

ARTICLE 30

General provisions

Section I – Introduction

MOD COM4/211/16 (B3/224/18) (R2/266/10)

30.1 § 1 This Chapter contains the provisions for the operational use of the global maritime distress and safety system (GMDSS), whose functional requirements, system elements and equipment carriage requirements are set forth in the International Convention for the Safety of Life at Sea (SOLAS), 1974, as amended. This Chapter also contains provisions for initiating distress, urgency and safety communications by means of radiotelephony on the frequency 156.8 MHz (VHF channel 16). (WRC-07)

Section II – Maritime provisions

MOD COM4/211/17 (B3/224/19) (R2/266/11)

30.4 § 4 The provisions specified in this Chapter are obligatory in the maritime mobile service and the maritime mobile-satellite service for all stations using the frequencies and techniques prescribed for the functions set out herein (see also No. **30.5**). (WRC-07)

Section III – Aeronautical provisions

ADD COM4/211/18 (B3/224/20) (R2/266/12)

30.11bis Aircraft, when conducting search and rescue operations, are also permitted to operate digital selective calling (DSC) equipment on the VHF DSC frequency 156.525 MHz, and automatic identification system (AIS) equipment on the AIS frequencies 161.975 MHz and 162.025 MHz. (WRC-07)

ARTICLE 31

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

Section I – General

MOD COM4/296/20 (B9/305/22) (R4/335/37)

31.1 § 1 The frequencies to be used for the transmission of distress and safety information under the GMDSS are contained in Appendix 15. In addition to the frequencies listed in Appendix 15, ship stations and coast stations should use other appropriate frequencies for the transmission of safety messages and general radiocommunications to and from shore-based radio systems or networks. (WRC-07)

MOD COM4/296/21 (B9/305/23) (R4/335/38)

31.2 § 2 Any emission causing harmful interference to distress and safety communications on any of the discrete frequencies identified in Appendix 15 is prohibited. (WRC-07)

Section III – Watchkeeping

MOD COM4/332/96 (B13/347/42) (R7/411/80)

31.13 § 6 Those coast stations assuming a watch-keeping responsibility in the GMDSS shall maintain an automatic digital selective calling watch on frequencies and for periods of time as indicated in the information published in the List of Coast Stations and Special Service Stations (List IV). (WRC-07)

MOD COM4/296/22 (B9/305/24) (R4/335/39)

31.17 § 8 1) Ship stations, where so equipped, shall, while at sea, maintain an automatic digital selective calling watch on the appropriate distress and safety calling frequencies in the frequency bands in which they are operating. Ship stations, where so equipped, shall also maintain watch on the appropriate frequencies for the automatic reception of transmissions of meteorological and navigational warnings and other urgent information to ships. (WRC-07)

MOD COM4/296/23 (B9/305/25) (R4/335/40)

31.18 2) Ship stations complying with the provisions of this Chapter should, where practicable, maintain a watch on the frequency 156.800 MHz (VHF channel 16). (WRC-07)

MOD COM4/332/97 (B13/347/43) (R7/411/81)

ARTICLE 32

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

Section I – General

MOD COM4/332/98 (B13/347/44) (R7/411/82)

32.1 § 1 Distress communications rely on the use of terrestrial MF, HF and VHF radiocommunications and communications using satellite techniques. Distress communications shall have absolute priority over all other transmissions. The following terms apply:

- a)* The distress alert is a digital selective call (DSC) using a distress call format, in the bands used for terrestrial radiocommunication, or a distress message format, in which case it is relayed through space stations.
- b)* The distress call is the initial voice or text procedure.
- c)* The distress message is the subsequent voice or text procedure.
- d)* The distress alert relay is a DSC transmission on behalf of another station.
- e)* The distress call relay is the initial voice or text procedure for a station not itself in distress. (WRC-07)

MOD COM4/332/99 (B13/347/45) (R7/411/83)

32.2 § 2 1) The distress alert shall be sent through a satellite either with absolute priority in general communication channels, on exclusive distress and safety frequencies reserved for satellite EPIRBs in the Earth-to-space direction or on the distress and safety frequencies designated in the MF, HF and VHF bands for digital selective calling (see Appendix 15). (WRC-07)

ADD COM4/332/100 (B13/347/46) (R7/411/84)

32.2bis The distress call shall be sent on the distress and safety frequencies designated in the MF, HF and VHF bands for radiotelephony. (WRC-07)

MOD COM4/332/101 (B13/347/47) (R7/411/85)

32.3 2) The distress alert or call and subsequent messages shall be sent only on the authority of the person responsible for the ship, aircraft or other vehicle carrying the mobile station or the mobile earth station. (WRC-07)

MOD COM4/332/102 (B13/347/48) (R7/411/86)

32.4 § 3 All stations which receive a distress alert or call transmitted on the distress and safety frequencies in the MF, HF and VHF bands shall immediately cease any transmission capable of interfering with distress traffic and prepare for subsequent distress traffic. (WRC-07)

MOD COM4/332/103 (B13/347/49) (R7/411/87)

32.5 § 4 Distress alerts or distress alert relays using DSC should use the technical structures and content set forth in the most recent version of Recommendations ITU-R M.493 and ITU-R M.541. (WRC-07)

MOD COM4/332/104 (B13/347/50) (R7/411/88)

32.5A § 4A Each administration shall ensure that suitable arrangements are made for assigning and registering identities used by ships participating in the GMDSS, and shall make registration information available to rescue coordination centres on a 24-hour day, 7-day week basis. Where appropriate, administrations shall notify responsible organizations immediately of additions, deletions and other changes in these assignments (see Nos. **19.39**, **19.96** and **19.99**). Registration information submitted shall be in accordance with Resolution **340 (WRC-97)**. (WRC-07)

MOD COM4/332/105 (B13/347/51) (R7/411/89)

32.5B § 4B Any GMDSS shipboard equipment which is capable of transmitting position coordinates as part of a distress alert and which does not have an integral electronic position-fixing system receiver shall be interconnected to a separate navigation receiver, if one is installed, to provide that information automatically. (WRC-07)

MOD COM4/332/106 (B13/347/52) (R7/411/90)

Section II – Distress alerting and distress calling (WRC-07)

32.8 *A – General*

MOD COM4/332/107 (B13/347/53) (R7/411/91)

32.9 § 7 1) The transmission of a distress alert or a distress call indicates that a mobile unit² or person³ is threatened by grave and imminent danger and requires immediate assistance. (WRC-07)

MOD COM4/332/108 (B13/347/54) (R7/411/92)

32.10A § 7A A distress alert is false if it was transmitted without any indication that a mobile unit or person was in distress and required immediate assistance (see No. **32.9**). Administrations receiving a false distress alert shall report this infringement in accordance with Section V of Article **15**, if that alert:

- a) was transmitted intentionally;
- b) was not cancelled in accordance with No. **32.53A** and Resolution **349 (Rev.WRC-07)**;
- c) could not be verified as a result of either the ship's failure to keep watch on appropriate frequencies in accordance with Nos. **31.16** to **31.20**, or its failure to respond to calls from an authorized rescue authority;
- d) was repeated; or
- e) was transmitted using a false identity.

Administrations receiving such a report shall take appropriate steps to ensure that the infringement does not recur. No action should normally be taken against any ship or mariner for reporting and cancelling a false distress alert. (WRC-07)

² **32.9.1** Mobile unit: a ship, aircraft or other vehicle.

³ **32.9.2** In this Article, where the case is of a person in distress, the application of the procedures may require adaptation to meet the needs of the particular circumstances.

ADD COM4/332/109 (B13/347/55) (R7/411/93)

32.10B Administrations shall take practicable and necessary steps to ensure the avoidance of false distress alerts, including those transmitted inadvertently. (WRC-07)

MOD COM4/332/110 (B13/347/56) (R7/411/94)

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 COM4/332/111 (B13/347/57) (R7/411/95)

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 and EPIRBs). (WRC-07)

MOD COM4/332/112 (B13/347/58) (R7/411/96)

32.13 § 9 1) Ship-to-ship distress alerts are used to alert other ships in the vicinity of the ship in distress and are based on the use of digital selective calling in the VHF and MF bands. Additionally, the HF band may be used. (WRC-07)

ADD COM4/332/113 (B13/347/59) (R7/411/97)

32.13A 2) Ship stations equipped for digital selective calling procedures may transmit a distress call and distress message immediately following the distress alert in order to attract attention from as many ship stations as possible. (WRC-07)

ADD COM4/332/114 (B13/347/60) (R7/411/98)

32.13B 3) Ship stations not equipped for digital selective calling procedures shall, where practical, initiate the distress communications by transmitting a radio telephony distress call and message on the frequency 156.8 MHz (VHF channel 16). (WRC-07)

ADD COM4/332/115 (B13/347/61) (R7/411/99)

32.13Bbis § 7B 1) The radiotelephone distress signal consists of the word MAYDAY pronounced as the French expression “m'aider”. (WRC-07)

ADD COM4/332/116 (B13/347/62) (R7/411/100)

32.13C § 9A 1) The distress call sent on the frequency 156.8 MHz (VHF channel 16) shall be given in the following form:

- the distress signal MAYDAY, spoken three times;
- the words THIS IS;
- the name of the vessel in distress, spoken three times;
- the call sign or other identification;
- the MMSI (if the initial alert has been sent by DSC). (WRC-07)

ADD COM4/332/117 (B13/347/63) (R7/411/101)

32.13D 2) The distress message which follows the distress call should be given in the following form:

- the distress signal MAYDAY;
- the name of the vessel in distress;
- the call sign or other identification;
- the MMSI (if the initial alert has been sent by DSC);
- the position, given as the latitude and longitude, or if the latitude and longitude are not known or if time is insufficient, in relation to a known geographical location;
- the nature of the distress;
- the kind of assistance required;
- any other useful information. (WRC-07)

ADD COM4/332/118 (B13/347/64) (R7/411/102)

32.13E § 9B DSC procedures use a combination of automated functions and manual intervention to generate the appropriate distress call format in the most recent version of Recommendation ITU-R M.541. A distress alert sent by DSC consists of one or more distress alert attempts in which a message format is transmitted identifying the station in distress, giving its last recorded position and, if entered, the nature of the distress. In MF and HF bands, distress alert attempts may be sent as a single-frequency attempt or a multi-frequency attempt on up to six frequencies within one minute. In VHF bands, only single-frequency call attempts are used. The distress alert will repeat automatically at random intervals, a few minutes apart, until an acknowledgement sent by DSC is received. (WRC-07)

MOD COM4/332/119 (B13/347/65) (R7/411/103)

B2 – Transmission of a shore-to-ship distress alert relay or a distress call relay (WRC-07)

MOD COM4/332/120 (B13/347/66) (R7/411/104)

32.14 § 10 1) A station or a rescue coordination centre which receives a distress alert or call and a distress message shall initiate the transmission of a shore-to-ship distress alert relay addressed, as appropriate, to all ships, to a selected group of ships, or to a specific ship, by satellite and/or terrestrial means. (WRC-07)

MOD COM4/332/121 (B13/347/67) (R7/411/105)

32.15 2) The distress alert relay and the distress call relay shall contain the identification of the mobile unit in distress, its position and all other information which might facilitate rescue. (WRC-07)

MOD COM4/332/122 (B13/347/68) (R7/411/106)

B3 – Transmission of a distress alert relay or a distress call relay by a station not itself in distress (WRC-07)

MOD COM4/332/123 (B13/347/69) (R7/411/107)

32.16 § 11 A station in the mobile or mobile-satellite service which learns that a mobile unit is in distress (for example, by a radio call or by observation) shall initiate and transmit a distress alert relay or a distress call relay on behalf of the mobile unit in distress once it has ascertained that any of the following circumstances apply: (WRC-07)

MOD COM4/332/124 (B13/347/70) (R7/411/108)

32.17 a) on receiving a distress alert or call which is not acknowledged by a coast station or another vessel within five minutes (see also Nos. **32.29A** and **32.31**); (WRC-07)

MOD COM4/332/125 (B13/347/71) (R7/411/109)

32.18 b) on learning that the mobile unit in distress is otherwise unable or incapable of participating in distress communications, if the master or other person responsible for the mobile unit not in distress considers that further help is necessary. (WRC-07)

MOD COM4/332/126 (B13/347/72) (R7/411/110)

32.19 § 12 1) The distress relay on behalf of a mobile unit in distress shall be sent in a form appropriate to the circumstances (see Nos. **32.19A** to **32.19D**) using either a distress call relay by radiotelephony (see Nos. **32.19D** and **32.19E**), an individually addressed distress alert relay by DSC (see No. **32.19B**), or a distress priority message through a ship earth station. (WRC-07)

ADD COM4/332/127 (B13/347/73) (R7/411/111)

32.19A 2) A station transmitting a distress alert relay or a distress call relay in accordance with Nos. **32.16** to **32.18** shall indicate that it is not itself in distress. (WRC-07)

ADD COM4/332/128 (B13/347/74) (R7/411/112)

32.19B 3) A distress alert relay sent by DSC should use the call format, as found in the most recent version of Recommendations ITU-R M.493 and ITU-R M.541, and should preferably be addressed to an individual coast station or rescue coordination centre^{new1}. (WRC-07)

ADD COM4/332/129 (B13/347/75) (R7/411/113)

^{new1} **32.19B.1** Vessels making a distress alert relay or a distress call relay should ensure that a suitable coast station or rescue coordination centre is informed of any distress communications previously exchanged. (WRC-07)

ADD COM4/332/130 (B13/347/76) (R7/411/114)

32.19C 4) However, a ship shall not transmit a distress alert relay to all ships by digital selective calling on the VHF or MF distress frequencies following receipt of a distress alert sent by digital selective calling by the ship in distress. (WRC-07)

ADD COM4/332/131 (B13/347/77) (R7/411/115)

32.19D 5) When an aural watch is being maintained on shore and reliable ship-to-shore communications can be established by radiotelephony, a distress call relay is sent by radiotelephony and addressed to the relevant coast station or rescue coordination centre^{new2} on the appropriate frequency. (WRC-07)

ADD COM4/332/132 (B13/347/78) (R7/411/116)

^{new2} **32.19D.1** Vessels making a distress call relay should ensure that a suitable coast station or rescue coordination centre is informed of any distress communications previously exchanged. (WRC-07)

ADD COM4/332/133 (B13/347/79) (R7/411/117)

32.19E 6) The distress call relay sent by radiotelephony should be given in the following form:

- the distress signal MAYDAY RELAY, spoken three times;
- ALL STATIONS or coast station name, as appropriate, spoken three times;
- the words THIS IS;
- the name of the relaying station, spoken three times;
- the call sign or other identification of the relaying station;
- the MMSI (if the initial alert has been sent by DSC) of the relaying station (the vessel not in distress). (WRC-07)

ADD COM4/332/134 (B13/347/80) (R7/411/118)

32.19F 7) This call shall be followed by a distress message which shall, as far as possible, repeat the information^{new3} contained in the original distress alert or distress message. (WRC-07)

ADD COM4/332/135 (B13/347/81) (R7/411/119)

^{new3} **32.19F.1** If the station in distress cannot be identified, then it will be necessary to originate the distress message as well, using, for example, terms such as “Unidentified trawler” refer to the mobile unit in distress. (WRC-07)

ADD COM4/332/136 (B13/347/82) (R7/411/120)

32.19G 8) When no aural watch is being maintained on shore, or there are other difficulties in establishing reliable ship-to-shore communications by radiotelephony, an appropriate coast station or rescue coordination centre may be contacted by sending an individual distress alert relay by DSC, addressed solely to that station and using the appropriate call formats. (WRC-07)

ADD COM4/332/137 (B13/347/83) (R7/411/121)

32.19H 9) In the event of continued failure to contact a coast station or rescue coordination centre directly, it may be appropriate to send a distress call relay by radiotelephony addressed to all ships, or to all ships in a certain geographical area. See also No. **32.19C**. (WRC-07)

MOD COM4/332/138 (B13/347/84) (R7/411/122)

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 COM4/332/139 (B13/347/85) (R7/411/123)

32.21 § 13 1) Acknowledgement of receipt of a distress alert, including a distress alert relay, shall be made in the manner appropriate to the method of transmission of the alert and within the time-scale appropriate to the role of the station in receipt of the alert. Acknowledgement by satellite shall be sent immediately. (WRC-07)

ADD COM4/332/140 (B13/347/86) (R7/411/124)

32.21A 2) When acknowledging receipt of a distress alert sent by DSC^{new4}, the acknowledgement in the terrestrial services shall be made by DSC, radiotelephony or narrow-band direct-printing telegraphy as appropriate to the circumstances, 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-07)

ADD COM4/332/141 (B13/347/87) (R7/411/125)

^{new4} **32.21A.1** In order to ensure that no unnecessary delay occurs before the shore-based authorities become aware of a distress incident, the acknowledgement by DSC to a distress alert sent by DSC shall normally only be made by a coast station or a rescue coordination centre. An acknowledgement by DSC will cancel any further automated repetition of the distress alert using DSC. (WRC-07)

ADD COM4/332/142 (B13/347/88) (R7/411/126)

32.21B Acknowledgement by DSC of a distress alert sent by DSC addressed to stations in the maritime mobile service shall be addressed to all stations^{new4}. (WRC-07)

SUP COM4/332/143 (B13/347/89) (R7/411/127)

32.22

MOD COM4/332/144 (B13/347/90) (R7/411/128)

32.23 § 15 1) 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:

- 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-07)

MOD COM4/332/145 (B13/347/91) (R7/411/129)

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 word 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)

SUP COM4/332/146 (B13/347/92) (R7/411/130)

32.25

MOD COM4/332/147 (B13/347/93) (R7/411/131)

C2 – Receipt and acknowledgement by a coast station, a coast earth station or a rescue coordination centre (WRC-07)

MOD COM4/332/148 (B13/347/94) (R7/411/132)

32.26 § 17 Coast stations and the appropriate coast earth stations in receipt of distress alerts or distress calls shall ensure that they are routed as soon as possible to a rescue coordination centre. In addition, receipt of a distress alert or a distress call is to be acknowledged as soon as possible by a coast station, or by a rescue coordination centre via a coast station or an appropriate coast earth station. A shore-to-ship distress alert relay or a distress call relay (see Nos. **32.14** and **32.15**) shall also be made when the method of receipt warrants a broadcast alert to shipping or when the circumstances of the distress incident indicate that further help is necessary. (WRC-07)

MOD COM4/332/149 (B13/347/95) (R7/411/133)

32.27 § 18 A coast station using DSC to acknowledge a distress alert shall transmit the acknowledgement on the distress calling frequency on which the distress alert was received and should address it to all ships. The acknowledgement shall include the identification of the ship whose distress alert is being acknowledged. (WRC-07)

MOD COM4/332/150 (B13/347/96) (R7/411/134)

C3 – Receipt and acknowledgement by a ship station or ship earth station (WRC-07)

MOD COM4/332/151 (B13/347/97) (R7/411/135)

32.28 § 19 1) Ship or ship earth stations in receipt of a distress alert or a distress call shall, as soon as possible, inform the master or person responsible for the ship of the contents of the distress alert. (WRC-07)

MOD COM4/332/152 (B13/347/98) (R7/411/136)

32.29 2) In areas where reliable communications with one or more coast stations are practicable, ship stations in receipt of a distress alert or a distress call from another vessel should defer acknowledgement for a short interval so that a coast station may acknowledge receipt in the first instance. (WRC-07)

ADD COM4/332/153 (B13/347/99) (R7/411/137)

32.29A 3) Ship stations in receipt of a distress call sent by radiotelephony on the frequency 156.8 MHz (VHF channel 16) shall, if the call is not acknowledged by a coast station or another vessel within five minutes, acknowledge receipt to the vessel in distress and use any means available to relay the distress call to an appropriate coast station or coast earth station (see also Nos. **32.16** to **32.19F**). (WRC-07)

MOD COM4/332/154 (B13/347/100) (R7/411/138)

32.30 § 20 1) Ship stations operating in areas where reliable communications with a coast station are not practicable which receive a distress alert or call from a ship station which is, beyond doubt, in their vicinity, shall, as soon as possible and if appropriately equipped, acknowledge receipt to the vessel in distress and inform a rescue coordination centre through a coast station or coast earth station (see also Nos. **32.16** to **32.19H**). (WRC-07)

MOD COM4/332/155 (B13/347/101) (R7/411/139)

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 **32.38**, 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-07)

MOD COM4/332/156 (B13/347/102) (R7/411/140)

32.32 § 21 A ship station acknowledging receipt of a distress alert sent by DSC should, in accordance with No. **32.29** or No. **32.30**: (WRC-07)

MOD COM4/332/157 (B13/347/103) (R7/411/141)

32.33 a) in the first instance, acknowledge receipt of the distress alert by using radiotelephony on the distress and safety traffic frequency in the band used for the alert, taking into account any instructions which may be issued by a responding coast station; (WRC-07)

ADD COM4/332/158 (B13/347/104) (R7/411/142)

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 or narrow-band direct-printing telegraphy 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-07)

MOD COM4/332/159 (B13/347/105) (R7/411/143)

32.35 § 22 A ship station in receipt of a shore-to-ship distress alert relay or distress call relay (see No. **32.14**) should establish communication as directed and render such assistance as required and appropriate. (WRC-07)

MOD COM4/332/160 (B13/347/106) (R7/411/144)

32.37 § 23 On receipt of a distress alert or a distress call, ship stations and coast stations shall set watch on the radiotelephone distress and safety traffic frequency associated with the distress and safety calling frequency on which the distress alert was received. (WRC-07)

MOD COM4/332/161 (B13/347/107) (R7/411/145)

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)

Section III – Distress traffic

SUP COM4/332/162 (B13/347/108) (R7/411/146)

32.41

MOD COM4/332/163 (B13/347/109) (R7/411/147)

32.45 § 28 1) The rescue coordination centre responsible for controlling a search and rescue operation shall also coordinate the distress traffic relating to the incident or may appoint another station to do so. (WRC-07)

MOD COM4/332/164 (B13/347/110) (R7/411/148)

32.51 § 31 When distress traffic has ceased on frequencies which have been used for distress traffic, the station controlling the search and rescue operation shall initiate a message for transmission on these frequencies indicating that distress traffic has finished. (WRC-07)

MOD COM4/332/165 (B13/347/111) (R7/411/149)

32.52 § 32 1) In radiotelephony, the message referred to in No. **32.51** should consist of:

- the distress signal MAYDAY;
- the call “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-07)

ADD COM4/332/166 (B13/347/112) (R7/411/150)

32.53A *Cancellation of an inadvertent distress alert* (WRC-07)

ADD COM4/332/167 (B13/347/113) (R7/411/151)

32.53B A station transmitting an inadvertent distress alert or call shall cancel the transmission. (WRC-07)

ADD COM4/332/168 (B13/347/114) (R7/411/152)

32.53C An inadvertent DSC alert shall be cancelled by DSC, if the DSC equipment is so capable. The cancellation should be in accordance with the most recent version of Recommendation ITU-R M.493. In all cases, cancellations shall also be transmitted by radiotelephone in accordance with **32.53E**. (WRC-07)

ADD COM4/332/169 (B13/347/115) (R7/411/153)

32.53D An inadvertent distress call shall be cancelled by radiotelephone in accordance with the procedure in **32.53E**. (WRC-07)

ADD COM4/332/170 (B13/347/116) (R7/411/154)

32.53E Inadvertent distress transmissions shall be cancelled orally on the associated distress and safety frequency in the same band on which the distress transmission was sent, using the following procedure:

- the call “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);
- PLEASE CANCEL MY DISTRESS ALERT OF time in UTC.

Monitor the same band on which the inadvertent distress transmission was sent and respond to any communications concerning that distress transmission as appropriate. (WRC-07)

MOD COM4/332/171 (B13/347/117) (R7/411/155)

32.63 3) Locating signals may be transmitted in the following frequency bands:
117.975-137 MHz;
156-174 MHz;
406-406.1 MHz; and
9 200-9 500 MHz. (WRC-07)

SUP COM4/332/172 (B13/347/118) (R7/411/156)

32.64

ARTICLE 33

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

Section I – General

MOD COM4/332/26 (B13/347/119) (R7/411/157)

33.1 § 1 1) Urgency and safety communications include: (WRC-07)

ADD COM4/332/27 (B13/347/120) (R7/411/158)

33.7A 2) Urgency communications shall have priority over all other communications, except distress. (WRC-07)

ADD COM4/332/28 (B13/347/121) (R7/411/159)

33.7B 3) Safety communications shall have priority over all other communications, except distress and urgency. (WRC-07)

Section II – Urgency communications

ADD COM4/332/29 (B13/347/122) (R7/411/160)

33.XX The following terms apply:

- a) The urgency announcement is a digital selective call using an urgency call format¹, in the bands used for terrestrial radiocommunication, or an urgency message format, in which case it is relayed through space stations.
- b) The urgency call is the initial voice or text procedure.
- c) The urgency message is the subsequent voice or text procedure. (WRC-07)

ADD COM4/332/31 (B13/347/123) (R7/411/161)

¹ **33.XX.1** The format of urgency calls and urgency messages should be in accordance with the relevant ITU-R Recommendations. (WRC-07)

MOD COM4/332/30 (B13/347/124) (R7/411/162)

33.8 § 2 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, narrow-band direct-printing, 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-07)

ADD COM4/332/32 (B13/347/125) (R7/411/163)

33.8A 2) Ship stations not equipped for digital selective calling procedures may announce an urgency call and message by transmitting the urgency signal by radiotelephony on the frequency 156.8 MHz (channel 16), while taking into account that other stations outside VHF range may not receive the announcement. (WRC-07)

ADD COM4/332/33 (B13/347/126) (R7/411/164)

33.8B 3) In the maritime mobile service, urgency communications may be addressed either to all stations or to a particular station. When using digital selective calling techniques, the urgency announcement shall indicate which frequency is to be used to send the subsequent message and, in the case of a message to all stations, shall use the “All Ships” format setting. (WRC-07)

ADD COM4/332/34 (B13/347/127) (R7/411/165)

33.8C 4) Urgency announcements from a coast station may also be directed to a group of vessels or to vessels in a defined geographical area. (WRC-07)

MOD COM4/332/35 (B13/347/128) (R7/411/166)

33.9 § 3 1) The urgency call and message shall be transmitted on one or more of the distress and safety traffic frequencies specified in Section I of Article 31. (WRC-07)

ADD COM4/332/36 (B13/347/129) (R7/411/167)

33.9A 2) However, in the maritime mobile service, the urgency message shall be transmitted on a working frequency:

- a) in the case of a long message or a medical call; *or*
- b) in areas of heavy traffic when the message is being repeated.

An indication to this effect shall be included in the urgency announcement or call. (WRC-07)

ADD COM4/332/37 (B13/347/130) (R7/411/168)

33.9B 3) In the maritime mobile-satellite service, a separate urgency announcement or call does not need to be made before sending the urgency message. However, if available, the appropriate network priority access settings should be used for sending the message. (WRC-07)

MOD COM4/332/38 (B13/347/131) (R7/411/169)

33.11 § 5 1) The urgency call format and the urgency signal indicate that the calling station has a very urgent message to transmit concerning the safety of a mobile unit or a person. (WRC-07)

ADD COM4/332/39 (B13/347/132) (R7/411/170)

33.11A 2) Communications concerning medical advice may be preceded by the urgency signal. Mobile stations requiring medical advice may obtain it through any of the land stations shown in the List of Coast Stations and Special Service Stations. (WRC-07)

ADD COM4/332/40 (B13/347/133) (R7/411/171)

33.11B 3) Urgency communications to support search and rescue operations need not be preceded by the urgency signal. (WRC-07)

MOD COM4/332/41 (B13/347/134) (R7/411/172)

- 33.12** § 6 1) The urgency call should consist of:
- 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 consists of:

- 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-07)

MOD COM4/332/42 (B13/347/135) (R7/411/173)

33.14 § 7 1) The urgency call format or urgency signal shall be sent only on the authority of the person responsible for the ship, aircraft or other vehicle carrying the mobile station or mobile earth station. (WRC-07)

ADD COM4/332/43 (B13/347/136) (R7/411/174)

33.15A § 7A 1) Ship stations in receipt of an urgency announcement or call addressed to all stations shall not acknowledge. (WRC-07)

ADD COM4/332/44 (B13/347/137) (R7/411/175)

33.15B 2) Ship stations in receipt of an urgency announcement or call of an urgency message shall monitor the frequency or channel indicated for the message for at least five minutes. If, at the end of the five-minute monitoring period, no urgency message has been received, a coast station should, if possible, be notified of the missing message. Thereafter, normal working may be resumed. (WRC-07)

ADD COM4/332/45 (B13/347/138) (R7/411/176)

33.15C 3) Coast and ship stations which are in communication on frequencies other than those used for the transmission of the urgency signal or the subsequent message may continue their normal work without interruption, provided that the urgency message is not addressed to them nor broadcast to all stations. (WRC-07)

MOD COM4/332/46 (B13/347/139) (R7/411/177)

33.16 § 8 When an urgency announcement or call and message was transmitted to more than one station and action is no longer required, an urgency cancellation should be sent by the station responsible for its transmission.

The urgency cancellation should consist of:

- the urgency signal PAN PAN, spoken three times;
- “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);
- PLEASE CANCEL URGENCY MESSAGE OF time in UTC. (WRC-07)

Section III – Medical transports

MOD COM4/332/47 (B13/347/140) (R7/411/178)

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 MEDICAL in narrow-band direct-printing and by the addition of the single word MAY-DEE-CAL pronounced as in French “médical”, in radiotelephony. (WRC-07)

ADD COM4/332/48 (B13/347/141) (R7/411/179)

33.20A 2) When using digital selective calling techniques, the urgency announcement on the appropriate Digital Selective Calling distress and safety frequencies shall always be addressed to all stations on VHF and to a specified geographical area on MF and HF and shall indicate “Medical transport” in accordance with the most recent version of Recommendations ITU-R M.493 and ITU-R M.541. (WRC-07)

ADD COM4/332/49 (B13/347/142) (R7/411/180)

33.20B 3) Medical transports may use one or more of the distress and safety traffic frequencies specified in Section I of Article 31 for the purpose of self-identification and to establish communications. As soon as practicable, communications shall be transferred to an appropriate working frequency. (WRC-07)

MOD COM4/332/50 (B13/347/143) (R7/411/181)

33.21 § 12 The use of the signals described in Nos. 33.20 and 33.20A indicates that the message which follows concerns a protected medical transport. The message shall convey the following data: (WRC-07)

SUP COM4/332/51 (B13/347/144) (R7/411/182)

33.28

SUP COM4/332/52 (B13/347/145) (R7/411/183)

33.29

Section IV – Safety communications

ADD COM4/332/53 (B13/347/146) (R7/411/184)

33.YY § 1 The following terms apply:

- a) the safety announcement is a digital selective call using a safety call format in the bands used for terrestrial radiocommunication or a safety message format, in which case it is relayed through space stations;
- b) the safety call is the initial voice or text procedure;
- c) the safety message is the subsequent voice or text procedure. (WRC-07)

MOD COM4/332/54 (B13/347/147) (R7/411/185)

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, narrow-band direct-printing 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-07)

MOD COM4/332/55 (B13/347/148) (R7/411/186)

33.31A 2) However, in order to avoid unnecessary loading of the distress and safety calling frequencies specified for use with digital selective calling techniques:

- a) safety messages transmitted by coast stations in accordance with a predefined timetable should not be announced by digital selective calling techniques;
- b) safety messages which only concern vessels sailing in the vicinity should be announced using radiotelephony procedures. (WRC-07)

ADD COM4/332/56 (B13/347/149) (R7/411/187)

33.31B 3) In addition, ship stations not equipped for digital selective calling procedures may announce a safety message by transmitting the safety call by radiotelephony. In such cases the announcement shall be made using the frequency 156.8 MHz (VHF channel 16), while taking into account that other stations outside VHF range may not receive the announcement. (WRC-07)

ADD COM4/332/57 (B13/347/150) (R7/411/188)

33.31C 4) In the maritime mobile service, safety messages shall generally be addressed to all stations. In some cases, however, they may be addressed to a particular station. When using digital selective calling techniques, the safety announcement shall indicate which frequency is to be used to send the subsequent message and, in the case of a message to all stations, shall use the “All Ships” format setting. (WRC-07)

MOD COM4/332/58 (B13/347/151) (R7/411/189)

33.32 § 16 1) In the maritime mobile service, the safety message shall, where practicable, be transmitted on a working frequency in the same band(s) as those used for the safety announcement or call. A suitable indication to this effect shall be made at the end of the safety call. In the case that no other option is practicable, the safety message may be sent by radiotelephony on the frequency 156.8 MHz (VHF channel 16). (WRC-07)

ADD COM4/332/59 (B13/347/152) (R7/411/190)

33.32A 2) In the maritime mobile-satellite service, a separate safety announcement or call does not need to be made before sending the safety message. However, if available, the appropriate network priority access settings should be used for sending the message. (WRC-07)

MOD COM4/332/60 (B13/347/153) (R7/411/191)

33.34 § 18 1) The safety call format or the safety signal indicates that the calling station has an important navigational or meteorological warning to transmit. (WRC-07)

ADD COM4/332/61 (B13/347/154) (R7/411/192)

33.34A 2) Messages from ship stations containing information concerning the presence of cyclones shall be transmitted, with the least possible delay, to other mobile stations in the vicinity and to the appropriate authorities through a coast station, or through a rescue coordination centre via a coast station or an appropriate coast earth station. These transmissions shall be preceded by the safety announcement or call. (WRC-07)

ADD COM4/332/62 (B13/347/155) (R7/411/193)

33.34B 3) Messages from ship stations, containing information on the presence of dangerous ice, dangerous wrecks, or any other imminent danger to marine navigation, shall be transmitted as soon as possible to other ships in the vicinity, and to the appropriate authorities through a coast station, or through a rescue coordination centre via a coast station or an appropriate coast earth station. These transmissions shall be preceded by the safety announcement or call. (WRC-07)

MOD COM4/332/63 (B13/347/156) (R7/411/194)

33.35 § 19 1) The complete safety call should consist of:

- the safety signal SÉCURITÉ, 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 safety signal SÉCURITÉ, 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-07)

ADD COM4/332/64 (B13/347/157) (R7/411/195)

33.38A § 20bis 1) Ship stations in receipt of a safety announcement using digital selective calling techniques and the “All Ships” format setting, or otherwise addressed to all stations, shall not acknowledge. (WRC-07)

ADD COM4/332/65 (B13/347/158) (R7/411/196)

33.38B 2) Ship stations in receipt of a safety announcement or safety call and message shall monitor the frequency or channel indicated for the message and shall listen until they are satisfied that the message is of no concern to them. They shall not make any transmission likely to interfere with the message. (WRC-07)

MOD COM4/332/66 (B13/347/159) (R7/411/197)

¹ **33.V.1** Maritime safety information includes navigation and meteorological warnings, meteorological forecasts and other urgent messages pertaining to safety transmitted from coast stations or coast earth stations. (WRC-07)

SUP COM4/332/67 (B13/347/160) (R7/411/198)

33.39A

SUP COM4/332/68 (B13/347/161) (R7/411/199)

33.39B

SUP COM4/332/69 (B13/347/162) (R7/411/200)

33.40

MOD COM4/332/70 (B13/347/163) (R7/411/201)

Section VII – Use of other frequencies for safety (WRC-07)

MOD COM4/332/71 (B13/347/164) (R7/411/202)

33.53 § 28 Radiocommunications for safety purposes concerning ship reporting communications, communications relating to the navigation, movements and needs of ships and weather observation messages may be conducted on any appropriate communications frequency, including those used for public correspondence. In terrestrial systems, the bands 415-535 kHz (see Article 52), 1 606.5-4 000 kHz (see Article 52), 4 000-27 500 kHz (see Appendix 17), and 156-174 MHz (see Appendix 18) are used for this function. In the maritime mobile-satellite service, frequencies in the bands 1 530-1 544 MHz and 1 626.5-1 645.5 MHz are used for this function as well as for distress alerting purposes (see No. 32.2). (WRC-07)

SUP COM4/332/72 (B13/347/165) (R7/411/203)

33.54

SUP COM4/332/73 (B13/347/166) (R7/411/204)

33.55

ARTICLE 34

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

Section I – Emergency position-indicating radiobeacon (EPIRB) and satellite EPIRB signals

MOD COM4/296/24 (B9/305/26) (R4/335/41)

34.1 § 1 The emergency position-indicating radiobeacon signal in the band 406-406.1 MHz shall be in accordance with Recommendation ITU-R M.633-3. (WRC-07)

ARTICLE 41

Communications with stations in the maritime services

MOD COM4/296/25 (B9/305/27) (R4/335/42)

41.1 Stations on board aircraft may communicate, for purposes of distress, and for public correspondence¹, with stations of the maritime mobile or maritime mobile-satellite services. For these purposes, they shall conform to the relevant provisions of Chapter **VII** and Chapter **IX**, Articles **51** (Section III), **53**, **54**, **55**, **57** and **58** (see also Nos. **4.19**, **4.20** and **43.4**). (WRC-07)

ARTICLE 47

Operator's certificates

Section I – General provisions

MOD COM4/380/13 (B17/404/16)

47.2 § 1 1) The service of every ship radiotelephone station, ship earth station and ship station using the frequencies and techniques for GMDSS, as prescribed in Chapter **VII**, shall be controlled by an operator holding a certificate issued or recognized by the government to which the station is subject. Provided the station is so controlled, other persons besides the holder of the certificate may use the equipment. (WRC-07)

SUP COM4/380/14 (B17/404/17)

47.6 to 47.8

MOD COM4/380/15 (B17/404/18)

47.18 § 5 1) Each administration may determine the conditions under which personnel holding certificates specified in Section II may be granted certificates specified in Nos. **47.20** to **47.23B**. (WRC-07)

ADD COM4/380/16 (B17/404/19)

47.18A 2) Each administration may determine the conditions under which personnel holding certificates for equipment that operate with non-GMDSS frequencies and techniques may be granted certificates specified in Nos. **47.26** and **47.27**. (WRC-07)

Section II – Categories of operator’s certificates

ADD COM4/380/17 (B17/404/20)

A – GMDSS certificates

MOD COM4/380/18 (B17/404/21)

47.19 § 6 1) There are six categories of certificates, shown in descending order of requirements, for personnel of ship stations and ship earth stations using the frequencies and techniques prescribed in Chapter VII. An operator meeting the requirements of a certificate automatically meets all of the requirements of lower order certificates. (WRC-07)

ADD COM4/380/19 (B17/404/22)

47.23A e) Long range certificate (for non-SOLAS vessels). (WRC-07)

ADD COM4/380/20 (B17/404/23)

47.23B f) Short range certificate (for non-SOLAS vessels). (WRC-07)

ADD COM4/380/21 (B17/404/24)

B – Non-GMDSS certificates

Section III – Conditions for the issue of certificates

MOD COM4/380/22 (B17/404/25)

47.25 § 7 1) There are six categories of certificates. Existing certificates of the categories listed in No. **47.26** may continue to be used for the purposes they were issued for. (WRC-07)

SUP COM4/380/26 (B17/404/27)

Section IV – Qualifying service¹ (WRC-03)

MOD COM4/380/23 (B17/404/28)

47.26 § 8 The following maritime radio operator’s certificates are still valid:

- 1 Radiocommunication operator’s general certificate.
- 2 First-class radio telegraph operator’s certificate.
- 3 Second-class radio telegraph operator’s certificate.
- 4 Radiotelegraph operator’s special certificate.
- 5 Radiotelephone operator’s general certificate.
- 6 Restricted radiotelephone operator’s certificate. (WRC-07)

MOD COM4/380/24 (B17/404/29)

47.27 § 9 The requirements for the certificates of this section, for which candidates must show proof of technical and professional knowledge and qualification, are shown in Table **47-1**.
(WRC-07)

TABLE 47-1

Requirements for radio electronic and operator's certificates

ADD COM4/380/25 (B17/404/26)

NOTE 2 – The conditions for the issuing of the long-range and short-range Certificates are contained in Resolution **343 (WRC-97)**. (WRC-07)

SUP COM4/380/27 (B17/404/30)

47.28 to 47.29

ARTICLE 50

Working hours of stations

MOD COM4/380/70 (B17/404/31)

50.4 2) These hours of service shall be notified to the Radiocommunication Bureau, who shall publish them in the List of Coast Stations and Special Service Stations (List IV). (WRC-07)

MOD COM4/380/71 (B17/404/32)

50.5 § 4 Coast stations whose service is not continuous shall not close before finishing all operations resulting from a distress call or from an urgency or safety signal. (WRC-07)

SUP COM4/380/72 (B17/404/33)

50.6 to 50.9

ARTICLE 51

Conditions to be observed in the maritime services

Section I – Maritime mobile service

SUP COM4/296/26 (B9/305/28) (R4/335/43)

51.8 to 51.23

MOD COM4/380/28 (B17/404/34)

51.35 *b)* send and receive class F1B or J2B emissions on an international calling channel (specified in Recommendation ITU-R M.541-9) in each of the HF maritime mobile bands necessary for their service; (WRC-07)

MOD COM4/296/27 (B9/305/29) (R4/335/44)

51.53 *a)* send class J3E emissions on a carrier frequency of 2 182 kHz and receive class J3E emissions on a carrier frequency of 2 182 kHz, except for such apparatus as is referred to in No. **51.56**; (WRC-07)

MOD COM4/296/28 (B9/305/30) (R4/335/45)

51.58 § 23 All ship stations equipped with radiotelephony to work in the authorized bands between 4 000 kHz and 27 500 kHz and which do not comply with the provisions of Chapter **VII** should be able to send and receive on the carrier frequencies 4 125 kHz and 6 215 kHz. However, all ship stations which comply with the provisions of Chapter **VII** shall be able to send and receive on the carrier frequencies designated in Article **31** for distress and safety traffic by radiotelephony for the frequency bands in which they are operating. (WRC-07)

Section III – Stations on board aircraft communicating with stations of the maritime mobile service and the maritime mobile-satellite service

MOD COM6/341/21 (B14/365/39) (R7/411/206)

51.71 § 28 In the case of communication between stations on board aircraft and stations of the maritime mobile service, radiotelephone calling may be renewed as specified in the most recent version of Recommendation ITU-R M.1171 and radiotelegraph calling may be renewed after an interval of five minutes, notwithstanding the procedure contained in the most recent version of Recommendation ITU-R M.1170. (WRC-07)

MOD COM4/296/29 (B9/305/31) (R4/335/46)

51.79 2) The frequency 156.3 MHz may be used by stations on board aircraft for safety purposes. It may also be used for communication between ship stations and stations on board aircraft engaged in coordinated search and rescue operations (see Appendix **15**). (WRC-07)

MOD COM4/296/30 (B9/305/32) (R4/335/47)

51.80 3) The frequency 156.8 MHz may be used by stations on board aircraft for safety purposes only (see Appendix **15**). (WRC-07)

ARTICLE 52

Special rules relating to the use of frequencies

SUP COM4/296/31 (B9/305/33) (R4/335/48)

Section II

SUP COM4/296/32 (B9/305/34) (R4/335/49)

52.16 to 52.93

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

MOD COM4/380/29 (B17/404/35)

52.95 § 44 Frequencies assigned to coast stations for narrow-band direct-printing telegraphy 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-07)

MOD COM4/296/33 (B9/305/35) (R4/335/50)

52.101 2) Narrow-band direct-printing telegraphy is forbidden in the band 2 170-2 194 kHz except, as provided for in Appendix **15** and Resolution [**COM4/3**] (**WRC-07**). (WRC-07)

Section IV – Use of frequencies for digital selective-calling

MOD COM4/380/30 (B17/404/36)

52.112 § 51 The characteristics of the digital selective-calling equipment shall be in accordance with Recommendation ITU-R M.541-9 and should be in accordance with the most recent version of Recommendation ITU-R M. 493. (WRC-07)

MOD COM4/380/31 (B17/404/37)

52.113 § 52 The frequencies on which coast stations provide services using digital selective-calling techniques shall be indicated in the List of Coast Stations and Special Service Stations (List IV), which shall also supply any other useful information concerning such services. (WRC-07)

MOD COM4/380/32 (B17/404/38)

52.122 § 59 1) A coast station providing international public correspondence service using digital selective-calling techniques within the bands between 415 kHz and 526.5 kHz should, during its hours of service, maintain automatic digital selective-calling watch on appropriate national or international calling frequencies. The hours and frequencies shall be indicated in the List of Coast Stations and Special Service Stations (List IV). (WRC-07)

MOD COM4/380/33 (B17/404/39)

52.137 § 63 The frequency to be used for transmission of an acknowledgement shall normally be the frequency paired with the frequency used for the call received, as indicated in the List of Coast Stations and Special Service Stations (List IV) (see also No. **52.113**). (WRC-07)

MOD COM4/380/34 (B17/404/40)

52.139 2) A coast station providing international public correspondence service using digital selective-calling techniques within the bands between 1 606.5 kHz and 4 000 kHz should, during its hours of service, maintain automatic digital selective-calling watch on appropriate national or international calling frequencies. The hours and frequencies shall be indicated in the List of Coast Stations and Special Service Stations (List IV). (WRC-07)

MOD COM4/380/35 (B17/404/41)

52.148 *b)* subject to the provisions of No. **52.149**, one of the international digital selective-calling frequencies. (WRC-07)

MOD COM4/380/36 (B17/404/42)

52.149 2) The international digital selective-calling frequencies shall be as indicated in Recommendation ITU-R M.541-9 and may be used by any ship station. In order to reduce interference on these frequencies, they shall only be used when calling cannot be made on nationally assigned frequencies. (WRC-07)

MOD COM4/380/37 (B17/404/43)

52.152 *b)* subject to the provisions of No. **52.153**, one of the international digital selective-calling frequencies. (WRC-07)

MOD COM4/380/38 (B17/404/44)

52.153 2) The international digital selective-calling frequencies shall be as indicated in Recommendation ITU-R M.541-9 and may be assigned to any coast station. In order to reduce interference on these frequencies, they may be used as a general rule by coast stations to call ships of another nationality, or in cases where it is not known on which digital selective-calling frequencies within the bands concerned the ship station is maintaining watch. (WRC-07)

MOD COM4/380/39 (B17/404/45)

52.155 2) A coast station providing international public correspondence service using digital selective-calling techniques within the bands between 4 000 kHz and 27 500 kHz should, during its hours of service, maintain automatic digital selective-calling watch on the appropriate digital selective-calling frequencies as indicated in the List of Coast Stations and Special Service Stations (List IV). (WRC-07)

MOD COM4/380/40 (B17/404/46)

52.159 § 71 1) The frequency 156.525 MHz is an international frequency in the maritime mobile service used for distress, urgency, safety and calling by digital selective-calling techniques (see Nos. **33.8** and **33.31** and Appendix **15**). (WRC-07)

MOD COM4/380/41 (B17/404/47)

52.161 § 72 Information concerning watch-keeping by automatic digital selective-calling on the frequency 156.525 MHz by coast stations shall be given in the List of Coast Stations and Special Service Stations (List IV) (see also No. **31.13**). (WRC-07) Section VI – Use of frequencies for radiotelephony

MOD COM4/380/42 (B17/404/48)

52.180 § 84 The frequencies of transmission (and reception when these frequencies are in pairs as in the case of duplex radiotelephony) assigned to each coast station 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-07)

MOD COM4/296/34 (B9/305/36) (R4/335/51)

52.183 § 86 1) Unless otherwise specified in the Radio Regulations (see Nos. **51.53**, **52.188**, **52.189** and **52.199**), the class of emission to be used in the bands between 1 606.5 kHz and 4 000 kHz shall be J3E. (WRC-07)

MOD COM4/380/43 (B17/404/49)

52.187 3) The normal mode of operation for each coast station shall be indicated in the List of Coast Stations and Special Service Stations (List IV). (WRC-07)

MOD COM4/380/44 (B17/404/50)

52.188 4) Transmissions in the bands 2 170-2 173.5 kHz and 2 190.5-2 194 kHz with the carrier frequency 2 170.5 kHz and the carrier frequency 2 191 kHz, respectively, are limited to class J3E emissions and are limited to a peak envelope power of 400 W. (WRC-07)

MOD COM4/296/35 (B9/305/37) (R4/335/52)

52.189 § 87 1) The frequency 2 182 kHz² is an international distress frequency for radiotelephony (see Appendix **15** and Resolution [**COM4/3**] (**WRC-07**)). (WRC-07)

MOD COM4/380/45 (B17/404/51)

52.200 4) One of the frequencies which coast stations are required to be able to use (see No. **52.197**) is printed in heavy type in the List of Coast Stations and Special Service Stations (List IV) to indicate that it is the normal working frequency of the stations. Supplementary frequencies, if assigned, are shown in ordinary type. (WRC-07)

SUP COM4/296/36 (B9/305/38) (R4/335/53)

52.209

MOD COM4/380/46 (B17/404/52)

52.212 – where the facility is open to ships of all nationalities by virtue of a note against each of the frequencies concerned in the List of Coast Stations and Special Service Stations (List IV). (WRC-07)

MOD COM4/380/47 (B17/404/53)

52.218 2) The normal mode of operation of each coast station is indicated in the List of Coast Stations and Special Service Stations (List IV). (WRC-07)

MOD COM4/296/37 (B9/305/39) (R4/335/54)

⁴ **52.221.2** The carrier frequencies 4 125 kHz and 6 215 kHz are also authorized for common use by coast and ship stations for single-sideband radiotelephony on a simplex basis for call and reply purposes, provided that the peak envelope power of such stations does not exceed 1 kW. The use of these frequencies for working purposes is not permitted (see also No. **52.221.1**). (WRC-07)

SUP COM4/380/48 (B17/404/54)

⁶ **52.222.1**

MOD COM4/380/49 (B17/404/55)

52.223 § 98 The hours of service of coast stations open to public correspondence and the frequency or frequencies on which watch is maintained shall be indicated in the List of Coast Stations and Special Service Stations (List IV). (WRC-07)

MOD COM4/296/38 (B9/305/40) (R4/335/55)

52.231 § 101 1) The frequency 156.8 MHz is the international frequency for distress traffic and for calling by radiotelephony when using frequencies in the authorized bands between 156 MHz and 174 MHz. The class of emission to be used for radiotelephony on the frequency 156.8 MHz shall be G3E (as specified in Recommendation ITU-R M.489-2). (WRC-07)

SUP COM4/380/50 (B17/404/56)

52.235

MOD COM4/380/51 (B17/404/57)

52.236 3) Any one of the channels designated in Appendix 18 for public correspondence may be used as a calling channel if an administration so desires. Such use shall be indicated in the List of Coast Stations and Special Service Stations (List IV). (WRC-07)

ADD COM4/296/39 (B9/305/41) (R4/335/56)

52.241A 10) The frequency 156.525 MHz is the international distress, safety and calling frequency for the maritime mobile VHF radiotelephone service using digital selective calling (DSC) when using frequencies in the authorized bands between 156 MHz and 174 MHz. (WRC-07)

ADD COM4/296/40 (B9/305/42) (R4/335/57)

52.241B 11) All emissions in the band 156.4875-156.5625 MHz capable of causing harmful interference to the authorized transmissions of stations of the maritime mobile service on 156.525 MHz are forbidden. (WRC-07)

ADD COM4/296/41 (B9/305/43) (R4/335/58)

52.241C 12) To facilitate the reception of distress calls and distress traffic, all transmissions on 156.525 MHz shall be kept to a minimum. (WRC-07)

MOD COM4/296/42 (B9/305/44) (R4/335/59)

52.242 § 102 1) A coast station open to the international public correspondence service should, during its hours of service, maintain watch on its receiving frequency or frequencies indicated in the List of Coast Stations and Special Service Stations. (WRC-07)

MOD COM4/380/52 (B17/404/58)

52.247 § 103 A coast station in the port operations service in an area where 156.8 MHz is being used for distress, urgency or safety shall, during its working hours, keep an additional watch on 156.6 MHz or another port operations frequency indicated in heavy type in the List of Coast Stations and Special Service Stations (List IV). (WRC-07)

MOD COM4/380/53 (B17/404/59)

52.248 § 104 A coast station in the ship movement service in an area where 156.8 MHz is being used for distress, urgency and safety shall, during its working hours, keep an additional watch on the ship movement frequencies indicated in heavy type in the List of Coast Stations and Special Service Stations (List IV). (WRC-07)

ARTICLE 54

Selective calling

MOD COM4/332/174 (B13/347/168) (R7/411/207)

54.2 2) Selective calling is carried out using a digital selective calling system which shall be in accordance with Recommendation ITU-R M.541-9, and may be in accordance with the most recent version of Recommendation ITU-R M.493. (WRC-07)

ARTICLE 55

Morse radiotelegraphy

MOD COM4/332/175 (B13/347/169) (R7/411/208)

55.1 The recommended procedure for conducting Morse radiotelegraph communications is detailed in the most recent version of Recommendation ITU-R M.1170. (WRC-07)

ARTICLE 56

Narrow-band direct-printing telegraphy

MOD COM4/380/54 (B17/404/60)

56.2 § 2 The procedures specified in Recommendation ITU-R M.492-6 shall be employed except in cases of distress, urgency, or safety, in which case alternate or non-standard procedures may be used. (WRC-07)

MOD COM4/332/176 (B13/347/170) (R7/411/209)

56.6 § 5 The services provided by each station open to public correspondence shall be indicated in the List of Coast Stations and Special Service Stations (List IV) and in the List of Ship Stations and Maritime Mobile Service Identity Assignments (List V), together with information on charging. (WRC-07)

RESOLUTION [COM4/3] (WRC-07)

Distress and safety radiotelephony procedures for 2 182 kHz

The World Radiocommunication Conference (Geneva, 2007),

noting

- a)* that all ships subject to the International Convention for the Safety of Life at Sea (SOLAS), 1974, as amended, are required to be fitted for the Global Maritime Distress and Safety System (GMDSS);
- b)* that some vessels not subject to SOLAS, 1974, as amended, may not be making use of the techniques and frequencies of GMDSS prescribed in Chapter VII and may wish to continue using radiotelephony procedures for distress and safety communications on 2 182 kHz until such time as they are able to participate in the GMDSS;
- c)* that some administrations may have a need to maintain shore-based radiotelephony distress and safety services on 2 182 kHz so that vessels not subject to SOLAS, 1974, as amended, and not yet using the techniques and frequencies of GMDSS will be able to obtain assistance from these services until such time as they are able to participate in GMDSS,

considering

that there needs to be some recognized guidance for the use of radiotelephony on 2 182 kHz for distress and safety communications,

resolves

- 1 that ships, when in distress or when engaged in urgency or safety-related communications on 2 182 kHz, use the radiotelephony procedures contained in the Annex to this Resolution;
- 2 that coast stations, in order to maintain communication with non-GMDSS ships that are in distress or engaged in urgency or safety related communications on 2 182 kHz, use the radiotelephony procedures contained in the Annex to this Resolution.

ANNEX TO RESOLUTION [COM4/3] (WRC-07)

Distress and safety radiotelephony procedures for 2 182 kHz*

PART A1 – GENERAL

§ 1 The frequencies and techniques specified in this Resolution may be used in the maritime mobile service for stations¹ not required by national or international regulation to fit GMDSS equipment and for communications between those stations and aircraft. However, stations of the maritime mobile service, when additionally fitted with any of the equipment used by stations operating in conformity with the provisions specified in Chapter VII, should, when using that equipment, comply with the appropriate provisions of that Chapter.

§ 2 1) No provision of this Resolution prevents the use by a mobile station or mobile earth station in distress of any means at its disposal to attract attention, make known its position, and obtain help.

2) No provision of this Resolution prevents the use by stations on board aircraft or ships engaged in search and rescue operations, in exceptional circumstances, of any means at their disposal to assist a mobile station or mobile earth station in distress.

3) No provision of this Resolution prevents the use by a land station or coast earth station, in exceptional circumstances, of any means at its disposal to assist a mobile station or mobile earth station in distress (see also No. 4.16).

§ 3 In cases of distress, urgency or safety, communications by radiotelephony should be made slowly and distinctly, each word being clearly pronounced to facilitate transcription.

§ 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 applicable².

§ 5 Distress, urgency and safety communications may also be made using digital selective calling and satellite techniques and/or direct-printing telegraphy, in accordance with the provisions specified in Chapter VII and relevant ITU-R Recommendations.

* Distress and safety communications include distress, urgency and safety calls and messages.

¹ These stations may include rescue coordination centres. The term “Rescue Coordination Centre” as defined in the International Convention on Maritime Search and Rescue (1979) refers to a unit responsible for promoting the efficient organization of search and rescue services and for coordinating the conduct of search and rescue operations within a search and rescue region.

² The use of the Standard Marine Communication Phrases and, where language difficulties exist, the International Code of Signals, both published by the International Maritime Organization, is also recommended.

§ 6 Mobile stations³ of the maritime mobile service may communicate for safety purposes with stations of the aeronautical mobile service. Such communications shall normally be made on the frequencies authorized, and under the conditions specified, in Section I of Part A2 (see also § 2 1)).

§ 6A Mobile stations of the aeronautical mobile service may communicate for distress and safety purposes with stations of the maritime mobile service in conformity with the provisions of this Resolution.

§ 7 Any aircraft required by national or international regulations to communicate for distress, urgency or safety purposes with stations of the maritime mobile service shall be capable of transmitting and receiving class J3E emissions when using the carrier frequency 2 182 kHz or the carrier frequency 4 125 kHz.

PART A2 – FREQUENCIES FOR DISTRESS AND SAFETY

Section I – Availability of frequencies

A – 2 182 kHz

§ 1 1) The carrier frequency 2 182 kHz is an international distress frequency for radiotelephony; it may be used by ship, aircraft and survival craft stations when requesting assistance from the maritime services. It is used for distress calls and distress traffic, for the urgency signal and urgency messages and for the safety signal. Safety messages should be transmitted, when practicable, on a working frequency, after a preliminary announcement on 2 182 kHz. The class of emission to be used for radiotelephony on the frequency 2 182 kHz shall be J3E. Distress traffic on 2 182 kHz following the reception of a distress call using digital selective calling should take into account that some shipping in the vicinity may not be able to receive this traffic.

2) If a distress message on the carrier frequency 2 182 kHz has not been acknowledged, the distress call and message may be transmitted again on a carrier frequency of 4 125 kHz or 6 215 kHz, as appropriate.

3) However, ship stations and aircraft which cannot transmit either on the carrier frequency 2 182 kHz or on the carrier frequencies 4 125 kHz or 6 215 kHz may use any other available frequency on which attention might be attracted.

4) Coast stations using the carrier frequency 2 182 kHz for distress purposes and to send navigational warnings may transmit an audible alarm signal⁴ of short duration for the purpose of attracting attention to the message which follows.

³ Mobile stations communicating with the stations of the aeronautical mobile (R) service in bands allocated to the aeronautical mobile (R) service shall conform to the provisions of the Regulations which relate to that service and, as appropriate, any special arrangements between the governments concerned by which the aeronautical mobile (R) service is regulated.

⁴ Alarm signals may consist of transmissions of sinusoidal audio frequency tones 1 300 Hz, 2 200 Hz, or both. Different tone generation patterns may be used to signal the type of message which follows, and an alarm signal ending in a 10-second continuous tone could be used to identify a transmission by a coast station.

B – 4 125 kHz

§ 2 1) The carrier frequency 4 125 kHz is used to supplement the carrier frequency 2 182 kHz for distress and safety purposes and for call and reply. This frequency is also used for distress and safety traffic by radiotelephony.

2) The carrier frequency 4 125 kHz may be used by aircraft to communicate with stations of the maritime mobile service for distress and safety purposes, including search and rescue.

C – 6 215 kHz

§ 3 The carrier frequency 6 215 kHz is used to supplement the carrier frequency 2 182 kHz for distress and safety purposes and for call and reply. This frequency is also used for distress and safety traffic by radiotelephony.

Section II – Protection of distress and safety frequencies

A – General

§ 4 Test transmissions on any of the distress and safety frequencies described above shall be kept to a minimum and, wherever practicable, be carried out on artificial antennas or with reduced power.

§ 5 Before transmitting on any of the frequencies identified for distress and safety communications, a station shall listen on the frequency concerned to make sure that no distress transmission is being sent (see Recommendation ITU-R M.1171). This does not apply to stations in distress.

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 also Appendix 15).

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

Section III – Watch on distress frequencies

A – 2 182 kHz

§ 7 1) Coast stations may maintain a watch on the carrier frequency 2 182 kHz if so directed by their Administration. Such assignments should be indicated in the List of Coast Stations and Special Service Stations.

2) Ship stations not fitted with equipment compatible with the GMDSS are encouraged to keep the maximum watch practicable on the carrier frequency 2 182 kHz.

B – 4 125 kHz, 6 215 kHz

§ 8 Coast stations may maintain additional watch, as permitted, on the carrier frequencies 4 125 kHz and 6 215 kHz. Such assignments should be indicated in the List of Coast Stations and Special Service Stations.

PART A3 – DISTRESS COMMUNICATIONS

Section I – General

§ 1 The general provisions for distress communications are found in Section I of Article 32 (see Nos. 32.1, 32.3, and 32.4).

Section II – Distress signal, call and message

§ 2 The radiotelephone distress signal, call and message are described in Section II of Article 32 (see Nos. 32.13Bbis, 32.9, 32.13B, 32.13C, and 32.13D).

Section III – Procedures

§ 3 After the transmission by radiotelephony of its distress message, the mobile station may be requested to transmit suitable signals, followed by its call sign or other identification, to permit direction-finding stations to determine its position. This request may be repeated at frequent intervals if necessary.

§ 4 1) The distress message, preceded by the distress call, shall be repeated at intervals until an answer is received.

2) The intervals shall be sufficiently long to allow time for replying stations, in their preparations, to start their sending apparatus.

§ 5 When the mobile station in distress receives no answer to a distress message sent on the distress frequency, the message may be repeated on any other available frequency on which attention might be attracted.

Section IV – Transmission of a distress relay message by a station not itself in distress

§ 6 The radiotelephone procedures for the transmission of a distress relay message by a station not itself in distress are found in Section II of Article 32 (see Nos. 32.16 to 32.19A and 32.19D to 32.19F).

Section V – Receipt and acknowledgement of a distress message

§ 7 The procedures relating to the receipt and acknowledgement of a distress message are found in Section II of Article 32 (see Nos. 32.23, 32.26, 32.28, 32.29, 32.30 and 32.35).

Section VI – Distress traffic

§ 8 The radiotelephone procedures relating to the distress traffic are found in Section III of Article **32** (see Nos. **32.39** to **32.42**, **32.45** to **32.47**, **32.49** to **32.52** and **32.54** to **32.59**).

§ 9 1) Every mobile station acknowledging receipt of a distress message shall, on the order of the person responsible for the ship, aircraft or other vehicle, transmit the following information in the order shown as soon as possible:

- its name;
- its position;
- the speed at which it is proceeding towards, and the approximate time it will take to reach, the mobile station in distress;
- additionally, if the position of the ship in distress appears doubtful, ship stations should also transmit, when available, the true bearing of the ship in distress.

2) Before transmitting the message specified in § 9 1), the station shall ensure that it will not interfere with the emissions of other stations better situated to render immediate assistance to the station in distress.

PART A4 – URGENCY AND SAFETY COMMUNICATIONS

Section I – Urgency communications

§ 1 The radiotelephone procedures for urgency communications are found in Sections I and II of Article **33** (see Nos. **33.1** to **33.7** and **33.8**, **33.8b** to **33.9a** and **33.11** to **33.16**).

Section II – Safety communications

§ 2 The radiotelephone procedures for safety communications are found in Sections I and IV of Article **33** (see Nos. **33.31**, **33.31C**, **33.32**, **33.34** to **33.35** and **33.38B**).

ADD COM4/332/180 (B14/365/48) (R7/411/224)

RESOLUTION [COM4/6] (WRC-07)

Content, formats and periodicity of the maritime related service publications

The World Radiocommunication Conference (Geneva, 2007),

noting

- a)* that Appendix **16** specifies the documents with which stations on board ships and aircraft shall be provided;
- b)* that Article **20** specifies the titles, content, preparation, and amendment of service publications and on-line information systems;
- c)* that stations in the maritime mobile service have an increasing requirement to have up-to-date information in the publications and on-line information systems,

noting further

- a)* that administrations have indicated a need for establishing a functional series of service publications which will enhance safety on board ships;
- b)* that this Conference has modified the relevant provisions, concerning the preparation and amendments of service publications and on-line information systems in Article **20**;
- c)* that this Conference decided to merge certain Lists, previously mentioned in Article **20**;
- d)* that this Conference also decided to modify the carriage requirements as stipulated in Appendix **16**;
- e)* that there will be a transition period until 31 December 2010, during which the Radiocommunication Bureau will continue to issue service publications in their prior format,

recognizing

- a)* that this Conference has adopted modifications with regard to the titles and content of List IV as well as of List V of the service publications;
- b)* that administrations may exempt ships from the carriage of the documents required in Appendix **16 (Rev.WRC-07)**,

resolves to invite all administrations

- 1 to submit regular updates of the information for recording in the ITU maritime databases in accordance with provision **20.16**;
- 2 to assist in enhancing maritime safety by contributing to the continued work with regard to the content, formats and periodicity of the maritime service publications,

invites ITU-R

- 1 to conduct studies with the active participation of the Radiocommunication Bureau in view of developing a functional series of maritime Service Publications (Lists IV and V), which will enhance safety of life at sea;
- 2 to complete these studies by 31 December 2010 (see *noting further e*);
- 3 to conduct studies with a view to developing a practice-oriented and user-friendly format of the current Manual for Use by the Maritime Mobile and Maritime Mobile-Satellite Services;
- 4 to periodically update the text of this Manual to cover the latest developments,

instructs the Director of the Radiocommunication Bureau

- 1 to publish the maritime service publications in the current format in the transition period until 31 December 2010, and after that date in the new format in the six official languages of the Union in accordance with *invites ITU-R 2* above;
- 2 to report to the next World Radiocommunication Conference on further rationalization of Lists IV and V and the Manual, and to include the results of the studies on further rationalization of these documents in the Report of the Director of the Radiocommunication Bureau,

instructs the Secretary-General

to bring this Resolution to the attention of the International Maritime Organization, the International Civil Aviation Organization and the International Association of Marine Aids to Navigation and Lighthouse Authorities.

r

ADD COM4/380/57 (B17/404/73)

RESOLUTION [COM4/10] (WRC-07)

ITU maritime service information registration

The World Radiocommunication Conference (Geneva, 2007),

noting

- a)* that the provisions of No. **20.16** of Article **20** require administrations to notify the Radiocommunication Bureau of operational information contained in the List of Coast Stations and Special Service Stations (List IV) and List of Ship Stations and Maritime Mobile Service Identity Assignments (List V);
- b)* that this Conference has modified Article **19** to provide for the assignment of a maritime mobile service identity (MMSI) to search and rescue aircraft, automatic identification system (AIS) aids to navigation, and craft associated with a parent ship;
- c)* that the provisions of No. **20.15**, however, give the Radiocommunication Bureau authority to change the content and form of this information in consultation with administrations;
- d)* that the International Maritime Organization (IMO) has already identified, in Resolution A.887(21) adopted on 25 November 1999, information to be included in search and rescue databases, including:
- vessel identification number (IMO number or national registration number);
 - Maritime mobile service identity (MMSI);
 - radio call sign;

- name, address and telephone number and, if applicable, telefax number of emergency contact person ashore;
- alternative 24-hour emergency telephone number;
- capacity for persons on board (passengers and crew),

resolves to instruct the Director of the Radiocommunication Bureau

to maintain online information systems to allow rescue coordination centres to have immediate access to this information on a 24-hour per day, 7-day per week basis,

invites ITU-R

to consult with administrations, IMO, the International Civil Aviation Organization (ICAO), the International Association of Marine Aids to Navigation and Lighthouse Authorities (IALA), and the International Hydrographic Organization (IHO) to identify elements for incorporation in ITU online information systems,

instructs the Secretary-General

to communicate this Resolution to IMO, ICAO, IALA, and IHO.