | ISR | LBN | | PTR | ISL |
| | B | JMC | MRC | MRT/GDL | MEX | VEN | MRT/GDL | GMB | B | MRC |
| L | BGD | ROU | B | GHA | G | ARG | MRC | PRG | URS(SA) | FLK |
| | KEN | ARG | REU | IND(E) | PRG | BGD | B | ETH | YMS | GMB |
| | | GHA | SNG | CKH | PAK | ETH | MAU | BGD | INS | PAK |
| I | USA(W) | IND(W) | PRU | URS(FE) | GUM | NIU | INS | OCE | SIM | |
| | CHN | TGK-ZAN | USA(W) | PHL | CHN | PRU | PAK | USA(W) | PRU | USA(W) |
| | HNG | | CHN | HNG | J | USA(W) | USA(W) | CHN | URS(FE) | CHN |
| N | G | URS(FE) | URS(NW) | BRB | CLM | ALS | ALS | AUS | | J |
| | SUI | J | SUI | | USA(E) | HWA | HWA | CYP | PNG | G |
| G | | S | D | | | GUM | GUM | BEL | | TUR |
| | | | | | | MAC | J | | | |
| | | | | | | KOR | PNZ | | | |
| | | | | | | PNZ | | | | |
| | | GRC | JMC | ARG | | YUG | TUR | | | I |
| | TUR | TMP | TUN | KER | CME | S | NOR | MEX | YUG | SUI |
| | BRB | IRQ | GUB | IRN | INS | | ALB | LBY | IRN | COG |
| | | | | USA(E) | KEN | AFI | CBG | S | CBG | MDG |
| | IRN | | | USA(W) | CAN(W) | | UKR | VEN | | MLA |
| | UKR | | OMA | USA(S) | | IRN | MTN | FNL | | IRN |
| | CTI | | G | ALS | | | | IRN | | |
| | THA | | POL | ALG | | | | | | |
| | | | IRN | URS(SA) | | | | | | |
| | | | GRC | | | | | | | |

12 MHz Band

| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
|---|---|---|---|---|---|---|---|---|---|
| CAN(N)<br>UKR<br>URS(Eu)<br>URS(NW)<br>DAH<br><br>ARG<br>INS<br>URS(FE)<br>PHL | URS(NA)<br><br>G<br>HNG<br>DDR<br>USA(E)<br>USA(S)<br>MRC<br>GHA<br>FJI<br>CHL<br>J<br>USA(W)<br>SUI | DNK<br>CLM<br>NOR<br>S<br>VEN<br>CPV<br>GRC<br>AZR<br>MDR<br>GNP<br>POR<br>AGL<br>MOZ<br>TMP<br>AUS(E)<br>CHN<br>URS(FE) | ISR<br>F<br>DDR<br>PNR<br>USA(E)<br>USA(S)<br>PTR<br>COG<br>PAK<br>ETH<br>J<br>MAC<br>USA(W)<br>HWA<br>GUM<br>ALS<br>PNZ | UKR<br>URS(Eu)<br>E<br><br>USA(E)<br>USA(S)<br>PTR<br>J<br>USA(W)<br>HWA<br>GUM<br>ALS<br>D | ISL<br>I<br>DDR<br>G<br>USA(E)<br>USA(S)<br><br>AUS(W)<br>IRN<br>J<br>USA(W) | URS(NW)<br>ATN<br>POR<br>GNP<br>HOL<br>SUR<br>MDR<br><br>AZR<br>ISR<br><br>CAN(W)<br>CHN<br>BEL<br>YUG | D<br><br><br>USA(E)<br>USA(S)<br>ARG<br><br>J<br>CHN<br>CYP<br>HNG<br>ISL | MEX<br>TUR<br>E<br>URS(Eu)<br>URS(NW)<br>B<br>AFS<br>BHR<br>NZL<br>J<br>CAN(W) | E<br>URS(NA)<br>DNK<br>S<br>NOR<br>ROU<br>USA(E)<br>USA(S)<br>URG<br>INS<br>CHL<br>URS(FE)<br>GUM |
| E<br>GUF<br>G<br><br>USA(E)<br>USA(S)<br>GAB<br>ETH<br><br>CHN<br>USA(W)<br>CYP<br>PAK | TUN<br>BGD<br>ARS<br>GRC<br>USA(C) | EGY<br>LBY<br>USA(E)<br>USA(S)<br>USA(C)<br><br>STP<br>IRQ<br>USA(W)<br>ALS<br>HWA | NOR<br>GRC<br>URS(Eu)<br>THA<br>BOL | I<br>NOR<br><br>CTI<br>ARG<br>BGD<br>MOZ<br>TMP<br>YMS<br>NCL | ALB<br>E<br>TUR<br>MRC<br>CBG<br>MDG<br>CHN<br>FNL<br>PRU | GRC<br>CPV<br>STP<br>AGL<br>MOZ<br>TMP<br>GIL<br>J<br>ALG<br>IRN<br>PAK | CNR<br>GRC<br>URS(Eu)<br>LBR<br>KEN<br>BGD | FNL<br>I<br>POL<br>USA(E)<br>USA(S)<br>INS<br>USA(W)<br>ALS<br>PRU | GRC<br>GAB<br>REU<br>AFI<br>USA(W) |

12 MHz Band

| 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 |
|---|---|---|---|---|---|---|---|---|---|---|
| URS(NA)<br>CUB<br>DNK<br>E<br><br>TUR<br><br>MLA<br><br>PAQ<br>J<br>B | D<br>URS (Eu)<br>GIB<br><br>G<br>MAU<br>J<br>URS(FE) | BEL<br>ISR<br>I<br>CAN(E)<br>ARG<br>IND(E)<br>CHN | <br><br>NOR<br>GRC<br>G<br>DNK<br><br>B<br>ETH<br>AUS<br>CAN(W)<br>CUB | ROU<br>ISR<br>HOL<br>ISL<br>PNZ<br><br>USA(S)<br>PTR<br>SEY<br>IND(W)<br>J<br><br>USA(W)<br>BEL<br>E | FNL<br><br><br>POL<br>LBN<br>EGY<br>USA(E)<br>USA(S)<br>PTR<br>MRC<br>SNG<br>CHN<br>USA(W)<br>HWA<br>GUM<br>ALS<br>PNZ | S<br>DNK<br>NOR<br>GRC<br>CUB<br>MRT/GDL<br>IRQ<br><br>PRG<br>J<br>URS(FE) | I<br>BEL<br>D<br>USA(E)<br>USA(S)<br>CME<br>BGD<br>GUM<br>USA(W)<br>HWA<br><br>ALS<br>PNZ<br>PTR<br>CNR<br>CHL | HOL<br>MRC<br>DNK<br>NOR<br>S<br>UKR<br>URS(Eu)<br>URS(NW)<br>B<br>SNG<br>J<br>BEL<br>URS(FE) | POL<br>ISL<br>G<br>GRC<br>USA(E)<br>USA(S)<br>BER<br><br>FJI<br>PHL<br>J<br>USA(W)<br>PNZ<br>ARG | C<br><br><br><br>A<br><br><br><br>L<br><br><br><br>L |
| I<br>NOR<br>S<br>USA(E)<br>USA(S)<br>USA(C)<br>IRQ<br>URS(SA)<br>CHN<br>USA(W)<br>ALS | GRC<br>USA(E)<br>USA(S)<br><br>PTR<br>CTI<br>INS<br>PRU<br><br>ALS<br>HWA | BRB<br>CNR<br>FNL<br>GRC<br>HOL<br>NOR<br>URS(NA)<br>LBR<br>KEN<br>SMO<br>KOR<br>IRN<br>IRQ | HNG<br>S<br>USA(E)<br>USA(S)<br>USA(C)<br>PTR<br>IRN<br>THA<br>URS(FE)<br>USA(W)<br>ALS<br>GUM | GRC<br>CME<br>PRU<br>ALG<br>S<br>PAK<br>DNK | ALB<br>TUR<br><br>ARG<br>IRN<br>COG | BUL<br>USA(E)<br>USA(S)<br>USA(C)<br><br>URS(SA)<br>USA(W)<br><br>GUM<br>ALG<br>SHN | NOR<br>TUR<br>URS(Eu)<br>IRN<br>NIU<br>J | BUL<br>VEN<br>USA(E)<br>USA(S)<br><br>USA(W)<br>ALS | TUN<br>NIG<br>BGD<br>IRN<br>ALS<br>GUM<br>HWA<br>PTR | <br><br>I<br><br><br><br>N<br><br><br><br>G |

12 MHz Band

| 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | 32 |
|---|---|---|---|---|---|---|---|---|---|---|
| F<br>ROU<br><br>MRT/GDL<br>MEX<br>CAN(E)<br>ARG<br>J<br>HWA<br>G<br>IND(W)<br>URS(FE) | GRC<br>DNK<br>NOR<br>MRC<br>USA(E)<br>USA(S)<br><br>BGD<br><br>USA(W)<br>GUM<br>B | FNL<br>G<br>MCO<br><br>USA(E)<br>PTR<br>AFS<br>NZL<br>J<br>USA(W)<br>ALS<br>HWA<br>GUM<br>D<br>PNZ | <br>E<br>GRC<br>USA(E)<br>URS(NW)<br><br>NIG<br>MDG<br>PNG<br>CHN<br>ROU<br>USA(S) | F<br>TCH<br>DNK<br>USA(E)<br>USA(S)<br>AUS<br>CHL<br>J<br>USA(W) | TUR<br>POL<br>E<br>USA(E)<br>PNZ<br>PTR<br>IND(E)<br>AUS<br>PRG<br>HKG<br>USA(W)<br>ALS<br>HWA<br>GUM | HNG<br>G<br>B<br>E<br><br>CUB<br>URS(Eu)<br>UKR<br>USA(c)<br>ETH<br>PAK<br>USA(W)<br>CHN<br>USA(E)<br>CHL | URS(NA)<br><br>F<br>POL<br>URS(Eu)<br>CAN(E)<br>URS(NW)<br>ARG<br>URS(SA)<br>KEN<br>AUS<br>USA(W)<br>J | G<br>SUI<br>FNL<br>I<br>USA(E)<br>USA(S)<br><br>MTN<br>ARG<br>BGD<br>J<br>USA(W)<br>HWA | POL<br>F<br>GRC<br>USA(E)<br>PTR<br>PRG<br>ETH<br>AUS<br>HKG<br>USA(W)<br>ALS<br>HWA<br>GUM<br>PNZ | G<br>GRC<br>DDR<br>USA(E)<br><br><br><br>ARG<br>URS(SA)<br>PAK<br>J<br>USA(W)<br>ALS<br>HWA<br>GUM |
| NOR<br>TUR<br><br>IRN<br><br>CKH | S<br>TCH<br>UKR<br>ARS<br>J | JMC<br>YUG<br>GHA<br>CLN<br>KWT<br>CHL | MEX<br>NOR<br><br>IRN | NOR<br>TUR<br>URS(NW)<br>TGO<br>BGD<br>IRN | SUI<br>YUG<br>FNL<br>TGK-ZAN<br>ZAI<br>URS(FE)<br>KWT | NOR | BUL<br>YUG<br><br>KOR | CYP<br>UKR<br>KEN | LBY<br>NOR<br>NIG<br>IRN<br>PRU | <br>MTN<br>ALG |

16 MHz Band

| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
|---|---|---|---|---|---|---|---|---|---|
| UKR<br>URS(Eu)<br>URS(NW)<br>DNK<br><br>USA(E)<br>USA(S)<br>J<br><br>ALS<br>HWA | G<br>MRC<br>URS(Eu)<br>USA(E)<br>USA(S)<br>BGD<br>AUS(E)<br>URS(FE)<br>USA(W)<br>URS(NA) | DNK<br>NOR<br>S<br><br><br>MRT/GDL<br>ARG(N)<br><br>CHN | F<br>ROU<br>CAN(E)<br>VEN<br>ETH<br>AUS<br>J | UKR<br>URS(Eu)<br>F<br>NOR<br>USA(E)<br><br>PHL<br>IND(W)<br>USA(W) | CUB<br>FNL<br>ISL<br>I<br>G<br>B<br>BGD<br>NZL<br>J | ATN<br>CAN(E)<br>URS(NW)<br>POL<br>URS(FE)<br>MCO | DNK<br>NOR<br>S<br>I<br>SUR<br>AFS<br>PAK<br>CAN(W) | BEL<br>ISR<br>URS(NW)<br>G<br>USA(E)<br>USA(S)<br>IND(E)<br>J<br>USA(W) | D<br>EGY<br>URS(NW)<br>USA(E)<br>USA(S)<br>URG<br>INS<br>AUS<br>CHN<br>USA(W) |
| NOR<br>S<br>TUN<br>ARG<br>SEY | GRC<br>CME<br>ARS | USA(E)<br>USA(S)<br><br>HNG<br>BOL<br>USA(W)<br>ALS<br>BGD<br>I<br>CYP | GRC<br>MEX<br>NOR<br>COG<br>CBG | DNK<br>S<br>CTI<br><br>IRN<br>OCE<br>J | USA(S)<br>PTR<br>TUR<br>URS(Eu)<br><br>USA(W) | USA(E)<br>USA(S)<br>GRC<br>NOR<br>LBR<br>IRN<br>GIL<br>USA(W)<br>ALS | MTN<br>TCH<br>TUR<br>PRU<br>CHN | E<br>GRC<br>COG<br>CKH<br>ARS | MTN<br>NOR<br>TUN<br>UKR<br>IRN |

16 MHz Band

| 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 |
|---|---|---|---|---|---|---|---|---|---|
| G<br>GIB<br>YUG<br>USA(E)<br>USA(S)<br>B<br>ETH<br>J<br>USA(W) | CUB<br>UKR<br>URS(Eu)<br>URS(NW)<br><br>MRC<br>PAK<br>AUS<br>URS(FE) | PNZ<br>BEL<br>NOR<br>ROU<br>ISR<br>USA(E)<br>USA(S)<br>B<br>SNG<br>USA(W)<br>ALS<br>HWA<br>GUM<br>PTR | DNK<br>FNL<br>MEX<br><br>EGY<br>URS(NA)<br>ETH<br>CAN(W) | POR<br>AZR<br>MDR<br>SUI<br>ISL<br><br>TUR<br>GNP<br>URS(FE)<br>G | MRC<br>D<br>I<br>USA(E)<br>USA(S)<br>IRN<br>USA(W)<br>ALS<br>HWA<br>GHA | ISR<br>MEX<br>NOR<br>HNG<br>URS(NA)<br>F<br>DNK<br>B<br>URS(FE) | BER<br>DNK<br>G<br>TUR<br>MRC<br>BHR<br>J | F<br>DDR<br>GRC<br>PNZ<br>USA(E)<br>PTR<br>MAU<br>USA(W)<br>ALS<br>HWA<br>GUM | TUR<br><br>USA(E)<br>USA(C)<br>J |
| FNL<br>LBY<br>SUI<br>TUR<br>MLA<br>PRU | USA(E)<br>USA(S)<br>PTR<br><br>USA(W)<br>ALS<br>HWA<br>GUM | E<br>GRC<br>IRN<br>URS(FE) | I<br>NOR<br>S<br><br>GAB<br>NIU<br>CHN | FNL<br><br>CPV<br>STP<br>AGL<br>IRN<br>MOZ<br>TMP<br>CLM | TUR<br>URS(NW)<br><br>J | CNR<br>GRC<br>S<br>GAB<br>BGD<br>IRN<br>PRU | NOR<br>S<br>ARG<br>YUG | NOR<br>LBR<br>KWT<br>PRU<br>URS(FE) | CNR<br>LBY<br>NOR<br>UKR<br>URS(Eu)<br>ETH |

16 MHz Band

| 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 |
|---|---|---|---|---|---|---|---|---|---|
| C<br>A<br>L<br>L<br>I<br>N<br>G | F<br>ROU<br>DNK<br>NOR<br>S<br>AUS<br>J | HOL<br>UKR<br>G<br>USA(E)<br>USA(S)<br>PRG<br>CHN<br>USA(W)<br>ALS<br>HWA<br>GUM<br>PNZ<br>PTR | URS(Eu)<br>E<br>D<br>I<br>USA(E)<br><br>USA(S)<br>BGD<br>J<br>USA(W) | GRC<br>BEL<br>ISL<br>POL<br><br>USA(E)<br>PTR<br>J<br>USA(W)<br>ALS<br>HWA<br>GUM<br>USA(S) | G<br>CUB<br>GRC<br>URS(NA)<br>URS(NW)<br>HOL<br>CAN(W) | E<br>HNG<br>BEL<br>URS(Eu)<br>ETH<br>J<br>GRC | F<br>MRT/GDL<br>ROU<br>URS(NW)<br>ISR<br>CUB<br>URS(FE) | GRC<br>DDR<br>CAN(E)<br><br>G<br>AUS<br>J | E<br>ISL<br>URS(Eu)<br><br>BEL<br>USA(E)<br>USA(S)<br>PTR<br>IND(W)<br>USA(W)<br>ALS<br>HWA<br>GUM<br>PNZ |
| | GRC<br>VEN<br>GHA<br>BGD<br>KWT | FNL<br><br>REU<br>PAK<br>E | TUR<br>DAH<br>KEN<br>SMO | NIG<br>IRN | USA(E)<br>IRQ<br>HKG<br>URS(FE) | NOR<br>YUG<br>NIG<br>PRU | GRC<br>BGD<br>IRQ | NOR<br>SEN<br>IRN<br>ALG | |

16 MHz band

| 31 | 32 | 33 | 34 | 35 | 36 | 37 | 38 | 39 | 40 | 41 |
|---|---|---|---|---|---|---|---|---|---|---|
| GRC<br>SUI<br>POL<br>USA(E)<br>CHL<br>CHN | G<br>POR<br>AZR<br>MDR<br>HNG<br>ARG<br>BGD<br>J | GRC<br>F<br>DDR<br>USA(E)<br>PTR<br>B<br>AFS<br>CHN<br>USA(W)<br>ALS<br>HWA<br>GUM<br>PNZ | E<br>ROU<br>D<br>CAN(N)<br>CTI<br>J | G<br>DNK<br>POR<br>AZR<br>MDR<br>CPV<br>AGL<br>GNP<br>TMP<br>MOZ<br>AUS<br>MAC | PNZ<br>GRC<br>USA(E)<br>PTR<br>HOL<br>IND(E)<br>J<br>USA(W)<br>ALS<br>HWA<br>GUM | G<br><br>E<br><br>PRG<br>MDG<br>NZL<br>HKG | <br>MRC<br>FNL<br>BUL<br><br>USA(E)<br><br>PAK<br>USA(W)<br>HWA<br>GUM<br>ALS<br>POL | E<br>D<br>USA(E)<br>PTR<br>IRQ<br>USA(W)<br>ALS<br>HWA<br>GUM<br>PNZ | G<br>GRC<br>DDR<br>ETH<br>CHL<br>J | DNK<br>NOR<br>S<br>USA(E)<br>USA(S)<br>UKR<br>SNG<br>USA(W)<br>J |
| BUL<br>TGO<br>IRQ<br>ALG | USA(E)<br>USA(S)<br>CYP<br>MDG<br>USA(W)<br>ALS<br>PAK | POL<br>URS(SA) | GRC<br>IRQ<br>KOR | BUL<br>NOR<br>S<br>STP<br>BGD<br>J | FNL<br>ALG<br>PAK | JMC<br>URS(SA)<br>KOR | YUG | ALB<br>ZAI<br>HOL | BRB<br>URS(Eu)<br>THA<br>CLN<br>NIG | IRQ<br>ALG |

22 MHz band

| CH 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
|---|---|---|---|---|---|---|---|---|---|
| HNG<br><br>URS(NW)<br>E<br><br>ETH<br>AUS | G<br><br>HNG<br>CAN(E)<br>UKR<br>BGD<br>URS(FE) | VEN<br><br>DNK<br>NOR<br>S<br><br>AUS(E)<br>J<br>MRC | CAN(N)<br>F<br>ISR<br>FNL<br>AFS | URS(Eu)<br><br>URS(NW)<br>HOL<br>GRC<br>USA(E)<br>USA(S)<br>IRN<br>AUS<br>USA(W) | POL<br><br>G<br>MRC<br>AFS<br>IND(W)<br>J | <br><br>POR<br>AZR<br>MDR<br>ISR<br>BGD<br>D | DNK<br><br>NOR<br>S<br><br>ARG(N)<br>IND(E)<br>J<br>MRC | BEL<br><br>MRC<br>URS(NW)<br>PNZ<br>PTR<br>USA(E)<br>PAK<br>ALS<br>GUM<br>HWA<br>USA(W) | <br><br>E<br>UKR<br>USA(E)<br>J<br>HOL |
| GRC<br>USA(E)<br>USA(S)<br>CME<br>CHN<br>USA(W)<br>GUM<br>PAK | I<br>MTN<br>NOR<br>NIG<br>ARG<br>IRN<br>PRU | BUL<br>CTI<br>CBG<br>IRN | BER<br>URS(NW)<br>YUG<br>NIG<br>ARG<br>KWT<br>URS(FE) | COG<br><br>URS(FE)<br>ALG | VEN<br>USA(E)<br>USA(S)<br>PTR<br>NIG<br>PRU<br>USA(W)<br>ALS<br>HWA<br>GUM<br>YUG | URS(Eu)<br>TUN<br>CPV<br>AGL<br>MOZ<br>TMP<br>CHN | BUL<br><br><br>COG | POL<br>GRC<br>DAH<br>BOL<br>KOR | FNL<br>GRC<br>BGD |

22 MHz band

| 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 |
|---|---|---|---|---|---|---|---|---|---|
| CUB<br>DNK<br>UKR<br>I<br>PAK<br>J | G<br>GIB<br>USA(E)<br>PTR<br>HNG<br>ETH<br>AUS<br>USA(W)<br>ALS<br>HWA<br>GUM<br>PNZ<br>SNG | E<br>URS(Eu)<br>CAN(E)<br>DNK<br>NZL<br>URS(FE) | BEL<br><br>URG<br>BGD<br>G<br>SUI | F<br>GRC<br>USA(E)<br>USA(S)<br><br>USA(W)<br>GHA | NOR<br>I<br>DNK<br>ETH<br>CAN(W)<br>J | D<br>PNZ<br>USA(E)<br>PTR<br>ISR<br>HKG<br>USA(W)<br>ALS<br>HWA<br>GUM | F<br>USA(E)<br>PTR<br>NOR<br>PAK<br>USA(W)<br>ALS<br>HWA<br>GUM<br>USA(S) | POL<br>MCO<br>CUB<br>BEL<br>CHN | G<br>GRC<br>DDR<br>PAK<br>PHL<br>CAN(W) |
| NOR<br>S<br>GAB<br>PRU | CYP | BUL<br>LBY<br>NOR<br>S<br>TUR<br>GHA<br>IRQ | E<br>FNL<br>URS(NW)<br>TUR<br>USA(E)<br>USA(S)<br>IRN<br>CHN<br>USA(W) | POL<br>NOR<br><br>IRQ<br>PRU<br>J | GRC<br>MTN<br>USA(E)<br>USA(S)<br>GUM<br>KWT | E<br>GRC<br>LBR<br>BGD<br>IRN<br>PRU | CYP<br>DNK<br>S<br>UKR<br>HKG | GRC<br>LBR<br>BGD<br>SMO | TCH<br>SEN |

22 MHz band

| 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 |
|---|---|---|---|---|---|---|---|---|---|
| C<br>A<br>L<br>L<br>I<br>N<br>G | POR<br>D<br>AZR<br>MDR<br>USA(E)<br>USA(S)<br>USA(W)<br>ARS | I<br>D<br>AUS<br>J | DDR<br>PNZ<br>USA(E)<br>PTR<br>MAU<br>USA(W)<br>ALS<br>HWA<br>GUM | GRC<br>ISL<br>BEL<br>CTI<br>CHL<br>J<br>IND(W) | ROU<br>F<br>DDR<br>ETH<br>CHN<br>ISL | G<br>USA(E)<br>USA(S)<br>IND(E)<br>J<br>USA(W) | DNK<br>USA(E)<br>MRC<br>AUS<br>USA(W) | E<br>CAN(E)<br>G<br>UKR<br>J | DDR<br>PNZ<br>TUR<br>USA(E)<br>PTR<br>USA(W)<br>ALS<br>HWA<br>GUM<br>S<br>E<br>AUS |
| | FNL<br>GRC<br>CPV<br>AGL<br>MOZ<br>TMP<br>KOR | TUR<br>USA(E)<br>PTR<br>TGO<br>BGD<br>USA(W)<br>ALS<br>HWA | E<br>GRC<br>IRQ | MEX<br>ALG | EGY<br>CNR<br>BGD<br>ALB | MRT/GDL<br>GRC<br>UKR<br>ALG<br>PAK | GRC<br>NOR<br>S<br>BGD<br>KEN<br>URS(FE) | ETH<br>THA | NOR<br>URS(SA) |

22 MHz band

| 31 | 32 | 33 | 34 | 35 | 36 | 37 | 38 | 39 | 40 |
|---|---|---|---|---|---|---|---|---|---|
| FNL<br>F<br><br>CAN(W)<br>J<br>ARS | CUB<br>URS(Eu)<br>SUI<br>POL<br>URS(FE) | G<br>PNZ<br>ROU<br>USA(E)<br>USA(S)<br>BGD<br>USA(W)<br>ALS<br>HWA<br>GUM<br>PTR | DNK<br>NOR<br>S<br>ROU<br><br>ARG<br>ETH<br>J<br>MEX | GRC<br>F<br>URS(NW)<br><br>J | DNK<br>NOR<br><br>E<br><br>USA(E)<br>USA(W) | <br><br>POR<br>MDR<br>AZR<br>I<br>USA(E)<br>USA(S)<br><br><br>USA(W)<br>ROU | GRC<br>D<br>B<br>AUS<br>J<br>MEX | BEL<br>PNZ<br><br><br>USA(E)<br>PTR<br>USA(W)<br>ALS<br>HWA<br>GUM<br>YUG<br>E | GRC<br>G<br>MDG<br>CHL<br>J |
| URS(Eu)<br>GRC<br>USA(E)<br>USA(S)<br><br>NIU<br>USA(W)<br>ALS<br>MLA | GRC<br>HOL<br>IRQ | <br><br>NOR<br>EGY<br>IRN<br>CKH | CNR<br>LBY<br>INS | <br><br>USA(E)<br>USA(S)<br>PTR<br>IRN<br>USA(W)<br>ALS<br>HWA<br>GUM | GRC<br>UKR<br>IRQ<br>NZL<br>J | NOR<br><br>IRN<br>J | URS(Eu)<br><br>IRQ<br>ALG<br>HNG | <br><br>NOR<br>TUR<br>IRN | JMC<br>NOR<br>TUN<br>PAK |

INTERNATIONAL TELECOMMUNICATION UNION

# MARITIME CONFERENCE

GENEVA, 1974

Document No. 491-E
31 May 1974
Original : English

COMMITTEE 5

## REPORT OF WORKING PARTY 5C-3-F

### Plan for the revision of Appendix 25 MOD

Following the decision by the Extraordinary Plenary to accept in principle the plan as contained in Documents 425, 434 and 438, and that the Working Party be given time to make the plan more acceptable, the Working Party have taken the following action :

a) issued an unnumbered green document to all delegates requesting information on specific adjustments to their listings in the draft plan;

b) considered all of the information submitted and have made as many of the adjustments as possible without degrading the sharing arrangements.

The attached annex contains the completed plan.

In the opinion of the Working Party, the adjustments have resulted in a number of improvements to the sharing arrangements.

It should be noted that in the information submitted to the Working Party as requested in the unnumbered green document, 11 countries have submitted requests for a further 157 additional allotments. The Working Party felt that if these requests were taken into account it would degrade the sharing arrangements and this would be contrary to the decision of the Extraordinary Plenary. Therefore these additional requirements have not been taken into account in the plan contained in the annex.

E.D. DUCHARME
Chairman

Annex : 1

ARCHIVES U.I.T. GENÈVE

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ANNEXE - ANNEX - ANEXO

4 MHz - Band

| Ch.1 | Ch.2 | Ch.3 | Ch.4 | Ch.5 | Ch.6 | Ch.7 | Ch.8 | Ch.9 |
|---|---|---|---|---|---|---|---|---|
| CUB | BGD | IND(E) | ISR | B | CLN | URS(NA) | INS | IND(W) |
| CKH | URS(SA) | URS(FE) | GIB | AUS(E) | ARG | URS(NW) | MOZ | VEN |
| INS | ARG | AFS | CHL(S) | | CUB | E | ARG | B |
| SMO | G | DNK | | | FNL | KEN | ATN | DNK |
| SOM | J | ETH | PAQ | | ISL | | | |
| UKR | PNG | FJI | COG | URG | NHB | PRU | J | I |
| URS(SA) | ALB | MEX | CTI | JMC | ALB | CAN(C) | NZL | NOR |
| AFS | GHA | NOR | F | AFS | FJI | SNG | SUR | PHL |
| PNR | POL | S | MRT | URS(FE) | | | YUG | S |
| URG | I | | NCL | BRB | POL | J | MEX | CHN |
| URS(NA) | HND | KOR | REU | F | | USA(W) | | USA(W) |
| URS(EU) | GTM | ARG | SEN | ROU | CHN | ALS | EGY | USA(C) |
| URS(FE) | USA(E) | MAC | SPM | USA(E) | USA(W) | HWA | CAN(E) | CUB |
| URS(NW) | USA(W) | TGO | J | USA(W) | USA(E) | PTR | CAN(W) | PNG |
| NIU | USA(S) | PNR | | USA(S) | USA(C) | GUM | SUI | |
| E | USA(C) | CAN(E) | POL | ALS | USA(S) | CME | BEL | |
| | ALS | CAN(N) | AUS | HWA | ALS | TUR | POL | |
| DNK | HWA | MCO | B | CME | HWA | HOL | | |
| THA | PTR | GRC | BGD | DDR | PTR | DDR | | |
| PRG | GUM | | CHN | SNG | GUM | USA(E) | | |
| CHL | PNZ | | USA(E) | CHL | CLM | | | |
| USA(E) | | | USA(W) | | G | | | |
| USA(W) | | | USA(C) | | PNZ | | | |
| D YMS | | | | | | | | |
| GAB | CHN | CLN | MEX | CHN | ARS | AFS | I | ARS |
| GRC | | E | IRN | GMB | E | ARG | USA(E) | CNR |
| Turks Isl. | TUN | GAB | ALS | CNR | TUN | BRB | | USA(E) |
| NOR | IRN | CAN(W) | OMA | IRN | COG | | | USA(S) |
| S | MDG | | THA | HOL | | | | TUR |
| TUR | BOL | USA(E) | | GRC | MDG | NOR | IRN | |
| YUG | THA | USA(S) | | | CYP | | USA(W) | BOL |
| | | USA(C) | | | PAK | | ALS | GHA |
| J | | PTR | | | CBG | IRN | HWA | THA |
| KOR | | IRQ | | | | | GUM | |
| GIB | | PRU | | | | | LBR | |
| USA(S) | | | | | | | | |
| USA(C) | | USA(W) | | | | | | |
| | | HWA | | | | | | |
| | | PAK | | | | | | |

Note : Allotissements au dessous de la ligne sont des besoins additionnels.

Note : The allotments below the line are additional requirements.

Nota : Las adjudicaciones que figuran por debajo de la línea son necesidades adicionales.

4 MHz - Band

| Ch.10 | Ch.11 | Ch.12 | Ch.13 | Ch.14 | Ch.15 | Ch.16 | Ch.17 | Ch.18 |
|---|---|---|---|---|---|---|---|---|
| MLT | UKR | I | D | URS(Eu) | MLA | B | TUR | |
| ARG(S) | ARG(N) | BRB | MCO | PRU | F | GRC | TCH | DNK |
| BER | BEL | PRU | ETH | ISL | URS(Eu) | PRU | G | NOR |
| CAN(W) | HKG | YMS | PNZ | E | AUS | ISL | | S |
| G | IRN | UKR | CAN(W) | J | ARG | F | URS(FE) | REU |
| ISR | E | D | ALS | D | ROU | OCE | AUS | SPM |
| NZL | | AUS | GRC | | URS(NW) | JMC | J | E |
| CLN | | J | ARG | | BHR | MAU | ARG | URS(SA) |
| CNR | J | URS(NW) | POR | KEN | CHN | J | FNL | USA(C) |
| GUM | | URS(NA) | URS(FE) | PAK | USA(E) | URS(Eu) | | HWA |
| | GIL | USA(E) | BHR | USA(E) | USA(W) | BGD | HKG | J |
| FJI | INS | USA(W) | UKR | USA(S) | USA(S) | USA(E) | TGK-ZAN | ISR |
| ROU | URS(NW) | USA(S) | BGD | ALS | ALS | USA(W) | | PHL |
| DDR | BGD | DAH | J | PTR | HWA | USA(C) | IND(W) | CUB |
| PRG | USA(E) | | CAN(E) | ASC | PTR | ALS | USA(E) | BUL |
| CHN | USA(W) | | MDR | CYP | GUM | HNG | USA(W) | EGY |
| USA(E) | USA(C) | | AZR | TUR | GRC | G | USA(S) | ROU |
| | FLK | | GNP | | PNZ | | USA(C) | |
| | | | | | | | BEL | |
| | | | | | | | MRC | |
| GRC | KER | | FNL | COM | | | | ARG |
| HOL | TUR | IRQ | MEX | FNL | DNK | CNR | | |
| JMC | LBR | PHL | USA(E) | | NOR | NIG | MLA | |
| | | | USA(S) | SHN | LBR | IRN | YMS | CAN(E) |
| CBG | | | USA(C) | INS | MDG | INS | YUG | CAN(W) |
| SEY | | | PTR | NIG | IRN | | PNG | INS |
| IRN | | | CPV | | PAK | | | MTN |
| ALG | | | STP | | | | | |
| HNG | | | AGL | | | | | |
| MTN | | | | | | | | |
| | | | TMP | | | | | |
| | | | USA(W) | | | | | |
| | | | HWA | | | | | |
| | | | GUM | | | | | |
| | | | ALG | | | | | |

4 MHz Band

| Ch.19 | Ch.20 | Ch.21 | Ch.22 | Ch.23 | Ch.24 | Ch.25 | Ch.26 |
|---|---|---|---|---|---|---|---|
| | J | C | | D | | CHL<br>GRC | G |
| F | MRC | | HNG | PNZ | SUI | DNK | LBN |
| AUS | DNK | A | G | | MRC | PNZ | |
| KOR | BUL | | | J | MRT | MLA | |
| | PNZ | L | | I | DNK | E | |
| DDR | PHL | | CNR | | PNR | | BUL |
| ISL | | L | | | THA | HOL | MDR |
| CHL | URS(NA) | | | ISR | AUS(W) | NZL | PNZ |
| URS(NW) | JOR | I | | | GRC | ETH | DNK |
| | NOR | | GRC | POL | NOR | | ARG |
| B | S | N | J | PNG | ARG | | CHN |
| CHN | | | ALS | | CHN | J | USA(E) |
| USA(W) | USA(E) | G | CAN(W) | CHN | PAK | USA(E) | USA(W) |
| USA(S) | USA(W) | | URS(EU) | USA(E) | USA(E) | USA(W) | USA(S) |
| | ALS | | USA(E) | USA(W) | USA(W) | USA(S) | ALS |
| PTR | HWA | | CUB | USA(S) | USA(S) | USA(C) | HWA |
| HWA | PTR | | BEL | USA(C) | USA(C) | ALS | PTR |
| GUM | GUM | | INS | ALS | ALS | HWA | GUM |
| PAK | IND(E) | | MRC | PAK | HWA | PTR | POR |
| YUG | TUR | | | | PTR | GUM | AZR |
| | | | | | GUM | HNG | CPV |
| | | | | | | BEL | GNP |
| | | | | | | | PAK |
| | | | | | | | THA |
| HOL | I | | CHN | ROU | | | |
| LBY | | | GUF | NIG | S | LBY | NOR |
| VEN | CME | | LBY | INS | ALG | NOR | STP |
| TGK-ZAN | MLA | | FNL | KEN | | NIG | AGL |
| J | IRN | | | | | KWT | MCZ |
| CTI | | | USA(W) | | | | TMP |
| KWT | | | LBR | | | | J |
| TCH | | | IRQ | | | | ALG |
| | | | | | | | CYP |

6 MHz Band

| 1 | 2 | 3 | 4 | 5 | 6 |
|---|---|---|---|---|---|
| GRC<br>MEX(E)<br>ROU<br>ARG(C,S)<br>URS(SA)<br>NZL<br>MEX(W)<br><br>CAN(W)<br>CHN<br>COG | PNR<br>CAN(E)<br><br>ETH<br>SNG<br>URS(FE)<br>GHA | CAN(N)<br>DNK<br>HNG<br>ISL<br>IND(E)<br>PRU<br>CAN(W)<br>J | E<br>USA(E)<br>PTR<br>MDG<br>USA(W)<br>ALS<br>HWA<br>GUM<br>CHN<br>MEX | CNR<br>NOR<br>HNG<br>CAN(E)<br>URG<br>IND(W)<br>J | C<br>A<br>L<br>L<br>I<br>N<br>G |
| D<br>CNR<br>EGY<br>HNG<br>LBY<br>TCH<br>URS(Eu)<br><br>GHA<br>NIG<br>ARS<br>CLN<br>IRN<br>IRQ<br>MLA<br>PAK<br>TGK-ZAN<br>CHL(N,C)<br>PRU<br>INS<br>J<br>USA(E)<br>USA(S)<br>USA(C)<br>USA(W)<br>PTR<br>HWA<br>ALS<br>GUM<br>BGD<br>YUG<br>ALG<br>ISL | BEL<br>BUL<br>I<br><br>POL<br>POR<br>TUR<br>URS(Eu)<br>URS(NA)<br>AFS<br>CTI<br>GAB<br>TUN<br>IRN<br>KWT<br>MDG<br>URS(SA)<br>BOL<br>PRU<br>CAN(W)<br>CHN<br>INS<br>KOR<br>USA(E)<br>USA(S)<br>USA(C)<br>USA(W)<br>PTR<br>HWA<br>ALS<br>GUM<br>VEN<br>BGD<br>YUG<br>MCO<br>GIB<br>HOL | ALB<br>CYP<br>E<br>BER<br>GRC<br>ISR<br>MEX<br>NOR<br>ROU<br>S<br>LBY<br>URS(NW)<br>ARG<br>CTI<br>GAB<br>MTN<br>TGO<br>ARS<br>IRN<br>IRQ<br>KEN<br>THA<br>SMO<br>HKG<br>INS<br>PHL<br>URS(FE)<br>USA(E)<br>USA(S)<br>USA(C)<br>USA(W)<br>PTR<br>HWA<br>ALS<br>GUM<br>BGD<br>ALG | BUL<br><br>I<br><br>ISR<br>POL<br>TUN<br>TUR<br>URS(NW)<br>CME<br>MTN<br>NIG<br>CBG<br>IRN<br>IRQ<br>PAK<br>CHL<br>PRU<br>AUS<br>CAN(W)<br>CHN<br>HKG<br>INS<br>USA(C)<br>USA(S)<br>BGD<br>YUG<br>PNG | BRB<br>BUL<br>DNK<br>EGY<br>HOL<br>JMC<br>LBY<br>S<br><br>UKR<br>COG<br>DAH<br>ETH<br>IRN<br>MDG<br>THA<br>BOL<br><br>PRU<br>CAN(W)<br>INS<br>KOR<br>PHL<br>URS(FE)<br>USA(E)<br>USA(W)<br>USA(C)<br>USA(S)<br>PTR<br>HWA<br>ALS<br>GUM<br>BGD<br>YUG<br>KWT<br>ALG<br>NIG | |

8 MHz Band

| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
|---|---|---|---|---|---|---|---|---|---|
| URS(NA)<br>USA(E)<br>USA(S)<br>PTR<br>PNZ<br>DNK<br>S<br>E<br>ISR<br>AFS<br>BGD<br>BHR<br>CHL<br>FJI<br>USA(W)<br>ALS<br>HWA<br>GUM<br>J | USA(E)<br>USA(S)<br><br>G<br>DDR<br>GRC<br>POR<br>AZR<br>ARG<br>AUS<br><br>ALS<br>HWA<br>CHN<br>GNP<br>FNL | CAN(E)<br>URS(NW)<br>URS(Eu)<br>BEL<br>CUB<br><br>ATN<br><br>TUR<br>SEN<br>AFS<br>PAK<br><br>URS(FE) | USA(E)<br>USA(S)<br><br><br>GRC<br><br><br>ARG<br>SRL<br>KEN<br>SNG<br><br>USA(W)<br>J<br>POL<br>MCO<br>E | USA(E)<br>USA(S)<br><br>BEL<br>E<br>ISL<br>ISR<br>AFS<br>ETH<br>NCL<br>USA(W)<br>HKG<br>PNG<br>HOL | USA(E)<br>PTR<br><br><br>GRC<br><br>ARG<br>BGD<br>BHR<br>PNZ<br>USA(W)<br>HWA<br>GUM<br>ALS<br>PHL<br>UKR<br>BEL<br>POL<br>J | URS(Eu)<br>URS(NA)<br><br>CUB<br><br>GIB<br>TCH<br>COG<br>MTN<br>URS(SA)<br>MDG<br><br>CHL<br>NZL<br>CAN(W)<br>J<br>ISL<br>EGY | USA(E)<br><br>DNK<br>S<br>E<br>ROU<br><br>ARG<br>SUR<br>CLN<br>NHB<br>USA(W)<br>ALS<br>HWA<br>GUM<br>PHL | USA(E)<br>G<br>CUB<br>DDR<br>GRC<br>ISL<br>MCO<br>DAH<br>AUS(W)<br>PAK<br>CHL<br>USA(W)<br>J<br>THA<br>FNL | USA(E)<br>USA(S)<br><br>POL<br>E<br>YUG<br>CAN(E)<br>ARG<br>BGD<br>IRN<br>FJI<br>USA(W)<br>J<br>TUR |
| ROU<br>NOR<br>NIG<br>MLA<br>BOL | STP<br>CPV<br>MDR<br>HOL<br>AGL<br>CLN<br>IRQ<br>MOZ<br><br>TMP<br>ALG | E<br>S<br>NOR<br><br><br>PNG<br>USA(C)<br>KOR | CNR<br>URS(NA)<br>FNL<br><br>IRQ<br>PRU<br>URS(FE)<br>URS(SA) | URS(Eu)<br>FNL<br>ALB<br>LBR<br><br>IRN<br>BOL<br>URS(FE)<br>J | E<br>I<br>HOL<br>GAB<br><br>ARS<br>CTI<br>THA | <br><br>CYP<br>PAK<br>USA(C)<br>KWT | NOR<br>GRC<br>ASC<br>AFS<br><br>J<br>ARS | TCH<br>KEN<br>CNR<br>MEX<br>KWT<br>ALG<br>NOR | BUL<br>NOR<br>TGO<br>INS<br>MOZ<br>CHN<br>TMP |

Note : Allotissements au dessous de la ligne sont des besoins additionnels.

Note : The allotments below the line are additional requirements.

Nota : Las adjudicaciones que figuran por debajo de la linea son necesidades adicionales.

8 MHz Band

| 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 |
|---|---|---|---|---|---|---|---|---|---|
| USA(E)<br>USA(S)<br><br>DNK<br>NOR<br><br>F<br>HNG<br>GAB<br>AUS<br>USA(W)<br>HKG<br>J | CAN(N)<br>URS(Eu)<br>URS(NW)<br>G<br>E<br><br>ISR<br>JMC<br>ARG(S)<br>ETH<br>INS<br>BHR<br><br>NZL<br>HWA<br><br>J | USA(E)<br>USA(S)<br>USA(C)<br>PNZ<br>BEL<br>GRC<br>POR<br>MDR<br>AZR<br>CPV<br>GNP<br>AGL CHL(N)<br>TMP<br>MOZ<br>AUS<br>USA(W)<br>ALS<br>HWA<br>GUM<br>CHN<br>IND(W) | URS(NA)<br>URS(Eu)<br>G<br>CUB<br><br>I<br>ARG<br>URS(SA)<br>PAK<br>GIL<br>CAN(W)<br>J<br>THA<br>PHL | USA(E)<br>USA(S)<br>URS(NW)<br>D<br>GRC<br>MRC<br>ZAI<br>AUS(W)<br>IRQ<br>SNG<br>CHL<br>USA(W)<br>J | USA(E)<br>USA(S)<br>URS(NW)<br>G<br>E<br>BRB<br>GRC<br>ARG<br><br>INS<br>PAK<br>FJI<br>USA(W)<br>ALS<br>HWA<br>GUM<br>CHN<br>TURKS i<br>PTR | CAN(E)<br>URS(Eu)<br>D<br>F<br>BER<br>MEX<br>ROU<br>PNR<br>NIG<br>BGD<br>YMS<br>AUS<br>URS(FE)<br>CHL | USA(E)<br>PTR<br>DNK<br>NOR<br>S<br><br>BUL<br>CNR<br>ARG<br>CME<br>SEY<br>MLA<br>BHR<br>NHB<br>USA(W)<br>ALS<br>HWA<br>GUM<br>CHN<br>PNZ | URS(NA)<br>URS(Eu)<br>URS(NW)<br><br>G<br>DOM<br>GRC<br>PNR<br>B<br>NIG<br>URS(SA)<br>REU<br><br>PAQ<br>CAN(W)<br>J<br>THA | USA(E)<br>PTR<br>URS(NW)<br>D<br>I<br>ARG<br><br>IND(E)<br>SMO<br>USA(W)<br>ALS<br>HWA<br>GUM<br>PHL<br>PNZ |
| TUR<br>S<br>ARG<br>ARS<br>PRU<br>IRN<br>YUG | POL<br>BEL<br><br>PAK<br>CHN<br>USA(E)<br>USA(W)<br>USA(S)<br>USA(C)<br>ALS<br>ZAI | HNG<br>NOR<br>DNK<br>STP<br>ALG<br>PTR | GRC<br>LBR<br>INS<br>KEN<br>URS(FE)<br>USA(E)<br>USA(W)<br>USA(S)<br>USA(C)<br>ALS<br>HWA | URS(Eu)<br>GUF<br>BEL<br>CHN | TUN<br><br>URS(Eu)<br>COG | EGY<br>POL<br>IRN<br>PHL<br>USA(E)<br>USA(W)<br>USA(S)<br>USA(C)<br>ALS<br>HWA<br>PTR<br>GUM<br>HA | LBY<br>CYP<br>PAK<br>UKR | I<br>MRT/GDL<br>INS<br>YMS<br><br>USA(E)<br>USA(W)<br>USA(S)<br>USA(C)<br>ALS<br>HWA<br><br>GUM | GRC<br>CYP<br>TGK-ZAN<br>IRN<br>ZAI<br>J |

8 MHz Band

| 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 |
|---|---|---|---|---|---|---|---|---|---|---|
| C<br>A<br>L<br>L<br>I<br>N<br>G | USA(E)<br>USA(S)<br><br>MRC<br>YUG<br>B<br>BGD<br>KEN<br><br>USA(W)<br>CHN<br>HNG<br>G<br>SUI | CAN(E)<br>URS(NW)<br>DNK<br>NOR<br><br>I<br>JMC<br>ROU<br>ARG<br>GHA<br>IND(W)<br>TGK-ZAN<br>NZL<br>URS(FE)<br>J<br>S | USA(E)<br>USA(S)<br><br><br><br>MRC<br>B<br>REU<br>SNG<br>PRU<br>USA(W)<br>CHN<br>URS(NW)<br>SUI<br>D | CAN(C)<br>UKR<br>DNK<br>NOR<br><br>F<br>MRT<br>GHA<br>IND(E)<br>CKH<br>URS(FE)<br>PHL<br>HNG | URS(Eu)<br>USA(C)<br>UKR<br>DDR<br>HOL<br>I<br>MEX<br>G<br>PRG<br>PAK<br>GUM<br>CHN<br>J<br>CLM<br>USA(E) | USA(E)<br>PTR<br>DNK<br>NOR<br>E<br>ISR<br>VEN<br>ARG<br>BGD<br>ETH<br>NIU<br>PRU<br>USA(W)<br>ALS<br>HWA<br>GUM<br>MAC<br>KOR<br>PNZ | USA(E)<br>PTR<br>D<br>F<br>HNG<br>LBN<br>MRT<br>MRC<br>B<br>MAU<br>INS<br>PAK<br>USA(W)<br>ALS<br>HWA<br>GUM<br>J<br>PNZ | USA(E)<br>USA(S)<br>UKR<br>DNK<br>NOR<br><br>GMB<br>PRG<br>ETH<br>BGD<br>OCE<br>USA(W)<br>CHN<br>AUS<br>CYP<br>BEL | USA(S)<br>POL<br>BUL<br>F<br>SPM<br>PTR<br>B<br>URS(SA)<br>YMS<br>INS<br>SLM<br>PRU<br>URS(FE)<br><br>PNG | USA(S)<br>PTR<br><br>DDR<br>ISL<br>MRC<br>FLK<br>GMB<br>PAK<br><br>USA(W)<br>CHN<br>J<br>G<br>TUR |
| | TUR<br>BRB<br>STP<br>IRN<br>UKR<br>CTI<br>THA | GRC<br>TMP<br>IRQ | JMC<br>TUN<br>GUB<br><br>STP<br>OMA<br>G<br>POL<br>IRN<br>GRC | ARG<br>KER<br>IRN<br>USA(E)<br>USA(W)<br>USA(S)<br>ALS<br>ALG | CME<br>INS<br>KEN<br>CAN(W) | YUG<br>S<br><br>AFI<br>MOZ<br>IRN | TUR<br>NOR<br>ALB<br>CBG<br>UKR | MEX<br>LBY<br>S<br>VEN<br>FNL<br>IRN | YUG<br>IRN<br>CBG | I<br>SUI<br>COG<br>MDG<br>MLA<br>IRN |

12 MHz Band

| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
|---|---|---|---|---|---|---|---|---|---|
| CAN(N)<br>UKR<br>URS(Eu)<br>URS(NW)<br>DAH<br><br>ARG<br>INS<br>URS(FE)<br>PHL | URS(NA)<br><br>G<br>HNG<br>DDR<br>USA(E)<br>USA(S)<br>MRC<br>GHA<br>FJI<br>CHL<br>J<br>USA(W)<br>SUI | DNK<br>CLM<br>NOR<br>S<br>VEN<br>CPV<br>GRC<br>AZR<br>MDR<br>GNP<br>POR<br>AGL<br>MOZ<br>TMP<br>AUS(E)<br>CHN<br>URS(FE) | ISR<br>F<br>DDR<br>PNR<br>USA(E)<br>USA(S)<br>PTR<br>COG<br>PAK<br>ETH<br>J<br>MAC<br>USA(W)<br>HWA<br>GUM<br>ALS<br>PNZ | UKR<br>URS(Eu)<br>E<br><br>USA(E)<br>USA(S)<br>PTR<br>J<br>USA(W)<br>HWA<br>GUM<br>ALS<br>D | CUB<br>ISL<br>I<br>DDR<br>G<br>USA(E)<br>USA(S)<br><br>AUS(W)<br>IRN<br>J<br>USA(W) | URS(NW)<br>ATN<br>POR<br>GNP<br>HOL<br>SUR<br>MDR<br><br>AZR<br>ISR<br><br>CAN(W)<br>CHN<br>BEL<br>YUG | D<br><br><br>USA(E)<br>USA(S)<br>ARG<br><br>J<br>CHN<br>CYP<br>HNG | MEX<br>TUR<br>E<br>URS(Eu)<br>URS(NW)<br>B<br>AFS<br>BHR<br>NZL<br>J<br>CAN(W) | E<br>URS(NA)<br>DNK<br>S<br>NOR<br>ROU<br>USA(E)<br>USA(S)<br>URG<br>INS<br>CHL<br>URS(FE)<br>GUM |
| E<br>GUF<br>G<br><br>USA(E)<br>USA(S)<br>GAB<br>ETH<br><br>CHN<br>USA(W)<br>CYP<br>PAK | TUN<br>BGD<br>ARS<br>GRC<br>USA(C) | EGY<br>LBY<br>USA(E)<br>USA(S)<br>USA(C)<br><br>STP<br>IRQ<br>USA(W)<br>ALS<br>HWA | NOR<br>GRC<br>URS(Eu)<br>THA<br>BOL | I<br>NOR<br><br>CTI<br>ARG<br>BGD<br>MOZ<br>TMP<br>YMS<br>NCL | ALB<br>E<br>TUR<br>MRC<br>CBG<br>MDG<br>CHN<br>FNL<br>PRU | GRC<br>CPV<br>STP<br>AGL<br>MOZ<br>TMP<br>GIL<br>J<br>ALG<br>IRN<br>PAK | CNR<br>GRC<br>URS(Eu)<br>LBR<br>KEN<br>BGD | FNL<br>I<br>POL<br>USA(E)<br>USA(S)<br>INS<br>USA(W)<br>ALS<br>PRU | GRC<br>GAB<br>REU<br>AFI<br>USA(W) |

12 MHz Band

| 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 |
|---|---|---|---|---|---|---|---|---|---|---|
| URS(NA)<br>CUB<br>DNK<br>E<br><br>TUR<br><br>MLA<br><br>PAQ<br>J<br>B | D<br>URS(Eu)<br>GIB<br><br>G<br>MAU<br>J<br>URS(FE) | BEL<br>ISR<br>I<br>CAN(E)<br>ARG<br>IND(E)<br>CHN | <br><br>NOR<br>GRC<br>G<br>DNK<br><br>B<br>ETH<br>AUS<br>CAN(W)<br>CUB | ROU<br>ISR<br>HOL<br>ISL<br>PNZ<br><br>USA(S)<br>PTR<br>SEY<br>IND(W)<br>J<br><br>USA(W)<br>BEL<br>E | FNL<br>F<br>POL<br>LBN<br>EGY<br>USA(E)<br>USA(S)<br>PTR<br>MRC<br>SNG<br>CHN<br>USA(W)<br>HWA<br>GUM<br>ALS<br>PNZ | S<br>DNK<br>NOR<br>GRC<br>CUB<br>MRT<br>IRQ<br><br>PRG<br>J<br>URS(FE) | I<br>BEL<br>D<br>USA(E)<br>USA(S)<br>CME<br>BGD<br>GUM<br>USA(W)<br>HWA<br>PHL<br>ALS<br>PNZ<br>PTR<br>CNR<br>CHL | HOL<br>MRC<br>DNK<br>NOR<br>S<br>UKR<br>URS(Eu)<br>URS(NW)<br>B<br>SNG<br>J<br>BEL<br>URS(FE) | POL<br>ISL<br>G<br>GRC<br>USA(E)<br>USA(S)<br>BER<br><br>FJI<br>PHL<br>J<br>USA(W)<br>PNZ<br>ARG | C<br><br><br>A<br><br><br>L<br><br><br><br>L |
| I<br>NOR<br>S<br>USA(E)<br>USA(S)<br>USA(C)<br>IRQ<br>URS(SA)<br>CHN<br>USA(W)<br>ALS<br>ISL | GRC<br>USA(E)<br>USA(S)<br><br>PTR<br>CTI<br>INS<br>PRU<br><br>ALS<br>HWA | BRB<br>CNR<br>FNL<br>GRC<br>HOL<br>NOR<br>URS(NA)<br>LBR<br>KEN<br>SMO<br>KOR<br>IRN<br>IRQ | HNG<br>S<br>USA(E)<br>USA(S)<br>USA(C)<br>PTR<br>IRN<br>THA<br>URS(FE)<br>USA(W)<br>ALS<br>GUM | GRC<br>CME<br>PRU<br>ALG<br>S<br>PAK<br>DNK | ALB<br>TUR<br><br><br>ARG<br>IRN<br>COG | BUL<br>USA(E)<br>USA(S)<br>USA(C)<br><br>URS(SA)<br>USA(W)<br><br><br>GUM<br>ALG<br>SHN | NOR<br>TUR<br>URS(Eu)<br>IRN<br>NIU<br>J | BUL<br>VEN<br>USA(E)<br>USA(S)<br><br>USA(W)<br>ALS | TUN<br>NIG<br>BGD<br>IRN<br>ALS<br>GUM<br>HWA<br>PTR | <br><br>I<br><br><br><br><br>N<br><br><br><br>G |

12 MHz Band

| 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | 32 |
|---|---|---|---|---|---|---|---|---|---|---|
| F<br>ROU<br><br>MRT<br>MEX<br>CAN(E)<br>ARG<br>J<br>HWA<br>G<br>IND(W)<br>URS(FE) | GRC<br>DNK<br>NOR<br>MRC<br>USA(E)<br>USA(S)<br><br>BGD<br><br>USA(W)<br>GUM<br>B | FNL<br>G<br>MCO<br><br>USA(E)<br>PTR<br>AFS<br>NZL<br>J<br>USA(W)<br>ALS<br>HWA<br>GUM<br>D<br>PNZ | <br>E<br>GRC<br>USA(E)<br>URS(NW)<br><br>NIG<br>MDG<br>PNG<br>CHN<br>ROU<br>USA(S) | F<br>TCH<br>DNK<br>USA(E)<br>USA(S)<br>AUS<br>CHL<br>J<br>USA(W) | TUR<br>POL<br>E<br>USA(E)<br>PNZ<br>PTR<br>IND(E)<br>AUS<br>PRG<br>HKG<br>USA(W)<br>ALS<br>HWA<br>GUM | HNG<br>G<br>B<br>E<br><br>CUB<br>URS(Eu)<br>UKR<br>USA(c)<br>ETH<br>PAK<br>USA(W)<br>CHN<br>USA(E)<br>CHL | URS(NA)<br><br>F<br>POL<br>URS(Eu)<br>CAN(E)<br>URS(NW)<br>ARG<br>URS(SA)<br>KEN<br>AUS<br>USA(W)<br>J | G<br>SUI<br>FNL<br>I<br>USA(E)<br>USA(S)<br><br>MTN<br>ARG<br>BGD<br>J<br>USA(W)<br>HWA | POL<br>F<br>GRC<br>USA(E)<br>PTR<br>PRG<br>ETH<br>AUS<br>HKG<br>USA(W)<br>ALS<br>HWA<br>GUM<br>PNZ | G<br>GRC<br>DDR<br>USA(E)<br><br><br><br>ARG<br>URS(SA)<br>PAK<br>J<br>USA(W)<br>ALS<br>HWA<br>GUM |
| NOR<br>TUR<br><br>IRN<br><br>CKH | S<br>TCH<br>UKR<br>ARS<br>J | JMC<br>YUG<br>GHA<br>CLN<br>KWT<br>CHL | MEX<br>NOR<br>IRQ<br>IRN | NOR<br>TUR<br>URS(NW)<br>TGO<br>BGD<br>IRN | SUI<br>YUG<br>FNL<br>TGK-ZAN<br>ZAI<br>URS(FE)<br>KWT | NOR | BUL<br>YUG<br><br>KOR<br>J | CYP<br>UKR<br>KEN | LBY<br>NOR<br>NIG<br>IRN<br>PRU | <br>MTN<br>ALG |

16 MHz Band

| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
|---|---|---|---|---|---|---|---|---|---|
| UKR<br>URS(Eu)<br>URS(NW)<br>DNK<br><br>USA(E)<br>USA(S)<br>J<br><br>ALS<br>HWA | G<br>MRC<br>URS(Eu)<br>USA(E)<br>USA(S)<br>BGD<br>AUS(E)<br>URS(FE)<br>USA(W)<br>URS(NA) | DNK<br>NOR<br>S<br><br><br>MRT<br>ARG(N)<br><br>CHN | F<br>ROU<br>CAN(E)<br>VEN<br>ETH<br>AUS<br>J | UKR<br>URS(Eu)<br>F<br>NOR<br>USA(E)<br><br>PHL<br>IND(W)<br>USA(W) | CUB<br>FNL<br>ISL<br>I<br>G<br>B<br>BGD<br>NZL<br>J | ATN<br>CAN(E)<br>URS(NW)<br>POL<br>URS(FE)<br>MCO | DNK<br>NOR<br>S<br>I<br>SUR<br>AFS<br>PAK<br>CAN(W) | BEL<br>ISR<br>URS(NW)<br>G<br>USA(E)<br>USA(S)<br>IND(E)<br>J<br>USA(W) | D<br>EGY<br>URS(NW)<br>USA(E)<br>USA(S)<br>URG<br>INS<br>AUS<br>CHN<br>USA(W) |
| NOR<br>S<br>TUN<br>ARG<br>SEY | GRC<br>CME<br>ARS | USA(E)<br>USA(S)<br><br>HNG<br>BOL<br>USA(W)<br>ALS<br>BGD<br>I<br>CYP | GRC<br>MEX<br>NOR<br>COG<br>CBG | DNK<br>S<br>CTI<br><br>IRN<br>OCE<br>J | USA(S)<br>PTR<br>TUR<br>URS(Eu)<br><br>USA(W) | USA(E)<br>USA(S)<br>GRC<br>NOR<br>LBR<br>IRN<br>GIL<br>USA(W)<br>ALS | MTN<br>TCH<br>TUR<br>PRU<br>CHN | E<br>GRC<br>COG<br>CKH<br>ARS | MTN<br>NOR<br>TUN<br>UKR<br>IRN |

16 MHz Band

| 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 |
|---|---|---|---|---|---|---|---|---|---|
| G<br>GIB<br>YUG<br>USA(E)<br>USA(S)<br>B<br>ETH<br>J<br>USA(W) | CUB<br>UKR<br>URS(Eu)<br>URS(NW)<br><br>MRC<br>PAK<br>AUS<br>URS(FE) | PNZ<br>BEL<br>NOR<br>ROU<br>ISR<br>USA(E)<br>USA(S)<br>B<br>SNG<br>USA(W)<br>ALS<br>HWA<br>GUM<br>PTR | DNK<br>FNL<br>MEX<br>MRC<br>EGY<br>URS(NA)<br>ETH<br>CAN(W) | POR<br>AZR<br>MDR<br>SUI<br>ISL<br><br>TUR<br>GNP<br>URS(FE)<br>G | MRC<br>D<br>I<br>USA(E)<br>USA(S)<br>IRN<br>USA(W)<br>ALS<br>HWA<br>GHA | ISR<br>MEX<br>NOR<br>HNG<br>URS(NA)<br>F<br>DNK<br>B<br>URS(FE) | BER<br>DNK<br>G<br>TUR<br>MRC<br>BHR<br>J | F<br>DDR<br>GRC<br>PNZ<br>USA(E)<br>PTR<br>MAU<br>USA(W)<br>ALS<br>HWA<br>GUM | TUR<br><br>USA(E)<br>USA(C)<br>J |
| FNL<br>LBY<br>SUI<br>TUR<br>MLA<br>PRU | USA(E)<br>USA(S)<br>PTR<br><br>USA(W)<br>ALS<br>HWA<br>GUM | E<br>GRC<br>IRN<br>URS(FE) | I<br>NOR<br>S<br><br>GAB<br>NIU<br>CHN | FNL<br><br>CPV<br>STP<br>AGL<br>IRN<br>MOZ<br>TMP<br>CLM | TUR<br>URS(NW)<br><br>J | CNR<br>GRC<br>S<br>GAB<br>BGD<br>IRN<br>PRU | NOR<br>S<br>ARG<br>YUG | NOR<br>LBR<br>KWT.<br>PRU<br>URS(FE) | CNR<br>LBY<br>NOR<br>UKR<br>URS(Eu)<br>ETH<br>ARS |

16 MHz Band

| 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 |
|---|---|---|---|---|---|---|---|---|---|
| C<br>A<br>L<br>L<br>I<br>N<br>G | F<br>ROU<br>DNK<br>NOR<br>S<br>AUS<br>J | HOL<br>UKR<br>G<br>USA(E)<br>USA(S)<br>PRG<br>CHN<br>USA(W)<br>ALS<br>HWA<br>GUM<br>PNZ<br>PTR | URS(Eu)<br>E<br>D<br>I<br>USA(E)<br><br>USA(S)<br>BGD<br>J<br>USA(W) | GRC<br>BEL<br>ISL<br>POL<br><br>USA(E)<br>PTR<br>J<br>USA(W)<br>ALS<br>HWA<br>GUM<br>USA(S) | G<br>CUB<br>GRC<br>URS(NA)<br>URS(NW)<br>HOL<br>CAN(W) | E<br>HNG<br>BEL<br>URS(Eu)<br>ETH<br>J<br>GRC | F<br>MRT<br>ROU<br>URS(NW)<br>ISR<br>CUB<br>URS(FE) | GRC<br>DDR<br>CAN(E)<br><br>G<br>AUS<br>J | E<br>ISL<br>URS(Eu)<br>UKR<br>BEL<br>USA(E)<br>USA(S)<br>PTR<br>IND(W)<br>USA(W)<br>ALS<br>HWA<br>GUM<br>PNZ |
| | GRC<br>VEN<br>GHA<br>BGD<br>KWT | FNL<br><br>REU<br>PAK<br>E | TUR<br>DAH<br>KEN<br>SMO | NIG<br>IRN | USA(E)<br>IRQ<br>HKG<br>URS(FE) | NOR<br>YUG<br>NIG<br>PRU | GRC<br>BGD<br>IRQ | NOR<br>SEN<br>IRN<br>ALG | |

16 MHz band

| 31 | 32 | 33 | 34 | 35 | 36 | 37 | 38 | 39 | 40 | 41 |
|---|---|---|---|---|---|---|---|---|---|---|
| GRC<br>SUI<br>POL<br>USA(E)<br>CHL<br>CHN | G<br>POR<br>AZR<br>MDR<br>HNG<br>ARG<br>BGD<br>J | GRC<br>F<br>DDR<br>USA(E)<br>PTR<br>B<br>AFS<br>CHN<br>USA(W)<br>ALS<br>HWA<br>GUM<br>PNZ | E<br>ROU<br>D<br>CAN(N)<br>CTI<br>J | G<br>DNK<br>POR<br>AZR<br>MDR<br>CPV<br>AGL<br>GNP<br>TMP<br>MOZ<br>AUS<br>MAC | PNZ<br>GRC<br>USA(E)<br>PTR<br>HOL<br>IND(E)<br>J<br>USA(W)<br>ALS<br>HWA<br>GUM | G<br><br>E<br>UKR<br>PRG<br>MDG<br>NZL<br>HKG | MRC<br>FNL<br>BUL<br><br>USA(E)<br><br>PAK<br>USA(W)<br>HWA<br>GUM<br>ALS<br>POL | E<br>D<br>USA(E)<br>PTR<br>IRQ<br>USA(W)<br>ALS<br>HWA<br>GUM<br>PNZ | G<br>GRC<br>DDR<br>ETH<br>CHL<br>J | DNK<br>NOR<br>S<br>USA(E)<br>USA(S)<br>UKR<br>SNG<br>USA(W)<br>J |
| BUL<br>TGO<br>IRQ<br>ALG | USA(E)<br>USA(S)<br>CYP<br>MDG<br>USA(W)<br>ALS<br>PAK | POL<br>URS(SA) | GRC<br>IRQ<br>KOR | BUL<br>NOR<br>S<br>STP<br>BGD<br>J | FNL<br>ALG<br>PAK<br>ARS | JMC<br>URS(SA)<br>KOR | YUG | ALB<br>ZAI<br>HOL | BRB<br>URS(Eu)<br>THA<br>CLN<br>NIG | IRQ<br>ALG |

22 MHz band

| CH 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
|---|---|---|---|---|---|---|---|---|---|
| HNG<br><br>URS(NW)<br>E<br>HOL<br>ETH<br>AUS | G<br><br>HNG<br>CAN(E)<br>UKR<br>BGD<br>URS(FE) | VEN<br><br>DNK<br>NOR<br>S<br><br>AUS(E)<br>J<br>MRC | CAN(N)<br>F<br>ISR<br>FNL<br>AFS | URS(Eu)<br><br>URS(NW)<br>HOL<br>GRC<br>USA(E)<br>USA(S)<br>IRN<br>AUS<br>USA(W) | POL<br><br>G<br>MRC<br>AFS<br>IND(W)<br>J | <br><br>POR<br>AZR<br>MDR<br>ISR<br>BGD<br>D | DNK<br><br>NOR<br>S<br><br>ARG(N)<br>IND(E)<br>J<br>MRC | BEL<br><br>MRC<br>URS(NW)<br>PNZ<br>PTR<br>USA(E)<br>PAK<br>ALS<br>GUM<br>HWA<br>USA(W) | <br><br>E<br>UKR<br>USA(E)<br>J<br>HOL |
| GRC<br>USA(E)<br>USA(S)<br>CME<br>CHN<br>USA(W)<br>GUM<br>PAK | I<br>MTN<br>NOR<br>NIG<br>ARG<br>IRN<br>PRU | BUL<br>CTI<br>CBG<br>IRN | BER<br>URS(NW)<br>YUG<br>NIG<br>ARG<br>KWT<br>URS(FE) | COG<br><br>URS(FE)<br>ALG | VEN<br>USA(E)<br>USA(S)<br>PTR<br>NIG<br>PRU<br>USA(W)<br>ALS<br>HWA<br>GUM<br>YUG | URS(Eu)<br>TUN<br>CPV<br>AGL<br>MOZ<br>TMP<br>CHN | BUL<br><br><br>COG | POL<br>GRC<br>DAH<br>BOL<br>KOR | FNL<br>GRC<br>BGD |

22 MHz band

| 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 |
|---|---|---|---|---|---|---|---|---|---|
| CUB<br>DNK<br>UKR<br>I<br>PAK<br>J | G<br>GIB<br>USA(E)<br>PTR<br>HNG<br>ETH<br>AUS<br>USA(W)<br>ALS<br>HWA<br>GUM<br>PNZ | E<br>URS(Eu)<br>CAN(E)<br>DNK<br>NZL<br>URS(FE) | BEL<br><br>URG<br>BGD<br>G<br>SUI | F<br>GRC<br>USA(E)<br>USA(S)<br><br>USA(W)<br>GHA | NOR<br>I<br>DNK<br>ETH<br>CAN(W)<br>J | D<br>PNZ<br>USA(E)<br>PTR<br>ISR<br>HKG<br>USA(W)<br>ALS<br>HWA<br>GUM | F<br>USA(E)<br>PTR<br>NOR<br>PAK<br>USA(W)<br>ALS<br>HWA<br>GUM<br>USA(S) | POL<br>MCO<br>CUB<br>BEL<br>CHN | G<br>GRC<br>DDR<br>PAK<br>PHL<br>CAN(W) |
| NOR<br>S<br>GAB<br>PRU | CYP<br>TUN<br>SNG | BUL<br>LBY<br>NOR<br>S<br>TUR<br>GHA<br>IRQ | E<br>FNL<br>URS(NW)<br>TUR<br>USA(E)<br>USA(S)<br>IRN<br>CHN<br>USA(W) | POL<br>NOR<br><br>IRQ<br>PRU<br>J | GRC<br>MTN<br>USA(E)<br>USA(S)<br>GUM<br>KWT | E<br>GRC<br>LBR<br>BGD<br>IRN<br>PRU | CYP<br>DNK<br>S<br>UKR<br>HKG | GRC<br>LBR<br>BGD<br>SMO | TCH<br>SEN |

22 MHz band

| 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 |
|---|---|---|---|---|---|---|---|---|---|
| C<br>A<br>L<br>L<br>I<br>N<br>G | POR<br>D<br>AZR<br>MDR<br>USA(E)<br>USA(S)<br>USA(W)<br>ARS | I<br>D<br>AUS<br>J | DDR<br>PNZ<br>USA(E)<br>PTR<br>MAU<br>USA(W)<br>ALS<br>HWA<br>GUM | GRC<br>ISL<br>BEL<br>CTI<br>CHL<br>J<br>IND(W) | ROU<br>F<br>DDR<br>ETH<br>CHN<br>ISL | G<br>USA(E)<br>USA(S)<br>IND(E)<br>J<br>USA(W) | DNK<br>USA(E)<br>MRC<br>AUS<br>USA(W) | E<br>CAN(E)<br>G<br>UKR<br>J | DDR<br>PNZ<br>TUR<br>USA(E)<br>PTR<br>USA(W)<br>ALS<br>HWA<br>GUM<br>S<br>E<br>AUS |
| | FNL<br>GRC<br>CPV<br>AGL<br>MOZ<br>TMP<br>KOR | TUR<br>USA(E)<br>PTR<br>TGO<br>BGD<br>USA(W)<br>ALS<br>HWA | E<br>GRC<br>IRQ | MEX<br>ALG | EGY<br>CNR<br>BGD<br>ALB | MRT/GDL<br>GRC<br>UKR<br>ALG<br>PAK | GRC<br>NOR<br>S<br>BGD<br>KEN<br>URS(FE) | ETH<br>THA | NOR<br>URS(SA) |

22 MHz band

| 31 | 32 | 33 | 34 | 35 | 36 | 37 | 38 | 39 | 40 |
|---|---|---|---|---|---|---|---|---|---|
| FNL<br>F<br><br>CAN(W)<br>J<br>ARS | CUB<br>URS(Eu)<br>SUI<br>POL<br>URS(FE) | G<br>PNZ<br>ROU<br>USA(E)<br>USA(S)<br>BGD<br>USA(W)<br>ALS<br>HWA<br>GUM<br>PTR | DNK<br>NOR<br>S<br>ROU<br><br>ARG<br>ETH<br>J<br>MEX | GRC<br>F<br>URS(NW)<br>CAN(E)<br>J | DNK<br>NOR<br><br>E<br><br>USA(E)<br>USA(W) | POR<br>MDR<br>AZR<br>I<br>USA(E)<br>USA(S)<br><br>USA(W) | GRC<br>D<br>B<br>AUS<br>J<br>MEX | BEL<br>PNZ<br><br>USA(E)<br>PTR<br>USA(W)<br>ALS<br>HWA<br>GUM<br>YUG<br>E | GRC<br>G<br>MDG<br>CHL<br>J |
| URS(Eu)<br>GRC<br>USA(E)<br>USA(S)<br><br>NIU<br>USA(W)<br>ALS<br>MLA | GRC<br>HOL<br>IRQ | NOR<br>EGY<br>IRN<br>CKH | CNR<br>LBY<br>INS | USA(E)<br>USA(S)<br>PTR<br>IRN<br>USA(W)<br>ALS<br>HWA<br>GUM | GRC<br>UKR<br>IRQ<br>NZL<br>J | NOR<br>ROU<br>IRN<br>J | URS(Eu)<br><br>IRQ<br>ALG<br>HNG | NOR<br>TUR<br>IRN | JMC<br>NOR<br>TUN<br>PAK |

INTERNATIONAL TELECOMMUNICATION UNION

# MARITIME CONFERENCE

GENEVA, 1974

Addendum No. 1 to
Document No. 492-E
1 June 1974
Original : English

WORKING GROUP 5C

REPORT OF SUB-WORKING GROUP 5C-4
TO WORKING GROUP 5C

Revised Article 9 Notification and Registration procedures.

| | | | |
|---|---|---|---|
| MOD 540 | SUP 544 | MOD 549 | NOC 580 |
| NOC 541 | MOD 545 | ADD 549A | NOC 581 |
| MOD 542 | NOC 546 | SUP 550 | NOC 582 |
| ADD 542A | NOC 547 | MOD 551 | MOD 583 |
| ADD 542B | MOD 548 | NOC 577 | SUP 584 |
| MOD 543 | ADD 548A | MOD 578 | NOC 585 |
| ADD 543A | ADD 548B | SUP 579 | NOC 586 |
| | | | MOD 635 |

The Sub-Working Group unanimously recommends the revised provisions of Article 9 of the Radio Regulations appearing in the Annex hereto for adoption.

P. BARNES
Chairman

Annex : 1

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ANNEX

Suggested Revision of Article 9

MOD 540 Aer Mar2

(5) The provisions of Nos. 537 to 539 do not apply to frequency assignments which are in conformity with the Allotment Plans appearing in Appendices 25 Mar, 26 and 27 to these Regulations; such frequency assignments shall be entered in the Master Register on receipt of the notice by the Board.

NOC 541

§19. (1) Examination of Notices concerning Frequency Assignments to Radiotelephone Coast Stations in the Bands allocated exclusively to the Maritime Mobile Service between 4 000 and 23 000 kHz for Radiotelephone Coast Stations (see No. 500).

MOD 542

(2) The Board shall examine each notice covered by No. 541:

ADD 542A

a) with respect to the provisions of No. 501 and in particular those of No. 1351C;

ADD 542B

b) with respect to determining whether the notified assignment is in conformity with an allotment in the Allotment Plan contained in Appendix 25 Mar to these Regulations.

MOD 543

(3) Any frequency assignment for which the finding is favourable with respect to Nos. 542A and 542B shall be recorded in the Master Register (see also No. 540). The date to be entered in Column 2a shall be that determined according to the relevant provisions of Section III of this Article.

ADD 543A

(4) Any frequency assignment for which the finding is unfavourable with respect to No. 542A shall be examined with respect to Nos. 520 and 521. The date to be entered in Column 2b shall be that determined according to the relevant provisions of Sections III of this Article.

SUP 544

MOD 545 (5) In the case of a notice which has received a favourable finding with respect to No. 542A but unfavourable with respect to No. 542B, the Board shall examine this notice with respect to the probability of harmful interference to the service rendered by a radiotelephone coast station for which a frequency assignment:

a) is in conformity with an allotment in the Allotment Plan and is already recorded in the Master Register or may be so recorded in the future; or

b) was recorded in the Master Register on a frequency specifie in Appendix 17 Rev as a result of a favourable finding with respect to No. 545; or

c) was recorded in the Master Register on a frequency specified in Appendix 17 Rev after an unfavourable finding with respect to No. 545, but has not, in fact, caused harmful interference to a frequency assignment to a radiotelephone coast station previously recorded in the Master Register.

NOC 546 (6) According to the finding of the Board with respect to No. 545, further action shall be in accordance with the provisions of Nos. 509 to 518 inclusive, or Nos. 532 to 534 inclusive, as appropriate, it being understood that in those provisions No. 545 shall be read for Nos. 501 and 502.

NOC 547 §20. (1) Examination of Notices concerning Frequencies used for Reception by Radiotelephone Coast Stations in the Bands allocated exclusively to the Maritime Mobile Service between 4 000 and 23 000 kHz for Radiotelephone Ship Stations (see Nos. 487 and 500).

MOD 548 (2) The Board shall examine each notice covered by No. 547:

ADD 548A a) with respect to the provisions of No. 501 and in particular those of No. 1351D;

ADD 548B b) with respect to determining whether the notified assignment corresponds to a frequency associated, according to Appendix 17 Rev with a frequency allotted to the notifying administration in the Allotment Plan contained in Appendix 25 Mar to these Regulations.

MOD 549 (3) Any frequency assignment for receiving for which the finding is favourable with respect to No. 548A and 548B shall be recorded in the Master Register. The date to be entered in Column 2a shall be that determined according to the relevant provisions of Section III of this Article.

ADD 549A (4) Any frequency assignment for receiving for which the finding is unfavourable with respect to No. 548A shall be examined with respect to Nos. 520 and 521. The date to be entered in Column 2b shall be that determined according to the relevant provisions of Section III of this Article.

SUP 550

MOD 551 (5) Any assignment of a frequency for reception by a radiotelephone coast station which has received a favourable finding with respect to No. 548A but unfavourable with respect to No. 548B shall be recorded in the Master Register. The date to be entered in Column 2b shall be that determined according to the relevant provisions of Section III of this Article.

NOC 577 S27. (1) Frequency Bands allocated exclusively to the Maritime Mobile Service between 4 000 and 23 000 kHz for Radiotelephone Coast Stations

MOD 578 (2) If the finding is favourable with respect to Nos. 542A and 542B, the date of [ ] shall be entered in Column 2a.

SUP 579

NOC 580 (4) For all other cases referred to in No. 541, the relevant date shall be entered in Column 2b (see Nos. 510, 514, 515, 518, 533 and 534).

NOC 581 (5) For assignments to stations other than radiotelephone coast stations, the relevant date shall be entered in Column 2b (see Nos. 525, 526, 530 and 531).

NOC 582 §28. (1) Frequency Bands allocated exclusively to the Maritime Mobile Service between 4 000 and 23 000 kHz for Radiotelephone Ship Stations.

MOD 583 (2) If the finding is favourable with respect to Nos. 548A and 548B, the date of [ ] shall be entered in Column 2a.

SUP 584

NOC 585 (4) In all other cases covered by No. 547, the date of receipt of the notice by the Board shall be entered in Column 2b.

NOC 586 (5) For assignments other than assignments of frequencies for reception by radiotelephone coast stations, the relevant date shall be entered in Column 2b (see Nos. 525, 526, 530 and 531).

Section VIII. Miscellaneous Provisions

MOD 635 Aer Mar2 §47. The provisions of Sections V, VI (excepting No. 619) and VII of this Article shall not be applied to frequency assignments in conformity with the Allotment Plans contained in Appendices 25 Mar, 26 and 27 to these Regulations.

INTERNATIONAL TELECOMMUNICATION UNION

# MARITIME CONFERENCE

GENEVA, 1974

Document No. 492-E
31 May 1974
Original : English

WORKING GROUP 5C

Note by the Chairman of Sub-Working Group 5C-4

REPORT OF SUB-WORKING GROUP 5C-4 TO WORKING GROUP 5C

RESOLUTION No. MAR - ...

This Resolution concerns the bringing into force of / Appendix 17 (Rev.) / and / Appendix 25 MOD 2 /. It includes advice received from the Chairman of Working Group 5B, information contained in Document DT/144 which has been approved by Sub-Working Group 5C-3 and requirements advised by Sub-Working Group 5C-4.

P. BARNES
Chairman

Annex : 1

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# ANNEX

## RESOLUTION No. Mar - ...

## Relating to the implementation of Appendix 17 (Rev.), [Section A] and Appendix 25 [MOD 2]

The World Maritime Administrative Radio Conference, Geneva, 1974,

considering

a) that this Conference decided on a uniform spacing of 3.1 kHz for all duplex radiotelephone channels in the maritime mobile exclusive bands between 4 000 kHz and 23 000 kHz, thus providing for additional duplex radiotelephone channels;

b) that this Conference furthermore provided for additional radiotelephone channels due to a rearrangement of the maritime mobile exclusive bands between 4 000 kHz and 27 500 kHz (see Resolution No. Mar2 - ...);

c) that Recommendation No. Mar 6 of the World Administrative Radio Conference, Geneva, 1967, recommended to convene this Conference in order to establish a new Frequency Allotment Plan for high-frequency radiotelephone coast stations;

d) that according to MOD Resolution No. Mar 6 MOD, class A3 emissions by ship stations and all class A3B emissions will cease by 1 January 1978;

e) that consequent upon a) through d) above, Appendix 17 (Rev.), [Section A] and Appendix 25 [MOD 2] have been drawn up by the present Conference;

f) that provisions have to be made in connection with the entry of the new allotments to bring the Master International Frequency Register up to date;

resolves

1. that the present Appendix 25 MOD will remain in force up to 1 January 1978 except with regard to the provisions of No. 1351C for which Resolution No. Mar ..... applies;

2. that as from 1 January 1978, Appendix 17 MOD Sections A and B shall be replaced by Appendix 17 (Rev.) / Section A /;

3. that as from 1 January 1978, Appendix 25 MOD to the Radio Regulations shall be replaced by Appendix 25 / MOD 2 / which contains the radiotelephone channels of the maritime mobile service as they are listed in Appendix 17 (Rev.);

4. that on 1 January 1978, 0001 GMT coast and ship radiotelephone stations shall change their transmitting and receiving frequencies to be in conformity with Appendix 17 (Rev.) / Section A /;

5. that on 1 January 1978, the allotments included in Appendix 25 MOD and listed in the Master International Frequency Register in accordance with the provisions of paragraph 2.1 c) of Resolution No. 1 and the provisions of Resolution No. Mar 11 of the Administrative Radio Conference, Geneva 1967, shall be deleted;

6. that on the same date the allotments included in Appendix 25 MOD 2 shall be entered in the Master International Frequency Register. The provisions of No. .... of the Radio Regulations shall apply as from 1 January 1978;

7. that administrations shall notify to the I.F.R.B. in accordance with the provisions of Article 9 of the Radio Regulations the frequency of their coast radiotelephone stations indicating the channel number of the corresponding allotment in Appendix 25 MOD 2;

7.1 that provided the notice received by the I.F.R.B. is in accordance with Appendix 25 MOD 2 and the other pertinent provisions of the Radio Regulations the I.F.R.B. shall record the assignment in the Master Register with the date / ..... / in column 2a and delete the original entry;

7.2 that notices received by the I.F.R.B. and to which no allotment corresponds in Appendix 25 MOD 2 shall be entered in the Master Register with their existing 2b date on the channel indicated by the Administration and the original entry deleted;

7.3 that on 1 April 1978 the I.F.R.B. shall examine all assignments in the frequency band allocated exclusively to the maritime mobile service between 4 000 and 23 000 kHz, with respect to their conformity with the frequencies appearing in Appendix 17 (Rev.) and shall send to those

Administrations which have not yet notified the transfer of frequency assignments to their coast radiotelephone stations in accordance with paragraph /7/ 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;

8. that on /1 June 1978/ an entry for which the I.F.R.B. has received no change notice, shall be maintained and the corresponding date in column 2a or 2b shall be replaced by the date of /1 January 1976/ in column 2b and in each case a special remark will be entered in the Master Register.

INTERNATIONAL TELECOMMUNICATION UNION

# MARITIME CONFERENCE

**GENEVA, 1974**

Document No. 493-E
31 May 1974
Original : English

PLENARY MEETING

## SEVENTH REPORT OF COMMITTEE 6
## (OPERATION)

ARTICLE 7

ADD [457A]
ADD [457B]
ADD [457C]

ARTICLE 29

MOD 1013A
Mar
MOD 1013AA
Mar
ADD 1013AB
MOD Sub-Title
MOD 1013B
Mar
MOD 1013C
Mar
SUP 1013D
Mar
SUP 1013E
Mar
SUP 1013E.1
Mar
MOD 1016
Mar
MOD 1019A
Mar
MOD Sub-Title
MOD 1020
MOD 1022
MOD 1031
MOD 1032
Mar

ARTICLE 30

ADD 1067A

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ARTICLE 32

| | | |
|---|---|---|
| MOD | 1114 | Texts adopted for these items in Article 32 during the Joint Meeting of Committees 4 and 6 (See Documents 450 and 460) will be reported by Committee 4. |
| MOD | 1160 | |
| ADD | 1162A | |
| ADD | 1163A | |
| MOD | 1166 | |
| NOC | 1167 | |
| MOD | 1168 | |
| ADD | 1168A | |
| ADD | 1168B | |
| ADD | 1173C | |
| ADD | 1176A | |
| ADD | 1176B | |
| MOD | 1177 | |
| | Mar | |
| ADD | 1177A to 1177E | |
| SUP | 1178 | |
| | Mar | |
| MOD | 1179 | |
| ADD | 1179A | |

ARTICLE 33

| | |
|---|---|
| ADD | [1235C] |
| MOD | 1236 |
| | Mar |
| ADD | 1238B |
| ADD | 1238C |
| ADD | 1238D |
| ADD | [1239A] |

ARTICLE 35

| | |
|---|---|
| ADD | 1352AA |
| MOD | 1352A.1 |

APPENDIX 15C

The table agreed for Appendix 15C during the Joint Meeting of Committees 4 and 6 (Document 450) will be reported by Committee 4.

1. The texts communicated in this report were adopted subject to a number of reservations relating to W.T. Morse Calling procedures. These reservations may be summarised as follows:

| | |
|---|---|
| Finland, France, Liberia and Switzerland | to the calling procedure as a whole |
| Australia, Canada, United Kingdom and United States of America | to 1013D, 1013E and 1013E.1 |
| Spain | to final arrangements and implementation timetable |

2. The texts adopted by the Joint Meeting of Committees 4 and 6 will be reported to the Plenary by Committee 4. Committee 4 will also report an agreement reached on Appendix 15C.

3. The attention of Committee 5 is invited to the texts adopted by Committee 6 for item MOD 1236 Mar (Document 450) and MOD 1352A.1 (Document 460).

4. The attention of the Editorial Committee is drawn to a number of inconsistencies in the paragraph numbering of the texts. Square brackets have been introduced where obvious inconsistencies exist between the numbers in this report and numbers utilised in a previous report.

Annex : 1

W.W. SCOTT
Chairman

# A N N E X

## ARTICLE 7

### Section IV.

### Maritime Mobile Service

ADD ⌊457A⌋ 13A. Frequencies that may be assigned to ship and coast stations for digital selective calling in accordance with Article 28A, Section II are as follows :

ADD ⌊457B⌋ a) Ship Stations :

4 187.6 kHz
6 281.4 kHz
8 375.2 kHz
12 562.3 kHz
12 562.8 kHz
16 749.9 kHz
16 750.4 kHz
22 248.0 kHz
22 248.5 kHz

ADD ⌊457C⌋ b) Coast Stations :

4 357.0 kHz
6 506.0 kHz
8 718.5 kHz
13 100.0 kHz
13 100.5 kHz
17 232.0 kHz
17 232.5 kHz
22 595.0 kHz
22 595.5 kHz

## ARTICLE 29

### Section III.

### Calls, Reply to Calls and Signals Preparatory to Traffic

MOD 1013A Mar (3) The procedure described in Nos. 1012 and 1013 is not applicable to the maritime mobile service.

MOD 1013AA Mar (4) When selective calling in accordance with Article 28A, Section I, is used in the maritime mobile service, the procedures prescribed in Nos. 999B, 999C and 999D shall be observed.

ADD 1013AB (5) When digital selective calling is used in the maritime mobile service Article 28A, Section II, shall be observed.

MOD Sub-title Method of calling in the maritime mobile service - Morse telegraphy

MOD 1013B §6A Mar (1) The call consists of :

- the call sign of the station called not more than twice
- the word DE
- the call sign of the calling station not more than twice
- the information required by Nos. 1016, 1020 and 1021, if necessary
- the letter K

MOD 1013C Mar (2) For normal calling, when the requirements of No. 1162 have been met, the call specified in No. 1013B may be transmitted twice, at intervals of not less than one minute, thereafter it shall not be repeated until after an interval of three minutes.

SUP 1013D Mar

SUP 1013E Mar

SUP 1013E.1 Mar

MOD 1016 §8 Mar (1) The call as described in No. 1013B shall contain the service abbreviation indicating the working frequency and, if useful, the class of emission which the calling station proposes to use for the transmission of its traffic.

MOD 1019A Mar (3) When, in the maritime mobile service, the call by a coast station does not contain an indication of the frequency to be used for the traffic, this indicates that the coast station proposes to use for traffic its normal working frequency shown in the List of Coast Stations. / See Res. No. /

Sub-title (after 1019A)

MOD Sub-title

Indication of the priority and the reason for the call and the transmission of radiotelegrams in series

MOD 1020 §9 (1) The calling station shall transmit the service abbreviation after the above-mentioned preparatory signals to indicate a priority message, other than a distress, urgency or safety message (see No. 1496) and to indicate the reason for the call.

MOD 1022 §10 The reply to calls consists of :

- the call sign of the calling station, not more than twice;
- the word DE
- the call sign of the station called once only

MOD 1031 (d) if useful, the service abbreviation and figure indicating the strength and/or intelligibility of the signals received (see Appendix 13 for Aeronautical Mobile Service and Appendix 13A for Maritime Mobile Service).

MOD 1032 Mar (e) the letter K if the station called is ready to receive the traffic of the calling station.

ARTICLE 30

ADD 1067A In the band 4 - 27.5 MHz, however, traffic lists may be made at intervals of not less than one hour.

ARTICLE 32

For this article see comments presented on page 2.

ARTICLE 33

Section III.

Calls, Reply to Calls and Signal Preparatory to Traffic

ADD [1235C] Selective calling under the provision of Article 28A may be carried out on appropriate radiotelephone working frequencies in the shore to ship, ship to shore and ship to ship directions in the band 1 605 - 4 000 kHz.

MOD 1236 Mar The text adopted by Committee 6 (Document 450) has been referred to Committee 5 for final action.

ADD 1238B 9A. (1) Frequencies that may be assigned to ship and coast stations for digital selective calling in accordance with Article 28A, Section II are as follows :

ADD 1238C (2) Ship Stations :

4 187.6 kHz
6 281.4 kHz
8 375.2 kHz
12 562.3 kHz
12 562.8 kHz
16 749.9 kHz
16 750.4 kHz
22 248.0 kHz
22 248.5 kHz

ADD 1238D (3) Coast Stations :

4 357.0 kHz
6 506.0 kHz
8 718.5 kHz
13 100.0 kHz
13 100.5 kHz
17 232.0 kHz
17 232.5 kHz
22 595.0 kHz
22 595.5 kHz

Note A ADD /1239A/ Selective calling under the provisions of Article 28A may be carried out on appropriate radiotelephone working frequencies in the shore to ship, ship to shore and ship to ship directions in the band 156-174 MHz.

ARTICLE 35

Section III.

Bands between 4 000 and 23 000 kHz

ADD 1352AA 14A. Ship and coast stations using digital selective calling in accordance with Article 28A, Section II, may use the digital selective calling frequencies specified in ADD 1238C and ADD 1238D.

MOD 1352A.1 The text adopted by Committee 6 (Document 460) has been referred to Committee 5 for final action.

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Note A : For the Editorial Committee, subject to change following further consideration in Committee 6.

INTERNATIONAL TELECOMMUNICATION UNION

# MARITIME CONFERENCE

GENEVA, 1974

Document No. 494-E
31 May 1974
Original : English

WORKING GROUP 5C

SECOND AND LAST REPORT OF SUB-WORKING GROUP 5C-2

TO WORKING GROUP 5C

Subjects : i) Additional paragraph (No. 27) to draft procedure for bringing up to date the Plan (Document 484).

ii) Information to be supplied in accordance with No. /1/ of the draft procedure for bringing up to date the Plan.

iii) Draft recommendation relating to the improved use of the HF coast radiotelephone channels in the bands allocated exclusively to the maritime mobile service.

A. Additional paragraph (No. 27) to draft procedure for bringing up to date the Plan (Document 484)

1. The text reproduced in Annex A hereto constitutes No. 27 to be added at the end of the draft procedure for bringing up to date the Plan contained in Annex A of the First Report (Document 416(Rev.2)). This text is recommended for adoption, subject to the comments in paragraph 4 below.

B. Information to be supplied in accordance with No. /1/ of the draft procedure for bringing up to date the Plan

2. The text of Annex B hereto is unanimously recommended for adoption subject to the comments in paragraph 4 below.

C. Draft recommendation relating to the improved use of the HF coast radiotelephone channels in the bands allocated exclusively to the maritime mobile service

3. The text of Annex C hereto is recommended for adoption subject to the comments in paragraph 4 below.

4. The Sub-Working Group recommends the adoption of all the above texts subject to possible minor amendment which may be required as a result of lack of time to have the draft texts placed before the Group for final consideration before onward transmission to Working Group 5C.

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Additional proposals concerning the format of the revised Frequency Allotment Plan and status of resultant frequency assignments recorded in the Master International Frequency Register

5. The proposals reproduced in Annex B to the Sub-Working Group's First Report (Document 416(Rev.2)) were referred by Working Group 5C to Sub-Working Group 5C-4 for disposal.

Conclusion of the work

6. The Chairman thanked all participants in the Sub-Working Group for their excellent co-operation in bringing the Group's work to a successful conclusion. The Delegate of the United Kingdom, on behalf of the Group, expressed warmest thanks to the Chairman for the competent manner in which he had guided the work of the Group and for his extraordinary patience.

K. BJÖRNSJÖ
Chairman

Annexes : 3

# A N N E X A

## DRAFT PROCEDURE [1]

Procedure for bringing up to date the Frequency Allotment Plan for coast radiotelephone stations operating in the exclusive maritime mobile bands between 4 000 kHz and 23 000 kHz

ADD 27. Any administration in whose name an allotment is shown in the Plan, and which has a need to replace this allotment by another allotment in the same frequency band with a view to improving its service, shall apply the procedure described in this section. If that administration arrives at a positive result in applying this procedure, the I.F.R.B. at its request, shall replace the existing allotment in the Plan by the proposed allotment.

1) See Document No. 484

A N N E X B

DRAFT

Information to be supplied in accordance with No. [1] of Article 9

Particulars relating to a proposed allotment in Appendix 25 [MOD2] to be sent to the I.F.R.B. for publication

1. Country (Zone or Area of allotment) .....

2. 2.1 Proposed frequency { Carrier ..... kHz / Assigned ..... kHz }

   2.2 Alternative proposed frequency { Carrier ..... kHz / Assigned ..... kHz }

3. Main service area .....

   (If local, state maximum length of circuit in kilometres) .....

4. Nature of service (CP, CO or CV) .....

5. Class of emission .....

6. Transmitting antenna characteristics

   6.1 In the case of a non-directional antenna, indicate the symbol "ND" .....

   6.2 In the case of a directional antenna, indicate:

   a) the azimuth of maximum radiation .....

   b) the angular width of main lobe .....

7. Planned scheduled hours of operation of the proposed frequency ..... to ..... hrs (GMT)

8. Indicate, if possible:

   a) the estimated peak-hours of traffic ..... to ..... hrs (GMT)

   b) the estimated daily volume of traffic .....

9. Planned date of first use of channel ..... (month) ..... (year)

ANNEX C

DRAFT

RECOMMENDATION No. /  /

Relating to the improved use of the HF coast radiotelephone channels in the bands allocated exclusively to the Maritime Mobile Service

The World Maritime Administrative Radio Conference, Geneva, 1974,

considering

a) that a large number of requests for HF radiotelephony allotments was submitted to this Conference;

b) that the number of channels resulting from the revision of Appendix 17 is not sufficient to satisfy these requirements in optimum conditions;

c) that the resulting sharing patterns have been formed mainly by operational considerations;

d) that after the present Conference the optimal use of the HF radiotelephony channels in the bands allocated exclusively to the Maritime Mobile Service will be of even greater importance;

e) that on each channel administrations should afford one another an equivalent quality of service;

f) that technical means to facilitate the common use of frequencies by neighbouring coast stations of different administrations or by a coast station operating on behalf of more than one administration are being developed and that these may soon become available;

recommends

1. that administrations make every effort to conclude bilateral or multilateral agreements either directly or within the framework of Article 4 of the Radio Regulations with a view to reaching mutually satisfactory operational arrangements which may include :

- different possibilities of time-sharing;
- differentiating of opening hours;
- improvement of procedures;
- multiple access to a pool of frequencies alloted to them;
- common use of a coast station;

2. that administrations employ every practicable means, which may include those mentioned above, to ensure that the best possible use is made of the HF coast radiotelephone channels in the bands allocated to the Maritime Mobile Service;

invites administrations

1. when assigning frequencies in the HF bands to coast stations, to take into account the special rules contained in No. 413 of the Radio Regulations and the provisions of No. 694 of the said Regulations;

2. to ensure that coast stations:

- use the frequency band and the minimum power appropriate to the propagation conditions and the nature of service;
- use directional antennae whenever possible;
- give appropriate instructions to ship stations in relation to No. 1291 of the Radio Regulations;

invites the C.C.I.R.

to study all technical and operational sharing criteria in relation to the use of HF coast radiotelephone channels in the bands allocated exclusively to the Maritime Mobile Service, including choice of available channels by electronic or other means to facilitate multiple access to a pool of frequencies, and to submit appropriate Recommendations to the next competent World Administrative Radio Conference.

INTERNATIONAL TELECOMMUNICATION UNION

# MARITIME CONFERENCE

GENEVA, 1974

Document No. 495-E
31 May 1974
Original : English

COMMITTEE 5

## TWELFTH REPORT OF WORKING GROUP 5B TO COMMITTEE 5

Consequential upon the decision on a power limitation for coast radiotelephone stations operating in the maritime mobile bands between 4 000 kHz and 23 000 kHz (see ADD 1351C in Document 411) the Working Group agreed on the annexed Resolution, which urges administrations to notify to the I.F.R.B., if necessary, a power reduction in conformity with Radio Regulation No. 1351C.

The date in square brackets will be the date of the entry into force of the Final Acts of this Conference. The texts in paragraph 4 in square brackets is still under consideration and will presumably depend on the decisions to be taken in Working Group 5C.

It is recommended to add a reference to this Resolution in ADD 1351C.

E. GEORGE
Chairman

Annex : 1

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ANNEX

ADD

RESOLUTION No. Mar2 ...

Relating to the power limitation for coast radiotelephone stations operating in the maritime mobile bands between 4 000 and 23 000 kHz

The World Maritime Administrative Radio Conference, Geneva, 1974,

considering

a) that under No. 1351C of the Radio Regulations coast radiotelephone stations employing class A3H, A3A or A3J emissions and operating in the maritime mobile bands between 4 000 and 23 000 kHz shall at no time use peak envelope power in excess of 10 kW;

b) that the Master International Frequency Register includes a number of coast radiotelephone stations having powers listed in Column 8 in excess of 10 kW peak envelope power;

c) that there is an urgent need to reduce harmful interference in these bands;

resolves

1. that by [1 January 1976] the administrations concerned shall reduce the peak envelope power of their coast radiotelephone stations to a value not exceeding 10 kW and shall notify the I.F.R.B. in accordance with Section I of Article 9 of the Radio Regulations;

2. that, provided the notice received by the I.F.R.B. in accordance with paragraph 1, above, does not contain any change in the basic characteristics of the originally recorded assignment, other than the power reduction, the I.F.R.B. shall record the change in the Master Register; the dates of the original assignment, in the appropriate parts of Column 2 shall be maintained. Should any other change be notified in the basic characteristics of the original assignment, it shall be dealt with in accordance with the provisions of Article 9 of the Radio Regulations;

3. that thirty days after the date referred to in paragraph 1 above the I.F.R.B. shall send to those administrations which have not notified the reduction of power of their coast radiotelephone stations in accordance with paragraph 1 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;

4. that if, ninety days after the date referred to in paragraph 1 above, the administration has still not notified to the I.F.R.B. the reduction of power in accordance with this Resolution, each entry :

[ i) with a date in Column 2a will have that date cancelled and the date of /1 January 1976/ entered in Column 2b,

ii) with a date in Column 2b will have that date cancelled and replaced by the date of /1 January 1976/;]

in each case a special remark will be entered in the Remarks Column.

INTERNATIONAL TELECOMMUNICATION UNION

# MARITIME CONFERENCE

**GENEVA, 1974**

Document No. 496-E
31 May 1974
Original : English

COMMITTEE 5

## SIXTEENTH REPORT OF WORKING GROUP 5B TO COMMITTEE 5

1. Having considered all relevant proposals concerning selective calling on the HF radiotelephone calling frequencies and having taken account also of relevant results of Sub-Working Group 4/6-Ad Hoc (see Document 460), Working Group 5B recommends the annexed text for MOD 1352A.1. The attention is drawn to the fact that the text for MOD 1352A.1 is different from that recommended by Committees 4 and 6 (Document 460, page 7); however, it has been agreed that Committee 5 takes the final responsibility for this regulation, whereas Committees 4 and 6 take the final responsibility for ADD 1352AA (Document 460, page 7).

The delegation of the United States of America has reserved its position with regard to ADD 1352A.1 as given in the annex. This delegation has proposed the following wording, which, however, has not been seconded :

"ADD 1352A.1 [2]These frequencies may also be used for selective calling by coast stations. When the selective calling system in accordance with Article 28, Section I is employed the class of emission shall be A2H."

2. Concerning the proposals IND/111/27 and 28 for MOD 999E and ADD 999E.2, respectively, supported by Brazil, no decision has been reached. It was the opinion of the meeting that if the ship station calling frequencies in the 4 MHz and 6 MHz bands were included in the list of frequencies for selective calling in accordance with Article 28A, Section I, there might arise repercussions on the work of Committee 6 with regard to the provisions for the 4 MHz and 6 MHz frequencies used to supplement 2 182 kHz for distress and safety purposes. Working Group 5B therefore agreed to leave the final decision on the above-mentioned proposals to Committee 6. Interested and affected administrations therefore are kindly asked to attend the relevant meeting of Committee 6.

This report is brought to the special attention of the Chairmen of Committees 4 and 6.

E. GEORGE
Chairman

Annex : 1

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# A N N E X

MOD 1352A.1 [2] These frequencies may also be used by coast stations with class of emission A2H, when using the selective calling system defined in Appendix 20C.

INTERNATIONAL TELECOMMUNICATION UNION

# MARITIME CONFERENCE

GENEVA, 1974

Document No. 497-E
31 May 1974
Original : English

PLENARY MEETING

## FINAL REPORT OF COMMITTEE 2 (CREDENTIALS) TO PLENARY MEETING

1. Committee 2 has held 4 meetings. At its first meeting the Committee set up a Working Group to :

   - examine the transfers of powers (vote by proxy) in connection with the election of the members of the I.F.R.B. which was held on Monday, 29 April 1974. An oral report on this matter was made at the Third Plenary Meeting on 29 April 1974 by the Chairman of Committee 2 (see Document 257, item 2);

   - verify the credentials deposited with the Conference Secretariat.

2. On the basis of the criteria laid down in Chapter 5 of the General Regulations annexed to the International Telecommunication Convention, Montreux, 1965, Committee 2 arrived at the conclusions set out in Annexes 1 to 3 below.

3. Should further credentials be deposited after its last meeting on 31 May 1974, the Committee authorized its Chairman or Vice-Chairman to examine them and to report directly to the Plenary Meeting.

Samuel H. BUTLER
Chairman

Annexes : 3

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# ANNEX 1

## DELEGATIONS, THE CREDENTIALS OF WHICH ARE IN ORDER
(as at 31 May, 1974)

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)
Congo (People's Republic of the)
Korea (Republic of)
Costa Rica
Ivory Coast (Republic of the)
Cuba
Dahomey (Republic of)
Denmark
1) Group of Territories represented by the French Overseas Post and Telecommunication Agency
Ecuador
Spain
United States of America
Finland
France
Ghana
Greece
Guatemala
Hungarian People's Republic
India (Republic of)
Indonesia (Republic of)
Iran
Iraq (Republic of)
Ireland
Iceland
Israel (State of)
Italy
Jamaica
Japan

Khmer Republic
Kuwait (State of)
2) Luxembourg
Liberia (Republic of)
Malaysia
Malagasy Republic
Morocco (Kingdom of)
Mauritius
Mauritania (Islamic Republic of)
Mexico
Monaco
Nicaragua
3) Niger (Republic of the)
Nigeria (Federal Republic of)
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
Togolese Republic
Tunisia
Union of Soviet Socialist Republics
Venezuela (Republic of)
Viet-Nam (Republic of)
Yugoslavia (Socialist Federal Republic of)

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1) Transfer of powers to France.

2) Transfer of powers to Belgium.

3) Transfer of powers to Dahomey (Republic of).

# ANNEX 2

## DELEGATIONS, THE CREDENTIALS OF WHICH ARE NOT YET IN ORDER
(as at 31 May, 1974)

Bolivia (Republic of)*)
Egypt (Arab Republic of)*)
El Salvador (Republic of)*)
Honduras (Republic of)*)
Lebanon*)
Nepal ***)
Syrian Arab Republic*)
Sri Lanka (Ceylon) (Republic of)*)
Trinidad and Tobago*)
Turkey*)
Uruguay (Oriental Republic of)*)
Yemen Arab Republic**)
Zaire (Republic of)*)

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*) 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

# ANNEX 3

## DELEGATIONS WHICH HAVE NOT YET DEPOSITED CREDENTIALS
(as at 31 May, 1974)

Austria
Gabon Republic
Upper Volta (Republic of)
Kenya (Republic of)
Libyan Arab Republic
Uganda (Republic of)
Paraguay (Republic of)
Senegal (Republic of the)
Tanzania (United Republic of)

Associate Member

Papua New Guinea

INTERNATIONAL TELECOMMUNICATION UNION

# MARITIME CONFERENCE

**GENEVA, 1974**

Document No. 498-E
31 May 1974
Original : English

PLENARY MEETING

## SEVENTH REPORT FROM COMMITTEE 4 TO THE PLENARY MEETING

1. Having considered the proposal ISR/75/31 at its 10th meeting on Friday, 31 May 1974, Committee 4 unanimously recommended adoption of the draft Recommendation appearing in Annex 1.

2. Having considered the statement by the delegate of the U.S.S.R. on the special requirements of U.S.S.R. stations of the fixed service operating in the maritime mobile bands, in accordance with No. 213 of the Radio Regulations and having taken into account the report of the I.F.R.B. contained in Document 102, Committee 4 unanimously recommended the modification of No. 213 of the Radio Regulations as appearing in Annex 2.

Capt. V.R.Y. WINKELMAN
Chairman

Annexes : 2

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ANNEX 1

RECOMMENDATION No. /...7

**Relating to a study regarding the feasibility of expanding the high frequency allocations to the maritime mobile service**

The World Maritime Administrative Radio Conference, Geneva, 1974,

considering

a) that the maritime mobile high frequency bands are heavily loaded;

b) that traffic requirements of the maritime mobile service in these bands are steadily rising;

c) that ships at sea are completely dependent upon the use of radio for all their telecommunications;

d) that due to technical developments, the traffic load of some other services has been diverted from the HF bands to other means of communication, e.g. microwave, cable, and satellite;

e) that as a direct result of these developments the need for HF allocations required by those services has possibly diminished;

considering further

that this conference is not authorized to deal with frequency bands which are not already allocated to the maritime mobile services;

recommends

that administrations study the problem and in preparing proposals for the next competent World Administrative Radio Conference take into account the needs of the maritime mobile service for expanded frequency allocations in the high frequency bands.

# ANNEX 2

MOD 213 Between 8 435.4 and 8 476 kHz, 8 615 and 8 704.4 kHz, 8 745 and 8 815 kHz, 12 652.3 and 12 714 kHz, 12 925 and 13 070.8 kHz, 13 130 and 13 200 kHz, 16 859.4 and 16 952 kHz, 17 160 and 17 196.9 kHz and between 17 290 and 17 360 kHz, the U.S.S.R. will meet their special requirements for the fixed service with due regard to technical provisions (power, location, antenna, etc.) with a view to minimizing the possibility of harmful interference to the maritime mobile service. Coast stations in the maritime mobile service will also have due regard to technical provisions (power, location, antenna, etc.) with a view to minimizing the possibility of harmful interference to the fixed service in the U.S.S.R. The International Frequency Registration Board will be consulted regarding this subject.

INTERNATIONAL TELECOMMUNICATION UNION

# MARITIME CONFERENCE

GENEVA, 1974

Document No. 499-E
31 May 1974
Original : French, English

PLENARY MEETING

## EIGHTH REPORT FROM COMMITTEE 4 TO THE PLENARY MEETING

### Examination of a Recommendation by the United Kingdom on the use of the band 13.4-14.0 GHz, allocated for radiolocation, by the maritime radionavigation service

Under this Recommendation, the delegation of the United Kingdom requested administrations to authorize the use, by maritime radionavigation systems of the sub-band 13.4-13.6 GHz, within the band 13.4-14.0 GHz allocated for radiolocation. Since 1971 the sharing of frequencies in the band 14-14.3 GHz between the radionavigation service and fixed satellite service and the need to protect the latter service had prevented this band from being used by radionavigation services except for a small number of very low-power systems.

The Recommendation was supported by two delegations but a larger number of delegations doubted the competence of the present Conference to discuss the matter and considered that the radionavigation service should be protected as an exclusive service, which would not be the case if assignments for the service had to be notified under No. 115 of the Radio Regulations.

As a result, the delegate of the United Kingdom agreed to withdraw the Recommendation. However, to make administrations aware of the difficulties involved for the maritime radionavigation service in using the band 14.0-14.3 GHz, he asked that the statement annexed to this document be incorporated in the Summary Records of Committee 4, and if approved be passed to the Plenary for record purposes.

Committee 4 unanimously agreed to forward this document to the Plenary Meeting.

Capt. V.R.Y. WINKELMAN
Chairman

Annex : 1

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# A N N E X

## USE OF THE BAND 14.0-14.3 GHz BY THE RADIONAVIGATION SERVICE

In accordance with the provisions of footnote 408A, and Recommendation Spa2 - 15, of the Radio Regulations, the C.C.I.R. has studied the criteria for frequency sharing between the radionavigation service and the fixed-satellite service (earth-space) in the band 14.0-14.3 GHz. The results of this study*) show that the level of protection required by the space service is such as to virtually rule out the use of this band for all but small numbers of very low-power radionavigation services. There is therefore a need to select another band, preferably as near as possible to the 14.0-14.3 GHz band, to accommodate the maritime radionavigation services, which prior to 1972 could have been assigned frequencies, without power restriction, in the 14.0-14.3 GHz band.

The provision of an alternative band is, of course, a matter which can be dealt with only by the World Administrative Radio Conference due to be held in 1979 or 1980. However, in the interim period the United Kingdom proposes to authorize the use of the sub-band 13.4-13.6 GHz in the 13.4-14 GHz radiolocation band, for maritime mobile radionavigation devices - of up to, and including, 5 kW effective radiated peak envelope power - since such devices cannot be accommodated in the 14.0-14.3 GHz radionavigation band due to the power limit imposed to protect the fixed-satellite service.

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*) C.C.I.R. Study Group 8 Draft Recommendation 1974 in Doc. 8/1007.

INTERNATIONAL TELECOMMUNICATION UNION

# MARITIME CONFERENCE

**GENEVA, 1974**

Document No. 500-E
4 June 1974

## LIST OF DOCUMENTS

(401 to 500)

| No. | Origin | Title | Destination |
|---|---|---|---|
| 401 | WG 6B | Twelfth Report of Working Group 6B to Committee 6 | C.6 |
| 402 | WG 6B | Thirteenth Report of Working Group 6B to Committee 6 | C.6 |
| 403 | WG 6B | Fourteenth Report of Working Group 6B to Committee 6 | C.6 |
| 404 | Joint WG 4/6 | Terms of reference Joint Working Group 4/6 - Ad hoc (calling) | C.4 and C.6 |
| 405 | Cyprus | Proposals (Frequency requirements) | C.5 |
| 406 | WG 5D | Fourth Report of Working Group 5D to Committee 5 | C.5 |
| 407 | WG "Presentation of texts" | Draft Recommendation relating to presentation of modified texts of the RR | PL |
| 408 | WG 6C | Eighth Report of Working Group 6C to Committee 6 | C.6 |
| 409 | C.4 | Third Report of Committee 4 to the Plenary Meeting | PL |
| 410 | Greece/ Norway | Recommendation relating to the allocation of exclusive bands to the Maritime Mobile Service between 23 000 and 27 500 MHz | C.4 and C.5 |
| 411 | C.7 | B.3 | PL |
| 412 | Spain | Information for the work of Sub-Group 5C-3 | WG 5C |

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| No. | Origin | Title | Destination |
|---|---|---|---|
| 413 | Joint WG 4A/5E | Seventh Report of Joint-Working Group 4A/5E | C.4 |
| 414 | Turkey | Proposals (Frequency requirements) | C.5 |
| 415 | C.4 | Note from the chairman of Committee 4 to the chairman of Committee 6 | C.6 |
| 416 (Rev.2) | WG 5C-2 | First Report of Sub-Working Group 5C-2 to Working Group 5C | WG 5C |
| 417 | Australia | Frequency requirements | C.5 |
| 418 | C.6 | Provisions for inclusion in Article 35 and Appendix 18 | C.5 |
| 419 | C.4 | Fourth Report of Committee 4 to the Plenary Meeting | PL |
| 420 | C.7 | B.4 | PL |
| 421 | WG 6C | Ninth Report of Working Group 6C to Committee 6 | C.6 |
| 422 | Roumania | Proposals (Frequency requirements) | C.5 |
| 423 | U.S.A. | Proposals (Frequency requirements) | C.5 |
| 424 | WG 6A | Ninth Report by Working Group 6A to Committee 6 | C.6 |
| 425 | WG 5C-3-F | Draft Plan of the 8 MHz band | C.5 |
| 426 | C.6 | Sixth Report of Committee 6 | PL |
| 427 | S.G. | Analysis of list of coast stations | C.5 |
| 428 | C.4 | Fifth Report of Committee 4 to the Plenary Meeting | PL |

| No. | Origin | Title | Destination |
|---|---|---|---|
| 429 + Corr.1 | C.5 | Summary record of the fifth meeting of Committee 5 | C.5 |
| 430 | WG 6B | Fifteenth Report of Working Group 6B to Committee 6 | C.6 |
| 431 | WG 5A | Ninth Report by Working Group 5A to Committee 5 | C.5 |
| 432 (Rev.1) | WG 5A | Tenth Report by Working Group 5A to Committee 5 | C.5 |
| 433 (Rev.1) | WG 5A | Eleventh Report by Working Group 5A to Committee 5 | C.5 |
| 434 | WG 5C-3-F | Draft Plan of the 4 and 6 MHz bands | C.5 |
| 435 + Corr.1 | Editing Group | First report by the Editing Group for Appendix 3 of Committees 4 and 5 | C.4 and C.5 |
| 436 | C.7 | B.5 | PL |
| 437 | U.S.A. | Proposals | PL |
| 438 | WG 5C-3-F | Draft Plan of the 12, 16 and 22 MHz bands | C.5 |
| 439 | C.7 | B.6 | PL |
| 440 | C.5 | Revision of Appendix 25 MOD | PL |
| 441 | WG 6B | Sixteenth Report of Working Group 6B to Committee 6 | C.6 |
| 442 | WG 6B | Seventeeth Report of Working Group 6B to Committee 6 | C.6 |
| 443 | WG 5B | First Report of the Ad hoc Group of Working Group 5B to Committee 5 | C.5 |

| No. | Origin | Title | Destination |
|---|---|---|---|
| 444 | Kuwait | Proposals (Frequency requirements) | C.5 |
| 445 | C.6 | Summary record of the sixth meeting of Committee 6 | C.6 |
| 446 | WG 6A | Tenth Report by Working Group 6A to Committee 6 | C.6 |
| 447 | WG 6B | Eighteenth Report of Working Group 6B to Committee 6 | C.6 |
| 448 | C.7 | B.7 | PL |
| 449 + Corr.1 | WG 6A-2 | Report of Sub-Working Group 6A-2 to Working Group 6A | WG 6A |
| 450 | WG 6A | Eleventh Report by Working Group 6A to Committee 6 | C.6 |
| 451 | WG 6A | Twelfth Report by Working Group 6A to Committee 6 | C.6 |
| 452 | WG 5A | Twelfth Report by Working Group 5A to Committee 5 | C.5 |
| 453 | C.4 and C.5 | Summary record of the second joint meeting of Committee 4 and Committee 5 | C.4/ C.5 |
| 454 | WG 5D | Fifth Report of Working Group 5D to Committee 5 | C.5 |
| 455 | WG 5B | Thirteenth Report of Working Group 5B to Committee 5 | C.5 |
| 456 | WG 5B | Fourteenth Report of Working Group 5B to Committee 5 | C.5 |
| 457 | Albania | Credentials | PL |
| 458 | Albania | Credentials | PL |

| No. | Origin | Title | Destination |
|---|---|---|---|
| 459 | Brazil | Additional requirements of frequencies for Brazilian coast HF radiotelephone stations | C.5 |
| 460 | WG 6A | Thirteenth Report by Working Group 6A to Committee 6 | C.6 |
| 461 | Ecuador | Proposals (Frequency requirements) | C.5 |
| 462 | United Kingdom | Draft Resolution relating to the possible rearrangement of the RR and the Additional RR | PL |
| 463 | WG 5C-3 | Note by the Chairman of 5C-3 (Number of allotments) | C.5 |
| 464 | C.7 | B.8 | PL |
| 465 + Corr.1 | C.7 | R.1 | PL |
| 466 | Israel | Proposals | WG 4/6 |
| 467 | C.2 | Summary record of the third meeting of Committee 2 | C.2 |
| 468 | WG 6A | Fourteenth Report by Working Group 6A to Committee 6 | C.6 |
| 469 | C.4 | Summary record of the eighth meeting of Committee 4 | C.4 |
| 470 | C.4 | Summary record of the ninth meeting of Committee 4 | C.4 |
| 471 | WG 6B | Nineteenth Report of Working Group 6B to Committee 6 | C.6 |
| 472 | WG 4C | Third Report by Working Group 4C to Committee 4 | C.4 |

| No. | Origin | Title | Destination |
|---|---|---|---|
| 473 | WG 4A/5E | Eighth Report of Joint Working Group 4A/5E | C.4 and C.5 |
| 474 | C.5 | Summary record of the sixth meeting of Committee 5 | C.5 |
| 475+Corr | PL | Minutes of the fourth Plenary Meeting | PL |
| 476+Corrig | C.4 and C.5 | Summary record of the third joint meeting of Committee 4 and Committee 5 | C.4 and C.5 |
| 477 | WG 5D | Sixth Report of Working Group 5D to Committee 5 | C.5 |
| 478 | U.S.S.R. | Declaration | PL |
| 479+Corrig (Rev.1) | C.7 | B.9 | PL |
| 480 | WG 6B | Report of Working Group 6B to Committee 4 | C.4 |
| 481 | C.5 | Summary record of the seventh meeting of Committee 5 | C.5 |
| 482 | Korea | Declaration | PL |
| 483 | C.5 | Second Report of Committee 5 | PL |
| 484 | WG 5C | First Report of Working Group 5C to Committee 5 | C.5 |
| 485+Add | WG 5D | Seventh Report of Working Group 5D to Committee 5 | C.5 |
| 486 | C.4 | Sixth Report by Committee 4 to the Plenary Meeting | PL |
| 487 | WG 6B | Twentieth Report of Working Group 6B to Committee 6 | C.6 |

| No. | Origin | Title | Destination |
|---|---|---|---|
| 488 | WG 6A | Fifteenth and last Report by Working Group 6A to Committee 6 | C.6 |
| 489 | C.6 | Summary record of the seventh meeting of Committee 6 | C.6 |
| 490 | WG 5B | Fifteenth Report of Working Group 5B to Committee 5 | C.5 |
| 491 (Rev.1) | WG 5C-3-F | Report of Sub-Working Group 5C-3-F | C.5 |
| 492 (Rev.) + Add. | WG 5C-4 | Report of Sub-Working Group 5C-4 to Working Group 5C | WG 5C |
| 493 | C.6 | Seventh Report of Committee 6 | PL |
| 494 | WG 5C-2 | Second and last report of Sub-Working Group 5C-2 to Working Group 5C | WG 5C |
| 495 | WG 5B | Twelfth Report of Working Group 5B to Committee 5 | C.5 |
| 496 | WG 5B | Sixteenth Report of Working Group 5B to Committee 5 | C.5 |
| 497 | C.2 | Final report of Committee 2 (Credentials) to Plenary Meeting | PL |
| 498 | C.4 | Seventh Report from Committee 4 to the Plenary Meeting | PL |
| 499 | C.4 | Eighth Report from Committee 4 to the Plenary Meeting | PL |
| 500 | S.G. | List of Documents | PL |