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| A close up of a sign  Description automatically generated | **World Radiocommunication Conference (WRC-23) Dubai, 20 November - 15 December 2023** | |  |
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|  | | **Doc. CPG(23)060 ANNEX V-11A** | |
| PLENARY MEETING | | **Addendum 1 to Addendum 11 to Document XXXX-E** | |
|  | | **24 August 2023** | |
|  | | **Original: English** | |
|  | | | |
| European Common Proposals | | | |
| Proposals for the work of the conference | | | |
|  | | | |
| Agenda item 1.11 | | | |

1.11to consider possible regulatory actions to support the modernization of the Global Maritime Distress and Safety System (GMDSS) and the implementation of e‑navigation, in accordance with Resolution **361 (Rev.WRC‑19)**;

**Part A: Global maritime distress and safety system modernization**

Introduction

Resolution **361 (Rev.WRC-19)** *resolves to**invite the 2023 World Radiocommunication Conference*

1 to consider possible regulatory actions, based on ITU Radiocommunication Sector (ITU‑R) studies, taking into consideration the activities of IMO, as well as information and requirements provided by IMO, to support GMDSS modernization;

CEPT supports regulatory actions needed to implement the global maritime distress and safety system (GMDSS) modernization in the Radio Regulation based on decisions taken in IMO.

CEPT supports in particular:

* the removal of narrow band direct printing from the GMDSS and introduction of an automatic connection system for MF and selected HF bands;
* the introduction of NAVDAT as a component of the GMDSS;
* to accommodate Automatic Identification System - search and rescue transmitters (AIS-SARTs) as homing equipment for survival craft stations, as an alternative to Radar-SARTs;
* to accommodate Automatic Identification System homing signals provided by EPIRBs (EPIRB-AIS) as an alternative to EPIRBs sending signals on frequencies121.5 MHz and 243 MHz;
* the removal of satellite EPIRBs operating in the frequency band 1645.5–1646.5 MHz (Earth-to-space) from the GMDSS in the Radio Regulations.

Proposals

ARTICLE 5

Frequency allocations

Section IV – Table of Frequency Allocations  
(See No. 2.1)

MOD EUR/XXXXA11A1/1

495-1 800 kHz

|  |  |  |
| --- | --- | --- |
| Allocation to services | | |
| Region 1 | Region 2 | Region 3 |
| 495-505 MARITIME MOBILE 5.82C ADD 5.A111 | | |

MOD EUR/XXXXA11A1/2

1 800-2 194 kHz

|  |  |  |
| --- | --- | --- |
| Allocation to services | | |
| Region 1 | Region 2 | Region 3 |
| 2 173.5-2 190.5 MOBILE (distress and calling)  5.108 5.109 MOD 5.110 5.111 | | |

MOD EUR/XXXXA11A1/3

3 230-5 003 kHz

|  |  |  |
| --- | --- | --- |
| Allocation to services | | |
| Region 1 | Region 2 | Region 3 |
| 4 063-4 438 MARITIME MOBILE 5.79A 5.109 MOD 5.110 5.130 5.131   MOD 5.132 ADD 5.A111  5.128 | | |

MOD EUR/XXXXA11A1/4

5 003-7 000 kHz

|  |  |  |
| --- | --- | --- |
| Allocation to services | | |
| Region 1 | Region 2 | Region 3 |
| 6 200-6 525 MARITIME MOBILE 5.109 MOD 5.110 5.130 MOD 5.132   ADD 5.B111  5.137 | | |

MOD EUR/XXXXA11A1/5

7 450-13 360 kHz

|  |  |  |
| --- | --- | --- |
| Allocation to services | | |
| Region 1 | Region 2 | Region 3 |
| 8 195-8 815 MARITIME MOBILE 5.109 MOD 5.110 MOD 5.132 5.145   ADD 5.B111  5.111 | | |
| … | | |
| 12 230-13 200 MARITIME MOBILE 5.109 MOD 5.110 MOD 5.132 5.145   ADD 5.B111 | | |

MOD EUR/XXXXA11A1/6

13 360-18 030 kHz

|  |  |  |
| --- | --- | --- |
| Allocation to services | | |
| Region 1 | Region 2 | Region 3 |
| 16 360-17 410 MARITIME MOBILE 5.109 MOD 5.110 MOD 5.132 5.145   ADD 5.B111 | | |

MOD EUR/XXXXA11A1/7

18 030-23 350 kHz

|  |  |  |
| --- | --- | --- |
| Allocation to services | | |
| Region 1 | Region 2 | Region 3 |
| 19 680-19 800 MARITIME MOBILE MOD 5.132 | | |
| … | | |
| 22 000-22 855 MARITIME MOBILE MOD 5.132 ADD 5.B111  5.156 | | |

MOD EUR/XXXXA11A1/8

23 350-27 500 kHz

|  |  |  |
| --- | --- | --- |
| Allocation to services | | |
| Region 1 | Region 2 | Region 3 |
| 26 100-26 175 MARITIME MOBILE MOD 5.132 | | |

MOD EUR/XXXXA11A1/9

161.9375-223 MHz

|  |  |  |
| --- | --- | --- |
| Allocation to services | | |
| Region 1 | Region 2 | Region 3 |
| 161.9625-161.9875  FIXED  MOBILE except aeronautical mobile  Mobile-satellite (Earth-to-space) 5.228F | 161.9625-161.9875  AERONAUTICAL MOBILE (OR)  MARITIME MOBILE  MOBILE-SATELITE (Earth-to-space) | 161.9625-161.9875  MARITIME MOBILE  Aeronautical mobile (OR) 5.228E  Mobile-satellite (Earth-to-space) 5.228F |
| 5.226 5.228A 5.228B | MOD 5.228C 5.228D | 5.226 |
| **161.9875-162.0125**  FIXED  MOBILE except aeronautical mobile  Maritime mobile-satellite (Earth-to-space) 5.228AA | **161.9875-162.0125**  FIXED  MOBILE  Maritime mobile-satellite (Earth-to-space) 5.228AA | |
| 5.226 5.229 | 5.226 | |
| 162.0125-162.0375  FIXED  MOBILE except aeronautical mobile  Mobile-satellite (Earth-to-space) 5.228F | 162.0125-162.0375  AERONAUTICAL MOBILE (OR)  MARITIME MOBILE  MOBILE-SATELITE (Earth-to-space) | 162.0125-162.0375  MARITIME MOBILE  Aeronautical mobile (OR) 5.228E  Mobile-satellite (Earth-to-space) 5.228F |
| 5.226 5.228A 5.228B 5.229 | MOD 5.228C 5.228D | 5.226 |

MOD EUR/XXXXA11A1/10

1 610-1 660 MHz

|  |  |  |
| --- | --- | --- |
| Allocation to services | | |
| Region 1 | Region 2 | Region 3 |
| 1 626.5-1 660 MOBILE-SATELLITE (Earth-to-space) 5.351A  5.341 5.351 5.353A 5.354 5.355 5.357A 5.359 5.362A 5.374  MOD 5.375 5.376 | | |

MOD EUR/XXXXA11A1/11

5.110 The frequencies 2 174.5 kHz, 4 177.5 kHz, 6 268 kHz, 8 376.5 kHz, 12 520 kHz and 16 695 kHz are used for the automatic connection system as described in the most recent version of Recommendation ITU-R M.541.    (WRC‑23)

**Reasons:** NBDP has been deleted from the GMDSS, with the exception of MSI on certain frequencies which are contained in Appendix **15**. The distress frequencies for NBDP are reused for the ACS described in Recommendation ITU-R M.541.

MOD EUR/XXXXA11A1/12

5.132 The frequencies 4 210 kHz, 6 314 kHz, 8 416.5 kHz, 12 579 kHz, 16 806.5 kHz, 19 680.5 kHz, 22 376 kHz and 26 100.5 kHz are the international frequencies for the transmission of maritime safety information (MSI) (see Appendices **15** and **17**).    (WRC‑23)

**Reasons:** First to correct the omission of Appendix **15** and second to be aligned with the new No. **5.B111**.

MOD EUR/XXXXA11A1/13

5.228C The use of the frequency bands 161.9625-161.9875 MHz and 162.0125-162.0375 MHz by the maritime mobile service and the mobile-satellite (Earth-to-space) service is limited to the automatic identification system (AIS), automatic identification system - search and rescue transmitter (AIS-SART) and satellite EPIRBs provided with AIS (EPIRB-AIS). The use of these frequency bands by the aeronautical mobile (OR) service is limited to AIS emissions from search and rescue aircraft operations. The AIS, AIS-SART and EPIRB-AIS operations in these frequency bands shall not constrain the development and use of the fixed and mobile services operating in the adjacent frequency bands.    (WRC‑23)

**Reasons:** The AIS-SART and EPIRB-AIS also use AIS frequencies for homing signals.

MOD EUR/XXXXA11A1/14

5.375 The use of the frequency band 1 645.5-1 646.5 MHz by the mobile-satellite service (Earth-to-space) and for inter-satellite links is limited to distress, urgency and safety communications. This footnote needs to be reviewed by a future competent conference.    (WRC‑23)

**Reasons:** The frequency band 1 645.5-1 646.5 MHz was used by 1.6 GHz satellite EPIRBs but these have been withdrawn. Unless the permitted use of this band is updated, this 1 MHz band will continue to be unused. It is found premature to touch this footnote which needs to be reviewed by a future competent conference.

ADD EUR/XXXXA11A1/15

5.A111 When establishing coast stations in the NAVDAT service on the frequencies 500 kHz and 4 226 kHz, the conditions for the use of the frequency 500 kHz are prescribed in Art. **31** and **52**. The conditions for the use of the frequency 4226 kHz are prescribed in Art **31**. Administrations are strongly recommended to coordinate the operating characteristics in accordance with the procedures of the International Maritime Organization (IMO) (see Resolution **[EUR-A111-NAVDAT-Coordination] (WRC‑23)**).     (WRC‑23)

**Reasons:** Coordination of the NAVDAT services should be done through the procedures established by IMO, in the same way as it is done for the NAVTEX services, see Resolution **339 (Rev.WRC-07)**.

ADD EUR/XXXXA11A1/16

5.B111 The frequencies 6 337.5 kHz, 8 443 kHz, 12 663.5 kHz, 16 909.5 kHz and 22 450.5 kHz are the regional frequencies for the transmission of maritime safety information (MSI) by means of NAVDAT system (see Appendices **15** and **17**).     (WRC‑23)

**Reasons:** Introduction of the regional NAVDAT frequencies.

ARTICLE 19

Identification of stations

Section I − General provisions

MOD EUR/XXXXA11A1/17

19.11 5) All transmissions by satellite emergency position‑indicating radiobeacons (EPIRBs) operating in the band 406‑406.1 MHz shall carry identification signals.

**Reasons:** No EPIRB operation in L band and VHF DSC.

Section V − Selective call numbers in the maritime mobile service

MOD EUR/XXXXA11A1/18

19.83 § 36 When stations of the maritime mobile service use selective calling devices in accordance with the most recent versions of Recommendations ITU‑R M.476 and ITU‑R M.625, their call numbers should be assigned by the responsible administrations in accordance with the provisions below.     (WRC‑23)

**Reasons:** NBDP has been removed from GMDSS. There is no further need for the Recommendations to be incorporation by reference.

SUP EUR/XXXXA11A1/19

19.96A 3) Five‑digit ship station selective call numbers shall be assigned for narrow‑band direct printing (NBDP) equipment (as described in Recommendation ITU‑R M.476‑5).     (WRC‑07)

**Reasons:** There is no new equipment in accordance with Recommendation ITU-R M.476 expected to be installed on any ship as such equipment is not in accordance with the IMO Performance Standards in force. Furthermore, Recommendation ITU-R M.491 describing the translation from 5 digits to MMSI has been withdrawn in 2011.

ARTICLE 31

Frequencies for the global maritime distress and safety system (GMDSS)

Section II − Survival craft stations

MOD EUR/XXXXA11A1/20

31.7 2) Equipment for transmitting locating signals from survival craft stations shall be capable of operating in the frequency band 9 200-9 500 MHz or on frequencies 161.975 MHz (AIS 1 of Appendix **18**) and 162.025 MHz (AIS 2 of Appendix **18**). (WRC‑23).

**Reasons:** The homing signal frequencies for AIS-SART and EPIRB-AIS need to be included.

ARTICLE 32

Operational procedures for distress communications in the  
global maritime distress and safety system (GMDSS)     (WRC‑07)

Section I − General

MOD EUR/XXXXA11A1/21

32.7 § 6 The phonetic alphabet and figure code in Appendix 14 and the abbreviations and signals in accordance with the most recent version of Recommendation ITU‑R M.1172 should be used where applicable MOD1.     (WRC‑23)

MOD EUR/XXXXA11A1/22

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1 32.7.1The use of the Standard Marine Communication Phrases (SMCP) and, where language difficulties exist, the International Code of Signals, both published by the International Maritime Organization (IMO), is also recommended. It should be noted that the pronunciations for figures in Appendix **14** and IMO SMCP are different.     (WRC-23)

**Reasons:** In order to avoid potential confusion, it is necessary to remind the mariners and administrations of the difference in pronunciations of figures between Appendix **14** and IMO SMCP.

Section II − Distress alerting and distress calling     (WRC‑07)

32.11 B − Transmission of a distress alert or a distress call     (WRC‑07)

B1 − Transmission of a distress alert or a distress call by a ship station  
or a ship earth station     (WRC‑07)

MOD EUR/XXXXA11A1/23

32.12 § 8 Ship-to-shore distress alerts or calls are used to alert rescue coordination centres via coast stations or coast earth stations that a ship is in distress. These alerts are based on the use of transmissions via satellites (from a ship earth station or a satellite EPIRB) and terrestrial services (from ship stations).     (WRC‑23)

**Reasons:** Terrestrial VHF EPIRB is no longer in operation.

32.20 C − Receipt and acknowledgement of distress alerts and distress calls     (WRC‑07)

C1 − Procedure for acknowledgement of receipt of distress alerts or a distress call     (WRC‑07)

MOD EUR/XXXXA11A1/24

32.21A 2) When acknowledging receipt of a distress alert sent by DSC8, the acknowledgement in the terrestrial services shall be made by DSC or radiotelephony on the associated distress and safety frequency in the same band in which the distress alert was received, taking due account of the directions given in the most recent versions of Recommendations ITU‑R M.493 and ITU‑R M.541.     (WRC‑23)

**Reasons:** NBDP has been deleted by the IMO from the GMDSS, with the exception of MSI on certain frequencies which are contained in Appendix **15**. Therefore acknowledging receipt of a distress alert by NBDP should be excluded. However, acknowledge receipt by DSC or radiotelephony should be retained.

MOD EUR/XXXXA11A1/25

32.23 § 15 When acknowledging by radiotelephony the receipt of a distress alert or a distress call from a ship station or a ship earth station, the acknowledgement should be given in the following form, taking into account Nos. **32.6** and **32.7**:

– the distress signal “MAYDAY”;

– the name followed by the call sign, or the MMSI or other identification of the station sending the distress message;

– the words “THIS IS”;

– the name and call sign or other identification of the station acknowledging receipt;

– the word “RECEIVED”;

– the distress signal “MAYDAY”.     (WRC‑23)

**Reasons:** Editorial changes of numbering due to the suppression of No. **32.24**.

SUP EUR/XXXXA11A1/26

32.24 2) When acknowledging by narrow-band direct-printing telegraphy the receipt of a distress alert from a ship station, the acknowledgement should be given in the following form:

– the distress signal “MAYDAY”;

– the call sign or other identification of the station sending the distress alert;

– the characters “DE”;

– the call sign or other identification of the station acknowledging receipt of the distress alert;

– the signal “RRR”;

– the distress signal “MAYDAY”.     (WRC‑07)

**Reasons:** NBDP has been deleted from the GMDSS, with the exception of MSI on certain frequencies which are contained in Appendix **15**. Therefore the acknowledging receipt of a distress alert by NBDP is not effective.

C3 − Receipt and acknowledgement by a ship station or   
ship earth station    (WRC‑07)

MOD EUR/XXXXA11A1/27

32.31 2) However, in order to avoid making unnecessary or confusing transmissions in response, a ship station, which may be at a considerable distance from the incident, receiving an HF distress alert, shall not acknowledge it but shall observe the provisions of Nos. 32.36 to 32.37, and shall, if the distress alert is not acknowledged by a coast station within five minutes, relay the distress alert, but only to an appropriate coast station or coast earth station (see also Nos. 32.16 to **32.**19H).     (WRC‑23)

**Reasons:** NBDP has been deleted from the GMDSS. with the exception of MSI on certain frequencies which are contained in Appendix **15**. If the provision of No. **32.38** is deleted, this provision number should be amended.

MOD EUR/XXXXA11A1/28

32.34A § 21A However, unless instructed to do so by a coast station or a rescue coordination centre, a ship station may only send an acknowledgement by DSC in the event that:

*a)* no acknowledgement by DSC from a coast station has been observed; and

*b)* no other communication by radiotelephony to or from the vessel in distress has been observed; and

*c)* at least five minutes have elapsed and the distress alert by DSC has been repeated (see No. 32.21A.1).     (WRC‑23)

**Reasons:** NBDP has been deleted from the GMDSS, with the exception of MSI on certain frequencies which are contained in Appendix **15**. Therefore, distress communication by NBDP is not effective.

32.36 D − Preparations for handling of distress traffic

SUP EUR/XXXXA11A1/29

32.38 § 24 Coast stations and ship stations with narrow-band direct-printing equipment shall set watch on the narrow-band direct-printing frequency associated with the distress alert if it indicates that narrow-band direct-printing is to be used for subsequent distress communications. If practicable, they should additionally set watch on the radiotelephone frequency associated with the distress alert frequency.     (WRC‑07)

**Reasons:** NBDP has been deleted from the GMDSS, with the exception of MSI on certain frequencies which are contained in Appendix **15**. Therefore, coast stations and ship stations need not set watch on the NBDP frequencies for GMDSS. Radio watch on the associated frequency by radiotelephony is regulated by No. **32.37**.

Section III − Distress traffic

32.39 A − General and search and rescue coordinating communications

SUP EUR/XXXXA11A1/30

32.43 § 27 1) Error correction techniques in accordance with relevant ITU‑R Recommendations shall be used for distress traffic by direct-printing telegraphy. All messages shall be preceded by at least one carriage return, a line feed signal, a letter shift signal and the distress signal MAYDAY.

**Reasons:** NBDP has been deleted from the GMDSS, with the exception of MSI on certain frequencies which are contained in Appendix **15**. Therefore, distress traffic by NBDP is not appropriate.

SUP EUR/XXXXA11A1/31

32.44 2) Distress communications by direct-printing telegraphy should normally be established by the ship in distress and should be in the broadcast (forward error correction) mode. The ARQ mode may subsequently be used when it is advantageous to do so.

**Reasons:** NBDP has been deleted from the GMDSS, with the exception of MSI on certain frequencies which are contained in Appendix **15**. Therefore, distress traffic by NBDP is not appropriate.

MOD EUR/XXXXA11A1/32

32.47 in radiotelephony, the signal SEELONCE MAYDAY, pronounced as the French expression “silence, m’aider”,     (WRC‑23)

**Reasons:** Editorial changes of numbering due to the suppression of No. **32.48**.

SUP EUR/XXXXA11A1/33

32.48 *b)* in narrow-band direct-printing telegraphy normally using forward-error correcting mode, the signal SILENCE MAYDAY. However, the ARQ mode may be used when it is advantageous to do so.

**Reasons:** NBDP has been deleted from the GMDSS, with the exception of MSI on certain frequencies which are contained in Appendix **15**. Therefore, distress related traffic by NBDP is not effective.

MOD EUR/XXXXA11A1/34

32.52 § 32 In radiotelephony, the message referred to in No. 32.51 should consist of the following taking into account Nos. **32.6** and **32.7**:

– the distress signal “MAYDAY”;

– the words “ALL STATIONS”, spoken three times;

– the words “THIS IS”;

– the name of the station sending that message, spoken three times;

– the call sign or other identification of the station sending the message;

– the time of handing in of the message;

– the MMSI (if the initial alert has been sent by DSC), the name and the call sign of the mobile station which was in distress;

– the words “SEELONCE FEENEE” pronounced as the French words “silence fini”.     (WRC‑23)

**Reasons:** Editorial changes of numbering due to the suppression of No. **32.53**.

SUP EUR/XXXXA11A1/35

32.53 2) In direct-printing telegraphy, the message referred to in No. 32.51 consists of:

– the distress signal “MAYDAY”;

– the characters “CQ”;

– the characters “DE”;

– the call sign or other identification of the station sending the message;

– the time of handing in of the message;

– the name and call sign of the mobile station which was in distress; and

– the words “SILENCE FINI”.

**Reasons:** NBDP has been deleted from the GMDSS, with the exception of MSI on certain frequencies which are contained in Appendix **15**. Therefore, there is no need to announce by NBDP that the distress traffic has been finished.

32.54 B − On-scene communications

MOD EUR/XXXXA11A1/36

32.56 2) Control of on-scene communications is the responsibility of the unit coordinating search and rescue operations10. Simplex communications shall be used so that all on-scene mobile stations may share relevant information concerning the distress incident.      (WRC‑23)

**Reasons:** NBDP has been deleted from the GMDSS, with the exception of MSI on certain frequencies which are contained in Appendix **15**. On-scene communications are distress traffic between the mobile unit in distress and assisting mobile units. Therefore, on-scene communications using NBDP is not appropriate.

MOD EUR/XXXXA11A1/37

32.57 § 34 1) The preferred frequencies in radiotelephony for on-scene communications are 156.8 MHz and 2 182 kHz.      (WRC‑23)

**Reasons:** NBDP has been deleted from the GMDSS, with the exception of MSI on certain frequencies which are contained in Appendix **15**. Therefore, ship-to-ship on-scene communications using NBDP is not appropriate.

MOD EUR/XXXXA11A1/38

32.59 § 35 The selection or designation of on-scene frequencies is the responsibility of the unit coordinating search and rescue operations10. Normally, once an on-scene frequency is established, a continuous aural watch is maintained by all participating on-scene mobile units on the selected frequency.     (WRC‑23)

**Reasons:** Except NBDP, all the frequencies for on-scene communications identified in the Nos. **32.57** and **32.58** are the frequencies for radiotelephony. Therefore, teleprinter watch is not required to be maintained.

32.60 C − Locating and homing signals

MOD EUR/XXXXA11A1/39

32.61 § 36 1) Locating signals are radio transmissions intended to facilitate the finding of a mobile unit in distress or the location of survivors. These signals include those transmitted by searching units, and those transmitted by the mobile unit in distress, by survival craft, by satellite EPIRBs, by radar SARTs and by AIS-SARTs to assist the searching units.     (WRC‑23)

**Reasons:** Editorial changes to the name of EPIRB and SART. AIS-SART, which transmits locating signals, is also part of the GMDSS.

ARTICLE 33

Operational procedures for urgency and safety communications in  
the global maritime distress and safety system (GMDSS)

Section II − Urgency communications

MOD EUR/XXXXA11A1/40

33.8 § 2 1) In a terrestrial system, urgency communications consist of an announcement, transmitted using digital selective calling, followed by the urgency call and message transmitted using radiotelephony or data. The announcement of the urgency message shall be made on one or more of the distress and safety calling frequencies specified in Section I of Article 31 using either digital selective calling and the urgency call format, or if not available, radio telephony procedures and the urgency signal. Announcements using digital selective calling should use the technical structure and content set forth in the most recent version of Recommendations ITU‑R M.493 and ITU‑R M.541. A separate announcement need not be made if the urgency message is to be transmitted through the maritime mobile-satellite service.     (WRC‑23)

**Reasons:** NBDP has been deleted from the GMDSS, with the exception of MSI on certain frequencies which are contained in Appendix **15**. Therefore, urgency communications by NBDP is not appropriate.

MOD EUR/XXXXA11A1/41

33.12 § 6 The urgency call should consist of the following, taking into account Nos. **32.6** and **32.7**:

– the urgency signal “PAN PAN”, spoken three times;

– the name of the called station or “ALL STATIONS”, spoken three times;

– the words “THIS IS”;

– the name of the station transmitting the urgency message, spoken three times;

– the call sign or any other identification;

– the MMSI (if the initial announcement has been sent by DSC),

followed by the urgency message or followed by the details of the channel to be used for the message in the case where a working channel is to be used.

In radiotelephony, on the selected working frequency, the urgency call and message consist of the following, taking into account Nos. **32.6** and **32.7**:

– the urgency signal “PAN PAN”, spoken three times;

– the name of the called station or “ALL STATIONS”, spoken three times;

– the words “THIS IS”;

– the name of the station transmitting the urgency message, spoken three times;

– the call sign or any other identification;

– the MMSI (if the initial announcement has been sent by DSC);

– the text of the urgency message.     (WRC‑23)

**Reasons:** Editorial change to the number of provision, due to the suppression of No. **33.13**.

SUP EUR/XXXXA11A1/42

33.13 2) In narrow-band direct-printing, the urgency message shall be preceded by the urgency signal (see No. 33.10) and the identification of the transmitting station.

**Reasons:** NBDP has been deleted from the GMDSS, with the exception of MSI on certain frequencies which are contained in Appendix **15**. Therefore, urgency message by NBDP is not appropriate.

SUP EUR/XXXXA11A1/43

33.17 § 9 1) Error correction techniques in accordance with relevant ITU‑R Recommendations shall be used for urgency messages by direct-printing telegraphy. All messages shall be preceded by at least one carriage return, a line feed signal, a letter shift signal and the urgency signal PAN PAN.

**Reasons:** NBDP has been deleted from the GMDSS, with the exception of MSI on certain frequencies which are contained in Appendix **15**. Therefore, urgency communications by NBDP are not appropriate.

SUP EUR/XXXXA11A1/44

33.18 2) Urgency communications by direct-printing telegraphy should normally be established in the broadcast (forward error correction) mode. The ARQ mode may subsequently be used when it is advantageous to do so.

**Reasons:** NBDP has been deleted from the GMDSS, with the exception of MSI on certain frequencies which are contained in Appendix **15**. Therefore urgency communications by NBDP are not appropriate.

Section III − Medical transports

MOD EUR/XXXXA11A1/45

33.20 § 11 1) For the purpose of announcing and identifying medical transports which are protected under the above-mentioned Conventions, the procedure of Section II of this Article is used. The urgency call shall be followed by the addition of the single word MAY-DEE-CAL pronounced as in French “médical”, in radiotelephony.     (WRC‑23)

**Reasons:** NBDP has been deleted from the GMDSS, with the exception of MSI on certain frequencies which are contained in Appendix **15**. Medical advice communication belongs to GMDSS in Article **33**. Therefore, urgency communications for medical advice by NBDP are not appropriate.

Section IV − Safety communications

MOD EUR/XXXXA11A1/46

33.31 § 15 1) In a terrestrial system, safety communications consist of a safety announcement, transmitted using digital selective calling, followed by the safety call and message transmitted using radiotelephony or data. The announcement of the safety message shall be made on one or more of the distress and safety calling frequencies specified in Section I of Article 31 using either digital selective calling techniques and the safety call format, or radiotelephony procedures and the safety signal.     (WRC‑23)

**Reasons:** NBDP has been deleted from the GMDSS, with the exception of MSI on certain frequencies which are contained in Appendix **15**. Therefore, safety communications by NBDP are not appropriate.

MOD EUR/XXXXA11A1/47

33.35 § 19 The complete safety call should consist of the following, taking into account Nos. **32.6** and **32.7**:

– the safety signal “SECURITE”, spoken three times;

– the name of the called station or “ALL STATIONS”, spoken three times;

– the words “THIS IS”;

– the name of the station transmitting the safety message, spoken three times;

– the call sign or any other identification;

– the MMSI (if the initial announcement has been sent by DSC),

followed by the safety message or followed by the details of the channel to be used for the message in the case where a working channel is to be used.

In radiotelephony, on the selected working frequency, the safety call and message should consist of the following, taking into account Nos. **32.6** and **32.7**:

– the safety signal “SECURITE”, spoken three times;

– the name of the called station or “ALL STATIONS”, spoken three times;

– the words “THIS IS”;

– the name of the station transmitting the safety message, spoken three times;

– the call sign or any other identification;

– the MMSI (if the initial alert has been sent by DSC);

– the text of the safety message.     (WRC‑23)

**Reasons:** Editorial changes of numbering due to the suppression of No. **33.36**.

SUP EUR/XXXXA11A1/48

33.36 2) In narrow-band direct-printing, the safety message shall be preceded by the safety signal (see No. 33.33), and the identification of the transmitting station.

**Reasons:** NBDP has been deleted from the GMDSS, with the exception of MSI on certain frequencies which are contained in Appendix **15**. Therefore, safety message by NBDP is not appropriate.

SUP EUR/XXXXA11A1/49

33.37 § 20 1) Error correction techniques in accordance with relevant ITU‑R Recommendations shall be used for safety messages by direct-printing telegraphy. All messages shall be preceded by at least one carriage return, a line feed signal, a letter shift signal and the safety signal SECURITE.

**Reasons:** NBDP has been deleted from the GMDSS, with the exception of MSI on certain frequencies which are contained in Appendix **15**. Therefore, safety communications by NBDP are not appropriate.

SUP EUR/XXXXA11A1/50

33.38 2) Safety communications by direct-printing telegraphy should normally be established in the broadcast (forward error correction) mode. The ARQ mode may subsequently be used when it is advantageous to do so.

**Reasons:** NBDP has been deleted from the GMDSS, with the exception of MSI on certain frequencies which are contained in Appendix **15**. Therefore, safety communications by NBDP are not appropriate.

Section V − Transmission of maritime safety information2

33.39 A − General

ADD EUR/XXXXA11A1/51

33.40bis The transmission of maritime safety information using either the NAVTEX system and/or the NAVDAT system is the responsibility of the administration which shall inform the IMO in order to update the IMO Master Plan of shore-based facilities for the GMDSS (GMDSS Master Plan).     (WRC‑23)

**Reasons:** The administrations could broadcast MSI using either the NAVTEX or NAVDAT system but shall inform the IMO in order to update the GMDSS Master Plan, this can be made by updating the GMDSS Master Plan module for the IMO GISIS (Global Integrated Ship Information System) an online system accessed via the IMO website, this is a means for mariners to know how MSI is broadcast.

MOD EUR/XXXXA11A1/52

33.41 § 22 The mode and format of the transmissions mentioned in Nos. 33.43, 33.45, 33.46, **33.46A2** and 33.48 shall be in accordance with the relevant ITU‑R Recommendations.     (WRC‑23)

**Reasons:** Reference to the new NAVDAT section in **33.46A2**.

33.42 B − International NAVTEX system

MOD EUR/XXXXA11A1/53

33.43 § 23 Where maritime safety information is transmitted using international NAVTEX system, taking into account 33.40bis, by means of narrow‑band direct-printing telegraphy with forward error correction the frequency 518 kHz shall be used (see Appendix 15).     (WRC‑23)

**Reasons:** Rewording of this provision taking into account 33.40bis.

33.44 C − 490 kHz and 4 209.5 kHz

ADD EUR/XXXXA11A1/54

33.46A1 D – International NAVDAT system

**Reasons:** Introduction of a new section for the NAVDAT.

ADD EUR/XXXXA11A1/55

33.46A2 § 25 Where maritime safety information is transmitted using the international NAVDAT system, taking into account 33.40bis, the frequencies 500 kHz and/or 4 226 kHz shall be used (see Appendix 15).     (WRC‑23)

**Reasons:** Introduction of a new section for the NAVDAT.

MOD EUR/XXXXA11A1/56

33.47 E − High seas maritime safety information

**Reasons:** Editorial renumbering due to the introduction of the new NAVDAT section.

MOD EUR/XXXXA11A1/57

33.48 § 26 Maritime safety information which is transmitted by means of narrow-band direct-printing telegraphy with forward error correction uses the frequencies 4 210 kHz, 6 314 kHz, 8 416.5 kHz, 12 579 kHz, 16 806.5 kHz, 19 680.5 kHz, 22 376 kHz and 26 100.5 kHz. Maritime safety information which is transmitted by means of NAVDAT system uses the frequencies 6 337.5 kHz, 8 443 kHz, 12 663.5 kHz, 16 909.5 kHz and 22 450.5 kHz.     (WRC‑23)

**Reasons:** Introduction of the HF frequencies regionally used for the NAVDAT, see Appendix **17** and Recommendation ITU-R M.2058.

MOD EUR/XXXXA11A1/58

33.49 F − Maritime safety information via satellite

**Reasons:** Editorial renumbering due to the introduction of the new NAVDAT section.

MOD EUR/XXXXA11A1/59

33.50 § 27 Maritime safety information may be transmitted via satellite in the maritime mobile-satellite service using the frequency bands 1 530-1 545 MHz and 1 621.35-1 626.5 MHz (see Appendix 15).     (WRC‑23)

**Reasons:** Editorial renumbering due to the introduction of the new NAVDAT section. Provisions **33.51** to **33.53** to be renumbered.

ARTICLE 34

Alerting signals in the global maritime distress and safety system (GMDSS)

MOD EUR/XXXXA11A1/60

Section I – Satellite emergency position-indicating radiobeacon (EPIRB) signals      (WRC‑23)

**Reasons:** Editorial changes to the name of EPIRB.

ARTICLE 47

Operator’s certificates

Section III − Conditions for the issuing of certificates

MOD EUR/XXXXA11A1/61

TABLE 47-1    (WRC‑23)

Requirements for radio electronic and operator’s certificates

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| The relevant certificate is issued to a candidate who has given proof of the technical and professional knowledge and qualifications enumerated below, as indicated by an asterisk in the appropriate box | 1st-class radio electronic certificate | 2nd-class radio electronic certificate | General operator’s certificate | Restricted operator’s certificate |
| Knowledge of the principles of electricity and the theory of radio and of electronics sufficient to meet the requirements specified below: | \* | \* |  |  |
| Theoretical knowledge of GMDSS radiocommunication equipment, including narrow-band direct-printing telegraph and radiotelephone transmitters and receivers, digital selective calling equipment, ship earth stations, satellite emergency position-indicating radiobeacons, marine antenna systems, radio equipment for survival craft together with all auxiliary items, including power supplies, as well as general knowledge of the principles of other equipment generally used for radionavigation, with particular reference to maintaining equipment in service. | \* |  |  |  |
| General theoretical knowledge of GMDSS radiocommunication equipment, including narrow-band direct-printing telegraph and radiotelephone transmitters and receivers, digital selective calling equipment, ship earth stations, (including telegraphy), satellite emergency position-indicating radiobeacons, marine antenna systems, radio equipment for survival craft together with all auxiliary items, including power supplies, as well as general knowledge of the principles of other equipment generally used for radionavigation, with particular reference to maintaining equipment in service. |  | \* |  |  |
| … | … | … | … | … |

TABLE 47-1 (*end*)

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| The relevant certificate is issued to a candidate who has given proof of the technical and professional knowledge and qualifications enumerated below, as indicated by an asterisk in the appropriate box | 1st-class radio electronic certificate | 2nd-class radio electronic certificate | General operator’s certificate | Restricted operator’s certificate |
| … | … | … | … | … |
| Ability to send and to receive correctly by radiotelephony and telegraphy with ship earth station. | \* | \* | \* |  |
| Ability to send and to receive correctly by radiotelephone. | \* | \* | \* | \* |
| … | … | … | … | … |
| NOTE 1 − A restricted operator’s certificate covers only the operation of GMDSS equipment required for GMDSS sea areas A1, and does not cover the operation of GMDSS A2/A3/A4 equipment fitted on a ship over and above the basic A1 requirements, even if the ship is in a sea area A1. GMDSS sea areas A1, A2, A3 and A4 are identified in the International Convention for the Safety of Life at Sea, (SOLAS), 1974, as amended.  NOTE 2 − (SUP - WRC-12) | | | | |

**Reasons:** NBDP has been deleted from the GMDSS, with the exception of MSI on certain frequencies which are contained in Appendix **15**. Therefore knowledge on NBDP operation is not required by GMDSS operators. Ability to send and receive correctly by radiotelephone is essential for all GMDSS operators.

ARTICLE 51

Conditions to be observed in the maritime services

Section I − Maritime mobile service

51.39 CA − Ship stations using narrow-band direct-printing telegraphy

MOD EUR/XXXXA11A1/62

51.40 § 17 1) All ship stations using narrow-band direct-printing telegraphy equipment should be able to send and receive on frequencies designated for narrow-band direct-printing telegraphy in the frequency bands in which they are operating.    (WRC‑23)

**Reasons:** NBDP has been deleted from the GMDSS. with the exception of MSI on certain frequencies which are contained in Appendix **15**. Voluntary carriage of sending and receiving equipment for general traffic is still possible.

MOD EUR/XXXXA11A1/63

51.41 2) The characteristics of the narrow-band direct-printing equipment should be in accordance with the most recent versions of Recommendations ITU‑R M.476, ITU‑R M.625and ITU‑R M.627.    (WRC‑23)

51.42 CA1 − Bands between 415 kHz and 535 kHz

MOD EUR/XXXXA11A1/64

51.44 *a)* send and receive class F1B or J2B emissions for general traffic on the working frequencies necessary to carry out their service;

**Reasons:** Since NBDP is not use anymore for distress, for MSI solely the reception is needed.

51.48 CA3 − Bands between 4 000 kHz and 27 500 kHz

MOD EUR/XXXXA11A1/65

51.49 § 20 All ship stations equipped with narrow-band direct-printing telegraphy apparatus for general traffic to work in the authorized bands between 4 000 kHz and 27 500 kHz should be able to send and receive class F1B or J2B emissions on working frequencies in each of the HF maritime mobile bands necessary to carry out their service.

All ship stations equipped with narrow-band direct-printing telegraphy apparatus for MSI reception to work in the authorized frequency bands between 4 000 kHz and 27 500 kHz shall be able to receive class F1B or J2B emissions on working frequencies in each of the HF maritime mobile frequency bands necessary to carry out their service.    (WRC‑23)

**Reasons:** NBDP receiving only is still required for MSI reception.

ADD EUR/XXXA11A1/66

51.49bis Cbis − Ship stations using the automatic connection system

ADD EUR/XXXXA11A1/67

51.49ter The characteristics of the automatic connection system should be in accordance with the most recent versions of Recommendation ITU‑R M.493 and Recommendation ITU‑R M.541.

**Reasons:** Introduction of the ACS.

51.50 D − Ship stations using radiotelephony

51.59 D3 − Bands between 156 MHz and 174 MHz

51.64 *d)* all the frequencies necessary for their service.

ADD EUR/XXXXA11A1/68

51.64A1 E − Ship stations receiving data transmissions

ADD EUR/XXXXA11A1/69

51.64A2 E1 – Bands between 415 kHz and 526.5 kHz

ADD EUR/XXXXA11A1/70

51.64A3 § 23    All ship stations equipped with NAVDAT apparatus for receiving digital data transmissions in the authorized frequency bands between 415 kHz and 535 kHz shall be capable of receiving class W7D emission on 500 kHz, if complying with the provisions of Chapter **VII**. (WRC‑23)

ADD EUR/XXXXA11A1/71

51.64A4 E2 – Bands between 4 000 kHz and 27 500 kHz

ADD EUR/XXXXA11A1/72

51.64A5 § 24    All ship stations equipped with NAVDAT apparatus for receiving digital data transmissions in the authorized frequency bands between 4 000 kHz and 27 500 kHz shall be capable of receiving class W7D emission on 4 226 kHz, if complying with the provisions of Chapter VII.  (WRC‑23)

**Reasons:** These provisions are added in order to stipulate the required class of emissions for NAVDAT in accordance with Recommendations ITU-R M.2010 and ITU-R M.2058.

ARTICLE 52

Special rules relating to the use of frequencies

Section I − General provisions

52.4 B − Bands between 415 kHz and 535 kHz

MOD EUR/XXXXA11A1/73

52.6 § 3 1) In the maritime mobile service, no assignments shall be made on the frequency 518 kHz other than for transmission by coast stations of meteorological and navigational warnings and urgent information to ships by means of automatic narrow-band direct-printing telegraphy (International NAVTEX System). In the maritime mobile service, no assignments shall be made on the frequency 500 kHz other than for transmission by coast stations of meteorological and navigational warnings and urgent information to ships by means of the international NAVDAT system.     (WRC-23)

**Reasons:** Protection of the frequency for the international NAVDAT system.

52.12 D − Bands between 4 000 kHz and 27 500 kHz

52.13 § 6 Bands exclusively allocated to the maritime mobile service between 4 000 kHz and 27 500 kHz (see Article **5**) are subdivided into categories and sub-bands as indicated in Appendix 17.

ADD EUR/XXXXA11A1/74

52.13A § 6bis In the maritime mobile service, no assignments shall be made on the frequency 4 226 kHz other than for transmission by coast stations of meteorological and navigational warnings and urgent information to ships by means of International NAVDAT System.     (WRC-23)

**Reasons:** Protection of the frequency for the international NAVDAT system.

Section III − Use of frequencies for narrow-band direct-printing telegraphy

52.96 B − Bands between 415 kHz and 535 kHz

MOD EUR/XXXXA11A1/75

52.97 § 45 All ship stations equipped with narrow-band direct-printing apparatus for general traffic to work in the authorized bands between 415 kHz and 535 kHz should be able to send and receive class F1B emissions as specified in No. 51.44. Additionally, ship stations complying with the provisions of Chapter **VII** shall be able to receive class F1B emissions on 518 kHz (see No. 51.45).     (WRC-23)

**Reasons:** NBDP receiving only is still required for NAVTEX reception.

52.99 C − Bands between 1 606.5 kHz and 4 000 kHz     (WRC‑03)

MOD EUR/XXXXA11A1/76

52.101 2) Narrow-band direct-printing telegraphy is forbidden in the band 2 170‑2 194 kHz.     (WRC‑23)

**Reasons:** Since NBDP-COM usage of frequency 2 174.5 kHz is proposed to be removed from Appendix **15** as well as the provisions concerning the NBDP use are proposed to be deleted from Resolution **354 (WRC-07)**, the provisions of No. **52.101** should also exclude both references to Appendix **15** and Resolution **354 (WRC-07)** for NBDP in the frequency band 2 170-2 194 kHz.

52.102 D − Bands between 4 000 kHz and 27 500 kHz

MOD EUR/XXXXA11A1/77

52.103 § 47 All ship stations equipped with narrow-band direct-printing telegraph apparatus for general traffic to work in the authorized bands between 4 000 kHz and 27 500 kHz should be able to send and receive class F1B or J2B emissions as specified in No. **51.49**. All ship stations equipped with narrow-band direct-printing telegraph apparatus for MSI reception to work in the authorized frequency bands between 4 000 kHz and 27 500 kHz shall be able to receive class F1B or J2B emissions as specified in No. **51.49**. The assignable frequencies are indicated in Appendices **15** and 17.     (WRC‑23)

**Reasons:** NBDP receiving only is still required for NAVTEX reception. As well, there is a need of consistency with the referred provisions in No. **51.49**.

Section IV − Use of frequencies for digital selective-calling

52.110 A − General

MOD EUR/XXXXA11A1/78

52.111 § 50 The provisions described in this Section are applicable to calling and acknowledgement, when digital selective-calling techniques are used, except in cases of distress, urgency and safety, to which the provisions of Chapter **VII** apply. When the automatic connection system is used, the provisions of Section **IVbis** should apply.     (WRC‑23)

**Reasons:** Introduction to the ACS.

ADD EUR/XXXXA11A1/79

Section IVbis – Use of frequencies for the automatic connection system    (WRC‑23)

**Reasons:** Introduction of the ACS.

ADD EUR/XXXXA11A1/80

52.XX0 A − General    (WRC‑23)

ADD EUR/XXXXA11A1/81

52.XX1 The automatic connection system (ACS) means automatic connection function using DSC for shore-to-ship, ship-to-shore or ship-to-ship communication with the most appropriate working frequency (or channel) in the MF and HF bands of the maritime mobile service.

The procedure for ACS shall not interrupt a reliable watch on a 24-hour basis on appropriate DSC distress alerting frequencies unless the equipment is transmitting.

When an ACS is utilized, it should be in accordance with the most recent versions of Recommendation ITU-R M.493. and Recommendation ITU-R M.541.     (WRC‑23)

ADD EUR/XXXXA11A1/82

52.XX2 B − Bands between 1 606.5 kHz and 4 000 kHz    (WRC‑23)

ADD EUR/XXXXA11A1/83

52.XX3 The ACS frequency used for transmitting and receiving for both ship stations and coast stations is 2 174.5 kHz.      (WRC‑23)

ADD EUR/XXXXA11A1/84

52.XX4 C − Bands between Bands between 4 000 kHz and 27 500 kHz    (WRC‑23)

ADD EUR/XXXXA11A1/85

52.XX5 The ACS frequencies used for transmitting and receiving for both ship stations and coast stations are 4 177.5 kHz, 6 268 kHz, 8 376.5 kHz, 12 520 kHz and 16 695 kHz.      (WRC‑23)

Section VII – Use of frequencies for data transmissions    (WRC‑12)

52.261 A – General    (WRC‑12)

52.262 Frequencies assigned to coast stations for data transmissions shall be indicated in the List of Coast Stations and Special Service Stations (List IV). This List shall also indicate any other useful information concerning the service performed by each coast station.    (WRC‑12)

ADD EUR/XXXXA11A1/86

52.262A1 B – Bands between 415 kHz and 526.5 kHz    (WRC‑23)

ADD EUR/XXXXA11A1/87

B1 – Mode of operation of stations(WRC‑23)

ADD EUR/XXXXA11A1/88

52.262A2 The class of emissions to be used for data transmissions in the frequency bands between 415 kHz and 526.5 kHz should be in accordance with the most recent version of Recommendation ITU‑R M.2010. Coast stations as well as ship stations should use radio systems specified in the most recent version of Recommendation ITU‑R M.2010.    (WRC‑23)

**Reasons:** The frequency usages for MF NAVDAT system need to be included.

MOD EUR/XXXXA11A1/89

52.263 C – Bands between 4 000 kHz and 27 500 kHz    (WRC‑23)

MOD EUR/XXXA11A1/90

C1 – Mode of operation of stations    (WRC‑23)

B1 – Mode of operation of stations    (WRC‑12)

MOD EUR/XXXXA11A1/91

52.264 The class of emissions to be used for data transmissions in the frequency bands between 4 000 kHz and 27 500 kHz should be in accordance with the most recent version of Recommendation ITU‑R M.1798 or the most recent version of Recommendation ITU-R M.2058. Coast stations as well as ship stations should use radio systems specified in the most recent version of Recommendation ITU‑R M.1798 or the most recent version of Recommendation ITU-R M.2058.    (WRC‑23)

**Reasons:** The frequency usages for HF NAVDAT system need to be included.

52.265 Coast stations employing the class of emissions in accordance with No. **52.264** in the frequency bands between 4 000 kHz and 27 500 kHz shall not exceed a peak envelope power of 10 kW.    (WRC‑12)

ADD EUR/XXXXA11A1/92

52.265A1 Coast stations employing the class of emissions in accordance with the most recent version of Recommendation ITU R M.2058 in the frequency bands between 4 000 kHz and 27 500 kHz shall not exceed a mean power in the following values:

|  |  |  |
| --- | --- | --- |
| *Band* | *Maximum mean power* |  |
| 4 MHz | 5 kW |  |
| 6 MHz | 5 kW |  |
| 8 MHz | 10 kW |  |
| 12 MHz | 10 kW |  |
| 16 MHz | 10 kW |  |
| 18/19 MHz | 10 kW |  |
| 22 MHz | 10 kW | (WRC‑23) |

ADD EUR/XXXA11A1/93

ARTICLE 54BIS

Automatic Connection System

ADD EUR/XXXXA11A1/94

54BIS.1 § 2 1) The automatic connection system (ACS) using selective calling in MF and HF bands is designed to ensure reliable access to the required radio links for the mariner.     (WRC‑23)

ADD EUR/XXXXA11A1/95

54BIS.2 2) The ACS should be in accordance with the most recent versions of Recommendation ITU‑R M.541 and Recommendation ITU‑R M.493.     (WRC‑23)

**Reasons:** Introduction of the ACS.

MOD EUR/XXXXA11A1/96

APPENDIX 14 (REV.WRC‑23)

Phonetic alphabet and figure code

(See Articles 32 and 57)     (WRC‑23)

…

**Reasons:** This is an editorial mistake. Articles referring to Appendix **14** are Articles **32** (**32.7**) and **57** (**57.7**) instead of Articles **30** and **57**.

APPENDIX 15 (REV.WRC‑19)

Frequencies for distress and safety communications for the Global  
Maritime Distress and Safety System

MOD EUR/XXXXA11A1/97

TABLE 15-1     (WRC‑23)

Frequencies below 30 MHz

|  |  |  |
| --- | --- | --- |
| Frequency (kHz) | Description of usage | Notes |
| 490 | MSI | The frequency 490 kHz is used exclusively for maritime safety information (MSI).     (WRC‑03) |
| 500 | MSI | The frequency 500 kHz is used exclusively by the international NAVDAT system (see Resolution **[EUR-A111-NAVDAT-Coordination] (WRC-23)**).      (WRC‑23) |
| 518 | MSI | The frequency 518 kHz is used exclusively by the international NAVTEX system. |
| \*2 182 | RTP-COM | The frequency 2 182 kHz uses class of emission J3E. See also No. **52.190**. |
| \*2 187.5 | DSC |  |
| 3 023 | AERO-SAR | The aeronautical carrier (reference) frequencies 3 023 kHz and 5 680 kHz may be used for intercommunication between mobile stations engaged in coordinated search and rescue operations, and for communication between these stations and participating land stations, in accordance with the provisions of Appendix **27** (see Nos. **5.111** and **5.115**). |
| \*4 125 | RTP-COM | See also No. **52.221**. The carrier frequency 4 125 kHz may be used by aircraft stations to communicate with stations of the maritime mobile service for distress and safety purposes, including search and rescue (see No. **30.11**). |
| \*4 207.5 | DSC |  |
| 4 209.5 | MSI | The frequency 4 209.5 kHz is exclusively used for NAVTEX-type transmissions (see Resolution **339 (Rev.WRC‑07)**). |
| 4 210 | MSI-HF | By means of narrow-band direct-printing telegraphy.      (WRC‑23) |
| 4 226 | MSI | The frequency 4 226 kHz is exclusively used for the NAVDAT system (see Resolution **[EUR-A111-NAVDAT-Coordination] (WRC‑23)**).      (WRC‑23) |
| 5 680 | AERO-SAR | See note under 3 023 kHz above. |
| \*6 215 | RTP-COM | See also No. **52.221**. |
| \*6 312 | DSC |  |

TABLE 15-1 (*end*)     (WRC‑23)

|  |  |  |
| --- | --- | --- |
| Frequency (kHz) | Description of usage | Notes |
| 6 314 | MSI-HF | By means of narrow-band direct-printing telegraphy.      (WRC‑23) |
| 6 337.5 | MSI-HF | By means of the NAVDAT system.      (WRC‑23) |
| \*8 291 | RTP-COM |  |
| \*8 414.5 | DSC |  |
| 8 416.5 | MSI-HF | By means of narrow-band direct-printing telegraphy.      (WRC‑23) |
| 8 443 | MSI-HF | By means of the NAVDAT system.      (WRC‑23) |
| \*12 290 | RTP-COM |  |
| \*12 577 | DSC |  |
| 12 579 | MSI-HF | By means of narrow-band direct-printing telegraphy.      (WRC‑23) |
| 12 663.5 | MSI-HF | By means of the NAVDAT system.      (WRC‑23) |
| \*16 420 | RTP-COM |  |
| \*16 804.5 | DSC |  |
| 16 806.5 | MSI-HF | By means of narrow-band direct-printing telegraphy.      (WRC‑23) |
| 16 909.5 | MSI-HF | By means of the NAVDAT system.      (WRC‑23) |
| 19 680.5 | MSI-HF | By means of narrow-band direct-printing telegraphy.      (WRC‑23) |
| 22 376 | MSI-HF | By means of narrow-band direct-printing telegraphy.      (WRC‑23) |
| 22 450.5 | MSI-HF | By means of the NAVDAT system.      (WRC‑23) |
| 26 100.5 | MSI-HF | By means of narrow-band direct-printing telegraphy.      (WRC‑23) |
| **Legend**:  **AERO-SAR**     These aeronautical carrier (reference) frequencies may be used for distress and safety purposes by mobile stations engaged in coordinated search and rescue operations.  **DSC**    These frequencies are used exclusively for distress and safety calls using digital selective calling in accordance with No. **32.5** (see Nos. **33.8** and **33.32**).     (WRC‑07)  **MSI**   In the maritime mobile service, these frequencies are used exclusively for the transmission of maritime safety information (MSI) (including meteorological and navigational warnings and urgent information) by coast stations to ships, by means of narrow-band direct-printing telegraphy or the NAVDAT system.      (WRC‑23)  **MSI-HF**     In the maritime mobile service, these frequencies are used exclusively for the transmission of high seas MSI by coast stations to ships, by means of narrow-band direct-printing telegraphy or the NAVDAT system.      (WRC‑23)  **RTP-COM**     These carrier frequencies are used for distress and safety communications (traffic) by radiotelephony.  \* Except as provided in these Regulations, any emission capable of causing harmful interference to distress, alarm, urgency or safety communications on the frequencies denoted by an asterisk (\*) is prohibited. Any emission causing harmful interference to distress and safety communications on any of the discrete frequencies identified in this Appendix is prohibited.    (WRC‑07) | | |

**Reasons:** NBDP has been deleted from the GMDSS, but kept for the transmission of MSI, and NAVDAT has been introduced in the GMDSS.

MOD EUR/XXXXA11A1/98

TABLE 15-2     (WRC‑23)

Frequencies above 30 MHz (VHF/UHF)

…

TABLE 15-2 (*end*)     (WRC‑23)

|  |  |  |
| --- | --- | --- |
| Frequency (MHz) | Description of usage | Notes |
| … | … | … |
|  |  |  |
| … | … | … |

**Reasons:** The frequency band 1 645.5-1 646.5 MHz is no longer used by EPIRBs and 1.6 GHz EPIRBs are no longer part of the GMDSS.

APPENDIX 17 (REV.WRC‑19)

Frequencies and channelling arrangements in the  
high-frequency bands for the maritime mobile service

MOD EUR/XXXXA11A1/99

PART A  –  Table of subdivided bands     (WRC‑23)

*In the Table,* where appropriate[[1]](#footnote-1)1, 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 (*f.*) and the spacing in kHz being indicated in italics.

…

Table of frequencies (kHz) to be used in the band between 4 000 kHz and 27 500 kHz  
allocated exclusively to the maritime mobile service (*end*)

|  |  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- | --- |
| Band (MHz) | 4 | 6 | 8 | 12 | 16 | 18/19 | 22 | 25/26 |
| Limits (kHz) | 4 221 | 6 332.5 | 8 438 | 12 658.5 | 16 904.5 | 19 705 | 22 445.5 | 26 122.5 |
| Frequencies assignable for wide‑band systems, facsimile, special and data transmission systems and direct-printing telegraphy systems  *m) p) s) pp) ppp)* |  |  |  |  |  |  |  |  |
| … | … | … | … | … | … | … | … | … |

*…*

*j)* For the automatic connection system(ACS) the assigned frequencies 4 177.5 kHz, 6 268 kHz, 8 376.5 kHz, 12 520 kHz and 16 695 kHz by ship and coast stations shall be used.     (WRC-23)

*…*

*p)* These sub-bands are designated for digitally modulated emissions in the maritime mobile service (e.g. as described in the most recent version of Recommendation ITU‑R M.1798). The provisions of No. **15.8** apply.     (WRC-23)

*pp)* The frequency bands 4 221-4 231 kHz, 6 332.5-6 342.5 kHz, 8 438-8 448 kHz, 12 658.5-12 668.5 kHz, 16 904.5-16 914.5 kHz and 22 445.5-22 455.5 kHz may also be used by the NAVDAT system, on condition that the use of NAVDAT system transmitting stations is limited to coast stations operating in accordance with the most recent version of Recommendation ITU‑R M.2058.     (WRC‑19)

*ppp)* The frequency 4 226 kHz is an exclusive frequency for the International NAVDAT system and the frequencies 6 337.5 kHz, 8 443 kHz, 12 663.5 kHz, 16 909.5 kHz and 22 450.5 kHz are the regional frequencies for the transmission of MSI by means of the NAVDAT system (see Articles **31**, **33** and **52**).     (WRC-23)

*…*

**Reasons:** NBDP has been deleted from the GMDSS, with the exception of MSI on certain frequencies which are contained in Appendix **15** and new ACS system will utilize the frequencies previously used by the NBDP for distress and safety communications. Similar footnote with *o)* for NAVTEX is added for the NAVDAT. In Note *p)* references to Notes *i), j), n)* and *o)* are deleted for clarity. There are no bands containing both Note *p)* and the referred ones. Note *ppp)* is amended to implement the reference to Appendix **17** in the new footnote **5.B111**.

PART B – Channelling arrangements     (WRC‑15)

MOD EUR/XXXXA11A1/100

Section II – Narrow-band direct-printing telegraphy (paired frequencies)

…

Table of frequencies for two-frequency operation by coast stations (kHz)

|  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- |
| Channel No. | 4 MHz band | | 6 MHz band | | 8 MHz band | |
| Transmit | Receive | Transmit | Receive | Transmit | Receive |
| 1  2  3  4  5 | 4 210.5 4 211 4 211.5 4 212 4 212.5 | 4 172.5 4 173 4 173.5 4 174 4 174.5 | 6 314.5 6 315 6 315.5 6 316 6 316.5 | 6 263 6 263.5 6 264 6 264.5 6 265 | 8 417 8 417.5 8 418 8 418.5 | 8 377 8 377.5 8 378 8 378.5 |
| 6  7  8  9 10 | 4 213 4 213.5 4 214 4 214.5 4 215 | 4 175 4 175.5 4 176 4 176.5 4 177 | 6 317 6 317.5 6 318 6 318.5 6 319 | 6 265.5 6 266 6 266.5 6 267 6 267.5 | 8 419 8 419.5 8 420 8 420.5 8 421 | 8 379 8 379.5 8 380 8 380.5 8 381 |
| 11 12 13 14 15 | 4 215.5 4 216 | 4 178 4 178.5 | 6 319.5 6 320 6 320.5 | 6 268.5 6 269 6 269.5 | 8 421.5 8 422 8 422.5 8 423 8 423.5 | 8 381.5 8 382 8 382.5 8 383 8 383.5 |

Table of frequencies for two-frequency operation by coast stations (kHz)

| Channel No. | 12 MHz band | | 16 MHz band | | 18/19 MHz band | |
| --- | --- | --- | --- | --- | --- | --- |
| Transmit | Receive | Transmit | Receive | Transmit | Receive |
| 1  2  3  4  5 | 12 579.5 12 580 12 580.5 12 581 12 581.5 | 12 477 12 477.5 12 478 12 478.5 12 479 | 16 807 16 807.5 16 808 16 808.5 16 809 | 16 683.5 16 684 16 684.5 16 685 16 685.5 |  |  |
| 6  7  8  9 10 | 12 582 12 582.5 12 583 12 583.5 12 584 | 12 479.5 12 480 12 480.5 12 481 12 481.5 | 16 809.5 16 810 16 810.5 16 811 16 811.5 | 16 686 16 686.5 16 687 16 687.5 16 688 | 19 684 19 684.5 19 685 19 685.5 | 18 873.5 18 874 18 874.5 18 875 |
| 11 12 13 14 15 | 12 584.5 12 585 12 585.5 12 586 12 586.5 | 12 482 12 482.5 12 483 12 483.5 12 484 | 16 812 16 812.5 16 813 16 813.5 16 814 | 16 688.5 16 689 16 689.5 16 690 16 690.5 | 19 686 19 686.5 19 687 19 687.5 19 688 | 18 875.5 18 876 18 876.5 18 877 18 877.5 |
| 16 17 18 19 20 | 12 587 12 587.5 12 588 12 588.5 12 589 | 12 484.5 12 485 12 485.5 12 486 12 486.5 | 16 814.5 16 815 16 815.5 16 816 16 816.5 | 16 691 16 691.5 16 692 16 692.5 16 693 | 19 688.5 19 689 19 689.5 19 690 19 690.5 | 18 878 18 878.5 18 879 18 879.5 18 880 |
| 21 22 23 24 25 | 12 589.5 12 590 12 590.5 12 591 12 591.5 | 12 487 12 487.5 12 488 12 488.5 12 489 | 16 817 16 817.5 16 818  16 818.5 | 16 693.5 16 694 16 694.5  16 695.5 |  |  |
| 26 27 28 29 30 | 12 592 12 592.5 12 593 12 593.5 12 594 | 12 489.5 12 490 12 490.5 12 491 12 491.5 | 16 819 16 819.5 16 820 16 820.5 16 821 | 16 696 16 696.5 16 697 16 697.5 16 698 |  |  |
| 31 32 33 34 35 | 12 594.5 12 595 12 595.5 12 596 12 596.5 | 12 492 12 492.5 12 493 12 493.5 12 494 | 16 821.5 | 16 698.5 |  |  |
| 36 37 38 39 40 | 12 597 12 597.5 12 598 12 598.5 12 599 | 12 494.5 12 495 12 495.5 12 496 12 496.5 |  |  |  |  |
| 41 42 43 44 45 | 12 599.5 12 600 12 600.5 12 601 12 601.5 | 12 497 12 497.5 12 498 12 498.5 12 499 |  |  |  |  |

Table of frequencies for two-frequency operation by coast stations (kHz)

|  |  |  |
| --- | --- | --- |
| Channel No. | 12 MHz band (*end*) | |
| Transmit | Receive |
| 46 47 48 49 50 | 12 602 12 602.5 12 603 12 603.5 12 604 | 12 499.5 12 500 12 500.5 12 501 12 501.5 |
| 51 52 53 54 55 | 12 604.5 12 605 12 605.5 12 606 12 606.5 | 12 502 12 502.5 12 503 12 503.5 12 504 |
| 56 57 58 59 60 | 12 607 12 607.5 12 608 12 608.5 12 609 | 12 504.5 12 505 12 505.5 12 506 12 506.5 |
| 61 62 63 64 65 | 12 609.5 12 610 12 610.5 12 611 12 611.5 | 12 507 12 507.5 12 508 12 508.5 12 509 |
| 66 67 68 69 70 | 12 612 12 612.5 12 613 12 613.5 12 614 | 12 509.5 12 510 12 510.5 12 511 12 511.5 |
| 71 72 73 74 75 | 12 614.5 12 615 12 615.5 12 616 12 616.5 | 12 512 12 512.5 12 513 12 513.5 12 514 |
| 76 77 78 79 80 | 12 617 12 617.5 12 618 12 618.5 12 619 | 12 514.5 12 515 12 515.5 12 516 12 516.5 |
| 81 82 83 84 85 | 12 619.5 12 620 12 620.5 12 621 12 621.5 | 12 517 12 517.5 12 518 12 518.5 12 519 |
| 86 87 88 89 90 | 12 622  12 622.5 12 623 12 623.5 | 12 519.5  12 520.5 12 521 12 521.5 |
| 91 92 | 12 624 12 624.5 | 12 522 12 522.5 |

…

**Reasons:** Introduction of the ACS in Appendix **17** using the frequencies of NBDP previously used for distress.

MOD EUR/XXXXA11A1/101

RESOLUTION 18 (Rev.WRC‑23)

Relating to the procedure for identifying and announcing the position of  
ships and aircraft of States not parties to an armed conflict

The World Radiocommunication Conference (Dubai, 2023),

…

resolves

1 that the frequencies for urgency signal and messages specified in the Radio Regulations may be used by ships and aircraft of States not parties to an armed conflict for self-identification and establishing communications; the transmission will consist of the urgency or safety signals, as appropriate, described in Article **33** followed by the addition of the single word “NEUTRAL” pronounced as in French “neutral” in radiotelephony; as soon as practicable, communications shall be transferred to an appropriate working frequency;

…

**Reasons:** NBDP has been deleted from the GMDSS, with the exception of MSI reception on certain frequencies which are contained in Appendix **15**. The frequencies for NBDP-COM in Appendix **15** are withdrawn.

MOD EUR/XXXXA11A1/102

RESOLUTION 349 (REV.WRC‑23)

Operational procedures for cancelling false distress alerts in   
the Global Maritime Distress and Safety System

The World Radiocommunication Conference (Dubai, 2023),

…

noting

that the International Maritime Organization (IMO) is referring to these operational procedures to cancel false distress alerts in their documentation,

…

ANNEX TO RESOLUTION 349 (Rev.WRC‑23)

Cancelling of false distress alerts

If a distress alert is inadvertently transmitted, the following steps shall be taken to cancel the distress alert.

# 1 VHF digital selective calling

1) Follow the instructions on the radio screen, if applicable, or

Switch on and switch off after 10 seconds, and follow the instructions on the radio screen, if applicable;

2) If the DSC equipment is capable of cancellation, start the distress self-cancel operation in accordance with the most recent version of Recommendation ITU‑R M.493;

3) Set to channel 16; and

4) Transmit a broadcast message to “All Stations” giving the ship’s name, call sign and maritime mobile service identity (MMSI), and cancel the false distress alert.

5) Example of message:

– the words “ALL STATIONS”, spoken three times;

– the words “THIS IS”;

– the name of the vessel, spoken three times;

– the call sign or other identification;

– the MMSI (if the initial alert has been sent by DSC);

– the words “PLEASE CANCEL MY DISTRESS ALERT OF” followed by the time in UTC.

# 2 MF digital selective calling

1) Follow the instructions on the radio screen, if applicable, or

Switch on and switch off after 10 seconds, and follow the instructions on the radio screen, if applicable;

2) If the DSC equipment is capable of cancellation, start the distress self-cancel operation in accordance with the most recent version of Recommendation ITU‑R M.493;

3) Tune for radiotelephony transmission on 2 182 kHz;

4) Transmit a broadcast message to “All Stations” giving the ship’s name, call sign and MMSI, and cancel the false alert;

For example of message see section 1.

# 3 HF digital selective calling

1) Follow the instructions on the radio screen, if applicable, or

Switch on and switch off after 10 seconds, and follow the instructions on the radio screen, if applicable

2) If the DSC equipment is capable of cancellation, start the distress self-cancel operation in accordance with the most recent version of Recommendation ITU‑R M.493;

3) Tune for radiotelephony on the distress and safety frequency in each frequency band in which a false distress alert was transmitted (see Appendix **15**);

4) Transmit a broadcast message to “All Stations” giving the ship’s name, call sign and MMSI, and cancel the false alert on the distress and safety frequency in each frequency band in which the false distress alert was transmitted;

For example of message see section 1.

# 4 Ship earth station

Notify the appropriate rescue coordination centre that the alert is cancelled by sending a distress priority message. Provide ship name, call sign and ship earth station identity with the cancelled alert message.

Example of message by telegraphy:

– NAME, CALL SIGN, IDENTITY NUMBER, POSITION

– Cancel my Inmarsat- distress

– Alert of DATE, TIME UTC

– =Master+

Example of message by radiotelephony:

– the words “ALL STATIONS”, spoken three times;

– the words “THIS IS”;

– the name of the vessel, spoken three times;

– the call sign or other identification;

– the identity number/MMSI ;

– the words “PLEASE CANCEL MY DISTRESS ALERT OF” followed by the time in UTC.

# 5 Satellite emergency position indicating radiobeacon (EPIRB)

If for any reason an EPIRB is activated inadvertently or accidentally, immediately stop the inadvertent transmission and contact the appropriate rescue coordination centre through a coast station or land earth station and cancel the distress alert.

# 6 General

Notwithstanding the above, ships may use additional appropriate means available to them to inform the appropriate authorities that a false distress alert has been transmitted and should be cancelled.

No action will normally be taken against any ship or mariner for reporting and cancelling a false distress alert. However, in view of the serious consequences of false alerts, and the strict ban on their transmission, authorities may take actions in cases of repeated violation.

**Reasons:** This addendum is intended as guidance to the mariner. The upcoming IMO Resolution MSC.514(105) on avoidance of false distress alerts refers directly to Resolution **349 (Rev. WRC-19)**, which is included in the ITU-R Manual for Use by the Maritime Mobile and Maritime Mobile-Satellite Services (Maritime Manual).

MOD EUR/XXXXA11A1/103

RESOLUTION 354 (REv.WRC‑23)

Distress and safety radiotelephony procedures for 2 182 kHz

The World Radiocommunication Conference (Dubai, 2023),

…

ANNEX TO RESOLUTION 354 (REv.WRC‑23)

Distress and safety radiotelephony procedures for 2 182 kHz[[2]](#footnote-2)\*

PART A1 − GENERAL

…

§ 4 The abbreviations and signals of Recommendation ITU‑R M.1172 and the Phonetic Alphabet and Figure Code in Appendix **14** should be used where applicable[[3]](#footnote-3)2.

§ 5 Distress, urgency and safety communications may also be made using digital selective calling and satellite techniques, in accordance with the provisions specified in Chapter **VII** and relevant ITU‑R Recommendations.

…

**Reasons:** Update of Resolution **354 (WRC-07)** to take into account the suppression of NBDP for the GMDSS. In order to avoid potential confusion, it is necessary to remind the mariners and administrations of the difference in pronunciations of figures in Appendix **14** and IMO SMCP.

PART A2 − FREQUENCIES FOR DISTRESS AND SAFETY

MOD EUR/XXXXA11A1/104

Section II − Protection of distress and safety frequencies

…

B − 2 182 kHz

§ 6 1) Except for transmissions authorized on the carrier frequency 2 182 kHz and on the frequencies 2 174.5 kHz, 2 177 kHz, 2 187.5 kHz and 2 189.5 kHz, all transmissions on the frequencies between 2 173.5 kHz and 2 190.5 kHz are forbidden (see No. **5.110** for 2 174.5 kHz, Nos. **52.130** to **52.136** for 2 177 kHz and 2 189.5 kHz and also Appendix **15** for 2 182 kHz and 2 187.5 kHz).

2) To facilitate the reception of distress calls, all transmissions on 2 182 kHz should be kept to a minimum.

**Reasons:** NBDP distress and safety communication has been deleted from the GMDSS. References to related footnotes are also added to clearly indicate the usage of concerned frequencies to avoid any confusion.

ADD EUR/XXXA11A1/105

draft new RESOLUTION [EUR-A111-NAVDAT-Coordination] (WRC‑23)

Coordination of NAVDAT services

The World Radiocommunication Conference (Dubai, 2023),

considering

*a)* that the International Maritime Organization (IMO), coordinates the operational aspects of NAVDAT services, such as allocation of transmitter identification and time schedules, in the planning stages for transmissions on the frequencies 500 kHz and/or 4 226 kHz and other frequencies which are defined in No. **5.79** and Appendix **15**;

*b)* that coordination in the frequencies 500 kHz and/or 4 226 kHz and other frequencies which are defined in No. **5.79** and Appendix **15**, is essentially operational,

resolves

to invite administrations to apply the procedures established by IMO, taking into account the IMO NAVDAT Manual, for coordinating the use of the frequencies 500 kHz and/or 4 226 kHz, and other frequencies which are defined in No. **5.79** and Appendix **15**,

instructs the Secretary-General

to invite IMO to provide ITU with information on a regular basis on operational coordination for NAVDAT services on the frequencies 500 kHz and/or 4 226 kHz and other frequencies which are defined in No. **5.79** and Appendix **15**,

instructs the Director of the Radiocommunication Bureau

to publish this information in the *List of Coast Stations and Special Service Stations* (*List IV*) (see No. **20.7**).

**Reasons:** New Resolution for the coordination of the NAVDAT services identical to the one for the NAVTEX (Resolution **339** **(Rev.WRC-07)**).

MOD EUR/XXXXA11A1/106

RESOLUTION 361 (REV.WRC‑23)

Consideration of possible regulatory actions to support modernization of the Global Maritime Distress and Safety System and   
the implementation of e‑navigation

…

resolves to invite the 2023 World Radiocommunication Conference

…

1. 1 Within the non-shaded boxes. [↑](#footnote-ref-1)
2. \* Distress and safety communications include distress, urgency and safety calls and messages. [↑](#footnote-ref-2)
3. 2 The use of the Standard Marine Communication Phrases (SMCP) and, where language difficulties exist, the International Code of Signals, both published by the International Maritime Organization, is also recommended. It needs to be noted that the pronunciations for figures in Appendix **14** and IMO SMCP are different.     (WRC-23) [↑](#footnote-ref-3)