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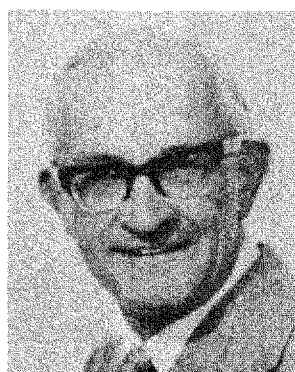
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World Administrative Radio Conference for Maritime Mobile Telecommunications (Geneva, 1974)

by
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THE opening of the World Administrative Radio Conference for Maritime Mobile Telecommunications on 22 April 1974 was reported in the *Telecommunication Journal* of June 1974. The Conference was held in the new International Conference Centre, Geneva with its excellent facilities and was attended by some 550 delegates representing 104 countries, by ten international organizations and by four specialized agencies of the United Nations. It completed its task on 8 June when the Final Acts were signed.

The primary reason for the Conference, arising out of Recommendation No. Mar 6 of the World Administrative Radio Conference to deal with matters relating to the maritime mobile service (Geneva,

1967) was the establishment, on the basis of single sideband operation, of a new frequency allotment plan for high-frequency coast radiotelephone stations, covering the channels made available by the 1967 Conference. However, in convening the Conference, the International Telecommunication Union (ITU) Administrative Council broadened the scope of the agenda to permit consideration and revision, as necessary, of all the provisions of the Radio Regulations and of the Additional Radio Regulations for the maritime mobile and maritime mobile-satellite services and for the radio-determination and radiodetermination-satellite services used for maritime purposes, provided that frequency spectrum

considerations were confined to those parts of the frequency spectrum already available for those services.

In its seven weeks duration the Conference dealt with some 2500 proposals contained in about 250 documents and, *inter alia*, revised the provisions of the Radio Regulations in respect of the high-frequency radiotelephone service, distress and safety, selective calling, narrow-band direct-printing and data transmission systems, calling procedures in the high-frequency radiotelegraph bands, hours of watchkeeping, on-board communications, radiodetermination, accounting procedures, radio operators' certificates and

technical characteristics in general. It also agreed that the Final Acts of the Conference would come into force on 1 January 1976, with extended dates for the implementation of certain frequency changes and technical provisions.

The proposals were divided on the broad basis of radiotelegraphy, radiotelephony and operational for consideration by Committees and their Working Groups.

Committee 1—Steering Committee

This Committee co-ordinated the work of all the other Committees and fixed the programme of meetings to ensure the smooth working of the Conference

and so enabled it to complete its task within the time limit set by the Administrative Council.

Committee 2—Credentials

This Committee verified the credentials of delegates conferring on them the right to vote or to sign the Final Acts of the Conference.

Committee 3—Budget control

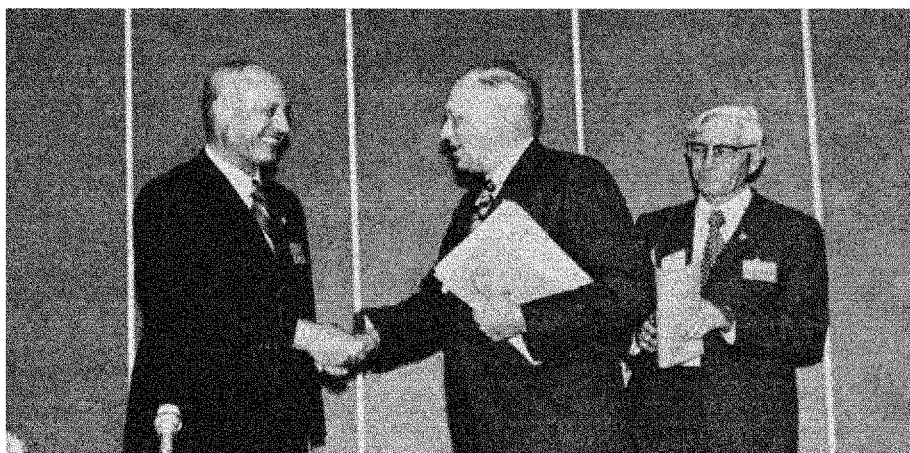
The control exercised by this Committee over the organization, the facilities available to the delegates and the overall expenditure of the Conference ensured that the budget approved by the Administrative Council was not exceeded.

Committee 4—Radiotelegraphy

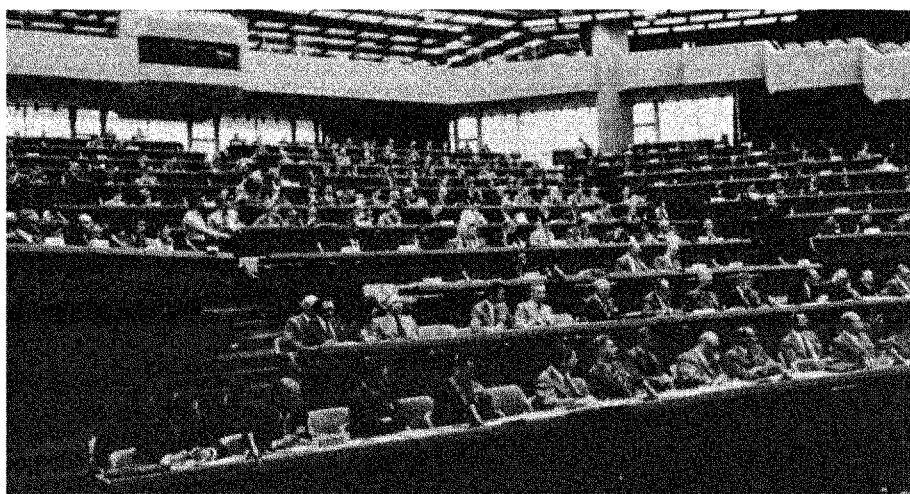
The technical aspects of the radiotelegraph service were the main concern of this Committee and included the revision, in conjunction with Committee 5 (Radiotelephony), of the sub-bands for the various maritime mobile services listed in Nos. 446-453A of Article 7 to take account of the developing needs of the radiotelephone and narrow-band direct-printing telegraphy and data transmission services; selective calling; the general technical characteristics applicable to radiotelegraphy and the consequential revision of Appendix 15.

● A1 Morse telegraph calling and working bands

Although the majority of delegations agreed that additional spectrum space for the developing services could only be obtained by the reduction of the sub-bands allocated to A1 Morse, there was considerable discussion as to the degree by which those sub-bands could be reduced without degrading the A1 Morse services. Eventually, however, it was agreed to abolish the ship high traffic bands entirely, to reduce the present ship low traffic bands slightly and to compensate for this by reducing channel spacing at 8 MHz and above (thus increasing the number of channels) and by permitting the interleaving of frequency assignments in 100 Hz steps between channels in all A1 working bands. By this means the advantages of harmonic relationship were maintained while permitting the greater flexibility afforded



22 April 1974—opening of the World Administrative Radio Conference. Mr. R. M. Billington (centre) is congratulated by the Secretary-General of the ITU, Mr. M. Mili, on his election as Chairman of the Conference. Rear right, Mr. J. Kupper, dean of the Conference, who opened the inaugural meeting



... some 550 delegates representing 104 countries

by the use of the frequency synthesis method of frequency generation.

Provision was made for the adoption of a frequency tolerance for ship stations of 50 parts in 10^6 as from June 1977 in the A1 Morse working bands with the exception that existing equipments having a tolerance of 200 parts in 10^6 could continue to be used after that date.

The introduction of new calling procedures in the calling bands (see Committee 6) resulted in the adoption in these bands of recommended frequency tolerances of 40 parts in 10^6 in the bands between 4 and 23 MHz and of 30 parts in 10^6 in the 25 MHz band (see Appendix 3).

Implementation arrangements were set out in Resolution No. Mar 2-4.

● Narrow-band direct-printing telegraph and data transmission systems

Provision was made for the extended use and development of narrow-band direct-printing and data transmission systems by both manual and automatic means. Sections of the HF bands were reserved for use on a paired and non-paired basis and arrangements were made in Resolutions Nos. Mar 2-8 and Mar 2-7 for the notifications and recording in the Master international frequency register of channels brought into use.

The technical requirements of Appendix 20B were amended to provide for the use of error detecting and correcting systems, for tighter tolerances for both ship and coast stations and for the use of selective calling in association with direct-printing systems.

● Appendix 15

This appendix was revised to take account of the frequency changes made in the various sub-bands and was expanded to include the whole of the maritime mobile high-frequency bands. Details of the assignable frequencies for narrow-band direct-printing systems (paired and non-paired) as well as those to be used for A1 Morse telegraph calling and working were listed in Appendices 15A, 15B and 15C respectively.

Implementation arrangements were set out in Resolutions Nos. Mar 2-2 and Mar 2-4.

● Other items

Provision was also made for:

- the use of class of emission A2H only (F2 on VHF) when using the SSFC selective calling system;
- the use of digital selective calling systems (see also Committee 6);
- the use of narrow-band direct-printing telegraph and data systems in the bands 405-525 kHz (subject to special agreement between interested and affected administrations in the European maritime area) and 1 605-4 000 kHz;
- the development of fixed frequency radar beacons (racons) in the maritime radionavigation service in the bands 2 900-2 920 and 9 300-9 320 MHz, and for a recommendation (MAR 2-13) to the International Radio Consultative Committee (CCIR) requesting that body, after consultation with the appropriate international organizations, to recommend the technical parameters to be met by such devices bearing in mind compatibility problems with other services operating in those bands, and inviting the Inter-Governmental Maritime Consultative Organization (IMCO) and the International Association of Lighthouse Authorities (IALA) to continue to evaluate the operational benefits which would result from the widespread use of such beacons;
- the action taken by the International Frequency Registration Board (IFRB) and administrations regarding assignments in the coast station radiotelegraph and radiotelephone bands which have not been transferred to their appropriate bands in accordance with the arrangements laid down by the World Maritime Administrative Radio Conference, 1967 (Resolution No. Mar 2-6).

● Recommendations adopted (other than those mentioned in the text)

Mar 2-14

requesting the CCIR to recommend, after consultation with the appropriate international organizations, the most suitable order of frequencies and bandwidth required for shipborne transponders and the technical parameters to be met and inviting administrations and IMCO to continue to evaluate the operational benefits that would result from the widespread use of such devices.

Mar 2-8

recommending a frequency distribution arrangement for the use of frequency bands between 23 000 and 27 500 kHz by the maritime mobile service.

Mar 2-6

recommending that administrations provide a service on the frequencies of Section C of Appendix 17 and Section B of Appendix 17 Rev (simplex frequencies) at their main coast stations so that ocean-going vessels will be able to communicate with coast stations of any administration.

Committee 5—Radiotelephony

This Committee considered the technical and administrative aspects of the radiotelephony service including the revision, in conjunction with Committee 4, of the sub-bands between 4 and 23 MHz listed in Nos. 446-453A of Article 7 and the revision of Appendices 17, 18 and 25 to take account of changes agreed by the Conference.

It was clear, even before the Conference, that the amount of frequency spectrum available between 4 and 23 MHz would be insufficient to meet the increasing needs of the radiotelephone service and much effort was expended at the Conference in trying to reconcile the conflicting requirements of the radiotelegraph and radiotelephone services. However, a compromise was eventually reached and as a result of the reduction of the sub-bands allocated to A1 Morse and the reduction of channel spacing between HF radiotelephone channels some 38 additional channels were made available for radiotelephony.

● Appendix 17

To make more efficient use of the spectrum space available for HF radiotelephony and to provide uniform spacing between channels a channel spacing of 3.1 kHz was agreed for all bands, except for some channels in the simplex bands where for planning reasons 3.0 kHz spacing was adopted. Appendix 17 was revised on this basis and a new appendix (Appendix 17 Rev) was prepared which included the additional bands made available by the 1967 and 1974 Conferences. This appendix was divided into two sections as follows:

Section A

Table of single sideband transmitting frequencies for duplex operation.

Section B

Table of single sideband transmitting frequencies for simplex (single-frequency) operation and for intership cross-band (two-frequency) operation.

The frequencies in Section B were provided for world-wide common use by ships of all categories, according to traffic requirements, for ship transmissions to coast stations and for intership communication; they were also authorized for world-wide common use for transmissions by coast stations (simplex operation) provided that the peak envelope power does not exceed 1 kW.

● Appendix 17A

The technical characteristics of single sideband transmitters given in Appendix 17A were revised to provide for a reduction in the carrier power of Class A3A emissions, tighter tolerances for ship equipment and improved suppression of unwanted emissions, effective from 1 January 1978 for HF equipment and from 1 January 1982 for equipments operating in the band 1 605-4 000 kHz.

● Appendix 25

Even though provision was made for some 38 additional channels it soon became apparent that the spectrum space available would not meet demands and that there would be insufficient channels based on technical sharing criteria to satisfy requirements. The difficulties were discussed at great length and eventually a new Frequency Allotment Plan (Appendix 25 Mar 2) was prepared with extensive sharing between countries based mainly on operational considerations, with provision in Resolution No. Mar 2-12 for its implementation. In an effort to improve sharing, maximum peak envelope powers of 10 and 1.5 kW were introduced for coast stations and ships respectively. It was recognized that, if all countries took up their allotments in the new plan without regard to the importance of attaining optimum conditions, considerable difficulty would be experienced in maintaining a satisfactory service and it was recommended (Recommendation No. Mar 2-7) that administrations

should take special care to ensure that the best possible use is made of HF radiotelephone channels by using the frequency band and the minimum power appropriate to the propagation conditions and the nature of the service, by using directional aerials whenever possible and by making mutually satisfactory operational arrangements with other administrations using the same channels. At the same time the CCIR was requested to study the technical and operational sharing criteria relating to the use of HF radiotelephone channels, including the choice of available channels by electronic or other means, to facilitate multiple access to channels and to endeavour to provide provisional results as soon as possible, and in any case not later than 1 July 1976, to facilitate the co-ordination of frequency assignments prior to the notification of assignments to the IFRB as laid down in Resolution No. Mar 2-12 (see also Resolution No. Mar 2-11).

The provisions of Article 9 were amended to provide a procedure for bringing the frequency allotment plan up to date.

Although all countries agreed to make every effort to operate according to the plan a number expressed doubts as to its operational feasibility and recorded reservations in the Final Acts.

● Appendix 18

The frequency bands between 156 and 174 MHz designated for the maritime mobile service were reviewed and provision made for a more flexible use of available channels to allow for further development of existing services and the introduction of new ones.

Provision was made for:

- the use of channel 16 (156.8 MHz) as an international distress, safety and calling frequency;
- the use of channel 6 (156.3 MHz) for world-wide use for communications between aircraft and stations of the maritime mobile service in co-ordinated search and rescue operations;
- the continued use of channels 15 and 17 for on-board communications, subject to review by the next competent world administrative radio conference;
- the use of two-frequency port operations channels on a shared and co-

ordinated basis by public correspondence services in areas where this was required;

- the additional use of these port operations channels on a shared and co-ordinated basis for a new ship movement service (as defined in ADD 37A);
- the use of specified channels, subject to safeguards listed in Article 27, for communications between helicopters, light aircraft and ship stations or coast stations for co-ordinated search and rescue and anti-pollution operations in the European maritime area and in Canada, also, subject to the same safeguards and on a more general basis, for the use of other specified channels for communication between such stations in general maritime support operations;
- the use of specified channels for high-speed data and facsimile transmissions, narrow-band direct-printing and data transmission systems and calling in an automated service.

The table of transmitting frequencies was amended to take account of these requirements.

In order to assist these developments, arrangements were made in Resolution No. Mar 2-14 to permit the use of the 25 kHz channels 60-88 (except Nos. 75 and 76) in areas where it was found to be necessary, in advance of the general implementation date of 1 January 1983. In addition the provisions for the permissive use of certain channels by the maritime mobile satellite service given in No. 287A of the Radio Regulations (see Resolution No. Spa 2-5) were abrogated.

● 450-470 MHz on-board communications

The use of six frequencies in the band 450-470 MHz for on-board communications was agreed with some variation in the territorial waters of Canada, the United States of America and the Philippines (see ADD 318C). These provisions cover direct communications on board ship as well as the use of repeaters on large ships. The technical characteristics for equipment used in this band were laid down in a new appendix (Appendix 19A).

There was considerable discussion on the effectiveness of frequencies of this order on board ship and it was agreed that the use of the band should be reviewed by the next competent world administrative radio conference and that meantime the CCIR should be invited to study the question whether UHF frequencies can meet the technical and operational requirements for on-board communications (Recommendation No. Mar 2-11).

• Other items

Other items for which provisions were made included:

- basic requirements for the satisfactory use of linked compressor and expander systems (Appendix 20D);
- the up-dating, in Resolution No. Mar 2-13, of the provisions of Resolution No. Mar 6 (1967) relating to the introduction of single sideband techniques;
- the use of the frequencies 4 136.3 and 6 204.0 kHz (to be replaced by 4 125 and 6 215.5 kHz on 1 January 1978);
- in Resolution No. Mar 2-9 for coast stations employing classes of emission A3A, A3H and A3J and operating in the band 1 605-4 000 kHz to use peak envelope powers of less than 5 kW

when situated north of parallel 32° N and 10 kW when south of 32° N (see also ADD 1322BA).

A footnote (ADD 195A) drawing attention to the use by special arrangements between administrations of low power radio-determination systems in the European maritime area was added to certain sections of the bands between 1 605 and 2 850 kHz and a recommendation (No. Mar 2-1) was adopted inviting administrations to study the possibility of affording adequate protection for low power radio-location stations operating in coastal areas with the object of submitting proposals for the next appropriate world administrative radio conference.

The use of classes of emission A3A and A3J for distress and safety purposes on 2 182, 4 136.3 and 6 204.0 kHz was referred to the CCIR for study (see Resolutions Nos. Mar 2-20 and Mar 2-21).

Committee 6—Operational Committee

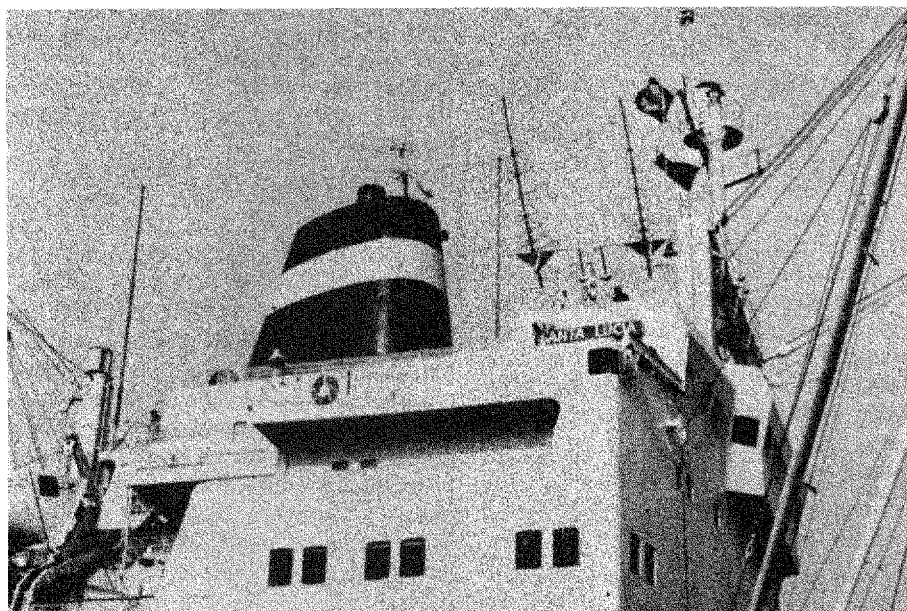
This Committee reviewed the operational requirements for both radiotelegraphy and radiotelephony in the maritime mobile and maritime mobile-satellite services, including those for distress and safety; selective calling; HF A1 Morse calling procedures; hours of watchkeeping; radio operators' certificates; accounting procedures and service documents.

• Maritime mobile-satellite services

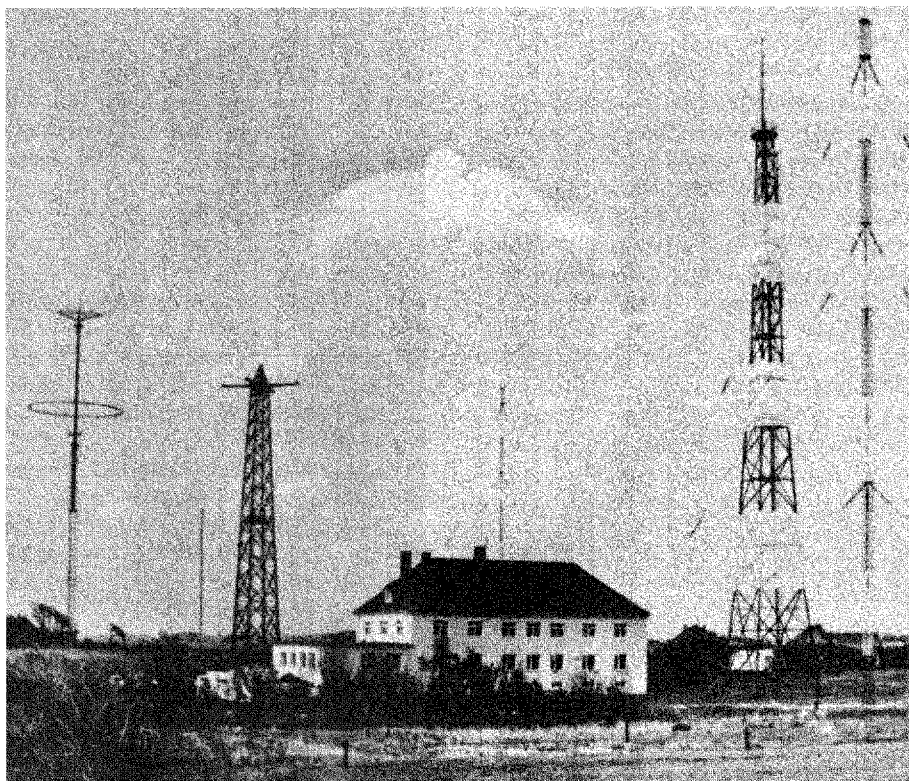
It was generally recognized that administrations had little or no experience in operating a maritime mobile-satellite service and that consequently it was not possible at present to establish comprehensive regulatory provisions for such a service. Nevertheless as temporary administrative, technical and operational provisions might be needed before the next world administrative radio conference it was recommended (Recommendation No. Mar 2-15) that administrations participating in such services could agree temporary arrangements, that these should be notified to the Secretary-General of ITU, and that other administrations should be invited to adopt them without prejudice. A number of provisions were however adopted to enable a maritime mobile-satellite service to be introduced in an orderly manner.

• Distress and safety

The frequency 156.8 MHz was designated the international distress, safety and calling frequency for the maritime mobile VHF radiotelephone service. It was recognized, however, that watchkeeping on this frequency could be a problem and non-mandatory watchkeeping provisions were included in the Radio Regulations. The use of the frequencies 4 136.3 and 6 204.0 kHz was agreed to supplement



...to prepare systematically for the introduction of the maritime mobile-satellite service



... during their hours of service, all coast stations must keep watch on the common calling channels and, during busy periods, on the designated channels

the frequency 2 182 kHz in certain areas. Provision was made for the use by maritime mobile stations of the auxiliary aeronautical frequency 123.1 MHz for safety purposes when communicating with stations of the aeronautical mobile service.

● Selective calling

The operational provisions for the use of the SSFC selective calling system were brought up to date and provisional arrangements were made to permit the use of digital selective calling systems provided that the system used conformed to the relevant CCIR recommendations. A resolution (No. Mar 2-11) was adopted to facilitate the introduction of a single digital calling system as soon as the CCIR studies were complete.

Provision was also made for the use of the "all ships call" for distress, urgency and the announcement of vital navigational warnings on MF and HF and for safety purposes in the VHF band. It was emphasized that such a call could only

be used to supplement, and not to replace, existing distress alerting signals.

● Calling procedures in the ship station HF A1 Morse telegraph bands

Although it was generally agreed that there was an urgent need to improve calling procedures to enable contact to be made more efficiently, there was much discussion as to how this could best be done. The procedures eventually adopted consisted of a shorter call coupled with spot frequency watchkeeping by coast stations. Each calling band was divided into groups of calling channels, including common calling channels for distribution between countries as set out in Resolution No. Mar 2-5. All coast stations will maintain watch on the common calling channels (see Appendix 15C) during their hours of service and on nominated channels during busy periods—details of watches kept being published in the List of coast stations. The new arrangements will come into force on 1 June 1977.

● Hours of watchkeeping for ship stations

The method of watchkeeping based on GMT and the watchkeeping zones were examined in detail and after considerable discussion were amended to make more effective use of radio operators' time on board ship by reducing unproductive watchkeeping and providing service when this was most required. The revised method, described in the amended Article 25 and Appendix 12, was based on ship's time or zone time at the discretion of administrations.

Under the new arrangement ship stations of the second category (H16) will maintain 12 hours of watch during the modified hours of service:

0000 - 0400	} ship's time or zone time
0800 - 1200	
1600 - 1800	
2000 - 2200	

and additionally, 4 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.

Ship stations of the third category (H8) will maintain service between 0800 and 1200 hours ship's time or zone time, 2 continuous hours of service between 1800 and 2200 hours at times decided by the administration, master or responsible person and, additionally, 2 hours of service at times decided by the administration, master or person responsible, to meet the essential communication needs of the ship having regard to propagation conditions and traffic requirements.

Ship stations of the fourth category are encouraged to keep watch from 0830 to 0930 hours, ship's time or zone time. The zone times are shown in the revised Appendix 12.

The new arrangements will come into force on 1 January 1976.

● Radio operators' certificates

The provisions of Resolution No. Mar 16 of the 1967 World Maritime Administrative Radio Conference relating to the introduction of a radiocommunication radio operator's general certificate were transferred to Article 23 and consequential amendments were made to the provisions



... the conditions for obtaining each of the various certificates have also been revised and brought up to date

of Article 24 covering the class and minimum number of operators. The requirements of all certificates were also reviewed and brought up to date.

● Accounting procedures

Arising from a revision of the Telegraph Regulations and the Telephone Regulations for the telecommunication services as a whole by the World Administrative Telegraph and Telephone Conference (Geneva, 1973) there were proposals to transfer the accounting and charging provisions for maritime mobile public correspondence services to the International Telegraph and Telephone Consultative Committee (CCITT) recommendations. It was also proposed that ship charges for "to ships" traffic should be abolished.

After considerable discussion it was decided to revise the present provisions of the Radio Regulations and Additional Radio Regulations to implement the decisions of the Telegraph and Telephone Conference and to make provision for radiotelex calls. It was also decided to retain "to ship" charges and to amend the provisions for radiomaritime letters. This proved to be a lengthy and difficult task and it was generally agreed that the whole question of accounting and

charging for maritime mobile public correspondence services should be studied by the CCITT with a view to improving accounting methods and to providing for foreseeable developments (Resolution No. Mar 2-22).

It was also agreed (Resolution No. Mar 2-23) that a study should be made by the CCITT of those parts of Chapter IX of the Radio Regulations and of the Additional Radio Regulations not included in the study referred to in Resolution No. Mar 2-22 with a view to the inclusion of these parts in the CCITT recommendations.

It was however recognized that any provisions proposed by the CCITT following the study envisaged in Resolution No. Mar 2-22 could not be included in the Radio Regulations and Additional Radio Regulations before the World Administrative Radio Conference of 1979. It was therefore recommended (Recommendation No. Mar 2-18) that the CCITT report should include basic as well as detailed provisions forming a complete set of accounting rules which should be produced as a CCITT recommendation entitled "Draft rules for accounting in the maritime mobile service", that these draft rules be brought into use as soon as possible after their approval by the CCITT Plenary Assembly and that administrations should put forward proposals to the next competent world administrative radio conference as to which, if any, of the draft rules should be included in the Radio Regulations.

● Other items

Provision was made for:

- the transmission of a single tone of 1 300 Hz for 10 seconds following the transmission of the radiotelephone alarm signal by a coast station to distinguish it from a similar signal transmitted by a ship;
- tests of the radiotelephone alarm signal on 2 182 kHz to be discontinued except in respect of radiotelephone emergency equipment which can operate on 2 182 kHz only, in which case a suitable artificial aerial must be used;
- certain amendments to the List of coast stations and the List of radio-determination and special service stations;

— amendments and additions to the "Q" code.

● Recommendations adopted (other than those referred to in the text)

relating to distress, urgency and safety traffic.

Mar 2-16

recommending that IMCO continue its studies with the object of the early introduction of the future distress system;

that the CCIR continue its studies to determine the role of maritime satellite communications in a co-ordinated distress system, and

that administrations consider the possible introduction of more automated telecommunication systems with the object of putting forward proposals for the next appropriate world administrative radio conference,

Mar 2-19

urging the CCIR and the CCITT to undertake all required studies to facilitate the full interconnection of the maritime mobile services with the international telephone and telegraph networks,

Mar 2-2

recommending that in the light of studies carried out by the CCIR the next appropriate world administrative radio conference determine a frequency in the band 1 605-3 800 kHz reserved for transmitting only distress calls and messages and possibly, urgency signals and messages, safety signals and certain safety messages and another frequency for voice or selective calling for routine traffic together with suitable guard bands for both,

Mar 2-3

refers to the desirability of the maritime mobile service making more effective use of the band 1 605-4 000 kHz and invites administrations to study the problem and put forward proposals so that the next competent world administrative radio conference may look at the possibility of establishing a channel plan which would include some common international shore-to-ship, ship-to-shore and intership channels and of establishing regional frequency assignment plans to this end,

Mar 2-4

refers to the use of the frequencies 4 136.3 and 6 204.0 kHz (4 125.0 and 6 215.5 kHz from 1 January 1978) to supplement the frequency 2 182 kHz in certain areas and to the need for ships operating in those zones to be suitably equipped to take advantage of the facilities offered,

Mar 2-12

refers to the desirability of reviewing the concept of emergency position-indicating radiobeacons in search and rescue operations and to the need for the CCIR and IMCO to study the technical and operational questions associated with their use bearing in mind the prime requirement for homing and the need for the unification of technical characteristics.

Committee 7—Editorial

The task of the Editorial Committee in perfecting the form of the Regulations without altering the sense and ensuring uniformity is always a difficult one. This Conference was no exception and since the work of the Conference continued until late on 7 June it was a tribute to the Editorial Committee that copies of the Final Acts were available late in

the morning of 8 June to enable them to be signed before delegates dispersed.

● Items of general interest

Provision was made in Resolution Mar 2-17 for the establishment of a manual for use by the maritime mobile and maritime mobile-satellite services and the inclusion of those provisions of

- the revised Radio Regulations (including Appendices) and Additional Radio Regulations,
- the Telegraph Regulations and the Telephone Regulations,
- the International Telecommunication Convention, and
- the CCITT recommendations of the Vth CCITT Plenary Assembly (Geneva, 1972)

which are applicable or useful.

The Conference considered the resolutions and recommendations that have been adopted in the past relating to the structure of the Radio Regulations and the Additional Regulations. It recommended that a Working Group of Experts should be convened to study the question in advance of the World Administrative Radio Conference scheduled for 1979 with the object of separating the adminis-

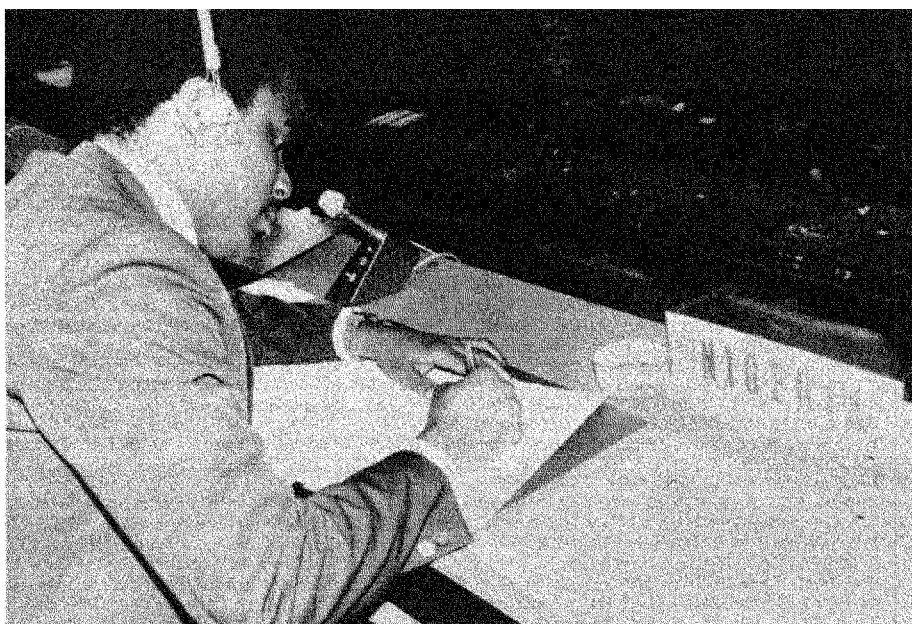
trative regulations from the operational regulations classifying the latter according to the various services concerned. The result of the study should be circulated to all administrations by 1 September 1976 (Recommendation No. Mar 2-21).

Resolution No. Mar 2-18 was adopted requesting Member countries to support, to the extent of their capabilities and their technical advancement, the Union's technical co-operation 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 by giving technical advice to the Union.

The Conference discussed Recommendation No. 2 of the ITU Plenipotentiary Conference (Malaga-Torremolinos, 1973) 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 and decided that to ensure the necessary close co-ordination it was desirable to refer the study of problems affecting several services simultaneously to the general World Administrative Radio Conference, 1979.

Recommendation No. Mar 2-9 was also adopted referring to the need for a study by administrations of the feasibility of expanding the high-frequency bands allocated to the maritime mobile service to take account of the present heavy loading of frequencies and the increasing traffic requirements with the object of submitting specific proposals to the next competent world administrative radio conference.

There is little doubt that the results of the Conference reflect the comments of the Secretary-General who, in opening the Conference, referred to the need for the genuine spirit of international co-operation in providing for the expansion of the maritime mobile service and ensuring its adaptability to meet the ever changing conditions of a truly international service.



8 June 1974—signature of the Final Acts

(Original language: English)