Mr. Donald Abelson
Chief of the International Bureau
Federal Communications Commission
445 12th Street SW
Washington, D.C. 20554

Dear Mr. Abelson:

The National Telecommunications and Information Administration, on behalf of the Executive Branch Agencies, has approved the release of three additional draft Executive Branch (NTIA) proposals for WRC-03. These proposals consider the federal agency inputs toward the development of U.S. Proposals for WRC-03.

The enclosed proposals address agenda items 1.9, 1.10.1, and 7.2. These proposals are forwarded for your consideration and review by your WRC-03 Advisory Committee. Jim Vorhies from my staff will contact Alexander Roytblat and reconcile any differences between NTIA and FCC views.

Sincerely,

(Original Signed August 14, 2002)
Fredrick R. Wentland
Acting Associate Administrator
Office of Spectrum Management

Enclosures

United States of America

DRAFT PROPOSALS FOR THE WORK OF THE CONFERENCE

Agenda Item 1.9: to consider Appendix **13** and Resolution **331 (Rev.WRC-97)** with a view to their deletion and, if appropriate, to consider related changes to Chapter VII and other provisions of the Radio Regulations, as necessary, taking into account the continued transition to and introduction of the Global Maritime Distress and Safety System (GMDSS);

Background Information: In accordance with the International Convention for the Safety of Life at Sea (SOLAS), 1974, as amended, all ships subject to this convention were fitted for the Global Maritime Distress and Safety System (GMDSS) by 1 February 1999. During the transition period to full implementation of the GMDSS, the RR had dual provisions; Appendix **13** includes the non-GMDSS provisions. Although many administrations have worked to increase fitting of GMDSS elements (e.g., radios incorporating DSC functions and satellite EPIRBs) on non-SOLAS vessels, this fitting on a world-wide basis is not expected to be completed in the foreseeable future. Therefore, the provisions in Appendix **13** continue to be required to provide necessary guidance (e.g., consideration of frequencies and modes of operation for their distress and safety communications) for non-SOLAS vessels. In addition to the guidance for non-GMDSS vessels, this Appendix includes certification requirements for personnel operating radio equipment on these non-GMDSS vessels. Because the majority of these vessels do not have radio carriage requirements (other than those of national authorities) coupled with the abandonment in many part of the world of radiotelegraphy; certification requirements (including the ability to send and receive Morse code) is no longer necessary.

Proposal:

USA/ /1 **NOC**

APPENDIX 13

Reasons: Deletion of Appendix **13** is premature at this time as a large number on non-SOLAS vessels have not yet been fitted for GMDSS. Revisions to this appendix would be a very time consuming effort without adequate benefit.

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United States of America

DRAFT PROPOSALS FOR THE WORK OF THE CONFERENCE

Agenda Item 1.10.1: to consider the results of studies, and take necessary actions, relating to exhaustion of the maritime mobile service identity numbering resource (Resolution **344 (WRC-97)**);

Background Information: This agenda item addresses the potential of an impending exhaustion of the Maritime Mobile Service Identities (MMSI) numbering resource. Resolution **344** instructs the Radiocommunication Bureau to monitor the status of the MMSI resource and report the status to each WRC.

Maritime mobile service identities (MMSIs) are required for many shipborne communications equipment (e.g. DSC, mobile earth stations). The MMSI is a 9-digit number to uniquely identify ship stations, group ship stations, coast stations, and group coast stations. Three of the nine MMSI digits are the Maritime Identification Digits (MIDs) that represent territory or geographical area of administrations and are assigned by the ITU. The total possible number of MMSIs is reduced by ITU Recommendations, which advise administrations to assign MMSIs with three trailing zeros to ships sailing worldwide and communicating with foreign coast stations. Additionally, ITU-T Recommendation E.215 has a requirement to assign MMSIs ending in 3-zeros to vessels requiring access to certain satellite services. Therefore, for each MID assigned, there are only 999 numbers available for use by ships with the present generation of maritime mobile-satellite networks operated by Inmarsat Ltd. (Standard B, C and M). Additional MIDs are now assigned by the ITU to administrations when they have used 80% of the MMSIs with three trailing zeros as documented via the notification requirements of Article **19**. As the number of vessels carrying such systems increased, so has the demand for MMSIs with three trailing zeros.

Proposal:

ARTICLE 19

Identification of stations

Section II – Allocation of international series and assignment of call signs

USA/ /1 **ADD**

19.31A 4) Means shall be provided for identifying uniquely mobile stations operating in automated terrestrial or satellite communication systems for the purposes of answering distress calls, avoiding interference and for billing. Identification of the mobile station by accessing a registration database is satisfactory, provided that the system can associate the mobile station radio calling number with the particular mobile station user.

Reasons: To provide guidance that identification of mobile stations can be provided by use of a registration database, thereby allowing use of all 9-digits of the MMSI.

USA/ /2 **MOD**

19.35 § 16 The Secretary-General shall be responsible for allocating additional maritime identification digits (MIDs) to administrations within the limits specified~~2~~, provided that he is satisfied that the possibilities offered by the MIDs allocated to an administration will soon be exhausted despite judicious ship station identity assignment as outlined in Section VI, which should be in conformity with the relevant ITU-R and ITU-T Recommendations.

Reasons: The suppression of footnote 2 is consequential to **MOD 19.36** shown below.

USA / /3 MOD

19.36 §17 ~~A single~~ Each administration has been allocated one or more maritime identification digits (MID) ~~has been allocated initially to each administration~~ for its use. A second or subsequent MID should not be requested[2] unless the ~~first~~ previously allocated MID ~~allocated~~ is more than 80% exhausted in the basic category of three trailing zeros and the rate of assignments is such that 90% exhaustion is foreseen. ~~The same criteria should be applied to subsequent requests for MIDs.~~

Reasons: Clarify the text describing requirements for requesting of additional MIDs. This is further explained in footnote 2 (**19.36.1**).

Section VI – Maritime mobile service identities in the maritime mobile service and the maritime mobile-satellite service

USA/ /4 MOD

19.101 2) These identities are formed in such a way that the identity or part thereof can be used by telephone and telex subscribers connected to the public~~general~~ telecommunications network principally to call ships automatically in the shore-to-ship direction. Access to public networks may also be achieved by means of free form numbering plans, so long as the ship can be uniquely identified using the systems registration database (see No. **19.31A**) to obtain the ship station identity, call sign or ship name and nationality.

Reasons: Allows use of free form numbering plans thereby alleviating the requirement for use of three trailing zeros.

19.108 *B – Maritime identification digits (MIDs)*

USA/ /5 ADD

~~2 **19.35.1** In no circumstances may an administration claim more MIDs than the total number of its ship stations shown in the ITU List of Ship Stations (List V) divided by 1000.~~

[2] **19.36.1** In no circumstances may an administration claim more MIDs than the total number of its ship stations notified to the ITU divided by 1 000, plus one. Administrations shall make every attempt to reuse the MMSIs assigned from earlier MID resources, which become redundant after ships leave their national ship registry. Such numbers should be considered for re-assignment after being absent from at least two successive editions of LIST VIIA of the ITU service documents. Administrations seeking additional MID resources must meet the criteria of having notified all previous assignments, in accordance with No. **20.16**. This criteria applies only to MMSIs in the basic category and to all MIDs assigned to the administration.

19.108A § 42 The maritime identification digits $M_1I_2D_3$ are an integral part of the maritime mobile service identity and denotes the geographical area whose administration is responsible for the station so identified (see Nos. **19.102** to **19.106**).

Reasons: Provides additional definition for MIDs denoting linkage to geographical area.

USA/ /6 SUP

~~**19.109** § 42 These provisions do not require an administration to assign numerical identities until it determines that such identities are necessary. They do not concern the assignment of ship station identities without trailing zeros, since it is assumed that there is enough capacity inherent in the system to provide for the assignment of such identities to all ship stations which an administration may wish to identify in this manner.~~

Reasons: This change is consequential to **MOD 19.31A** above.

19.110 C – Ship station identities

USA/ /7 MOD

19.112 *a)* follow the guidelines contained in the ~~relevant~~ most recent version of Recommendation ITU-R ~~and ITU-T Recommendations for~~M.585 concerning the assignment and use of ship station identities.

Reasons: Gives ITU-R responsibility for management of MMSI and MID resources.

USA/ / 8 MOD

19.114 *c)* take particular care in assigning ship station identities with six significant digits (three-trailing-zero identities), which should be assigned only to ship stations which can reasonably be expected to require such an identity for automatic access on a world-wide basis for public switched networks~~;~~, in particular for mobile satellite systems accepted for use in GMDSS on or before 1 February 2002, as long as those systems maintain the MMSI as part of their numbering scheme.

Reasons: Clarification that MMSI with three trailing zeros is applicable primarily for earlier mobile satellite systems.

USA/ / 9 SUP

19.115 *d)* ~~assign one-trailing-zero or two-trailing-zero identities to vessels when they require automatic access only on a national or regional level, as defined in the relevant ITU-T Recommendations;~~

Reasons: Originally, it was thought that a significant number of vessels which sailed domestically or on a regional basis and also required automatic access to Public Switched networks via DSC would be able to use a regional or domestic designator (8 or 9 respectively) as the first digit of the MMSI resulting in only two trailing zeros being available. There are no current or planned DSC coast stations

planning to provide the automatic access, therefore, reserving MMSIs with one or two trailing zeros for this purpose is no longer necessary, confusing and undesirable.

USA/ / 10 SUP

19.116 *e)* ~~assign ship station identities without trailing zeros to all other vessels requiring a numerical identification.~~

Reasons: Since there are no longer needs for numbers ending with one or two zeros to be reserved for automatic access to PSTN via DSC, there are only two types of formats, those with three trailing zeros used mainly for INMARSAT and all others therefore there is no need for the above provision.

USA / / 11 MOD

RESOLUTION 344 (REV.WRC-~~97~~03)

~~Exhaustion~~Management of the maritime mobile service identity numbering resource

The World Radiocommunication Conference (~~Geneva, 1997~~ Geneva, 2003),

noting

~~a) that ships not required to carry Global Maritime Distress and Safety System (GMDSS) equipment may do so, for safety purposes;~~

~~b~~a) that the installation of digital selective calling equipment ~~on such ships for VHF radio, and/~~or Inmarsat B, C or M ship earth station equipment on ships participating in the Global Maritime Distress and Safety System (GMDSS) on a mandatory or voluntary basis requires the assignment of a unique nine-digit maritime mobile service identity (MMSI);

b) that such equipment offers the possibility to connect with public telecommunications networks;

c) that only mobile-satellite systems have been able to resolve the various billing, routing, charging and signalling requirements needed to provide full two-way automatic connectivity between ships and the international public correspondence service;

d) that ships using the present generation of mobile-satellite ship earth stations have to be assigned an MMSI ending with three trailing zeroes in order to support automatic access to public telecommunication networks through a diallable ship telephone number whose format is compliant with ITU-T Recommendation E.164, but can only accommodate the first six digits of the MMSI;

e) that the first three digits of a ship station MMSI form the maritime identification digits (MID), which denote the ship's administration or geographical area of origin;

f) that each MID only has sufficient capacity to identify 999 ships using the three trailing zero number format, with the result that the widespread use of MMSIs with three trailing zeroes rapidly exhausts the capacity of each MID,

~~c) that not all administrations assign these identities to users of digital selective calling-equipped VHF radios on such ships, from the numbers intended for use by vessels sailing and communicating only with domestic coast stations,~~

considering

a) that ~~VHF~~ digital selective calling distress alerts require valid identities ~~for use~~recognizable by search and rescue authorities in order to ensure a timely response;

b) that Recommendation ITU-R M.585 contains guidance for the assignment of MMSIs, ~~including to non-compulsory ships which communicate only with domestic radio stations; and~~

~~c) that Recommendation ITU-R M.585 was derived from ITU-T Recommendation E.210,~~

recognizing

a) that even domestic ships which install the present generation of ship earth stations operating to Inmarsat B, C or M standards will require the assignment of MMSI numbers from those numbers originally intended ~~reserved~~ for ships communicating worldwide, further depleting the resource;

b) that future growth of Inmarsat B, C ~~and~~or M ~~mobile~~ship earth station use by non-compulsory ships ~~is not, however, expected to~~may further deplete the MMSI and MID resources;

c) that ~~growth projections of Inmarsat systems by non-compulsory ships could nevertheless change~~future generations of mobile-satellite systems offering access to public telecommunication networks and participating in the Global Maritime Distress and Safety System will employ a free-form numbering system that need not include any part of the MMSI,

noting further

a) that ITU-T has recommended that ITU-R assumes sole responsibility for managing the MMSI and MID numbering resources;

b) that ITU-R can monitor the status of the MMSI resource, through regular reviews of the spare capacity available within the MIDs already in use, and ~~by monitoring~~ the availab~~le~~ility of spare maritime identification digits ~~(first three digits of the MMSI)~~, taking account of regional variations,

instructs the Director of the Radiocommunication Bureau

1 to manage the allotment and distribution of the MID resource within the MMSI numbering format, taking into account:

– Sections II, V and VI of Article **19**;

– regional variations in MMSI use;

– spare capacity within the MID resource; and

– the guidelines on MID and MMSI management contained in the most recent version of Recommendation ITU-R M.585, in particular as regards the re-use of MMSIs;

2 to ~~monitor the status of the MMSI resource, and to~~ report to each world radiocommunication conference on the use and status of the MMSI resource, noting in particular the anticipated reserve capacity and ~~expected~~any indications of rapid exhaustion of the resource,

resolves to invite ~~ITU-T and~~ ITU-R

~~1~~ to keep under review the Recommendations for assigning MMSIs, with a view to:

– improving the management of the MID and MMSI resources; and

– identifying alternative resources ~~before~~if there is an indication of rapid exhaust of these resources ~~are exhausted;~~

~~2 to consult each other when addressing changes to any of the Recommendations affecting the MMSI numbering resources;~~

~~3 to complete studies on an urgent basis when a future world radiocommunication conference identifies the impending exhaustion of the MMSI resource,~~

instructs the Secretary-General

to communicate this Resolution to the International Maritime Organization.

Reasons: Changes needed to Resolution **344 (WRC-97)** in order to implement the new resource management responsibilities.

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United States of America

DRAFT PROPOSAL FOR THE WORK OF THE CONFERENCE

Proposal for Resolution 801, Agenda Item 3.1

Agenda Item 7.2: to recommend to the Council items for inclusion in the agenda for the next WRC, and to give its views on the preliminary agenda for the subsequent conference and on possible agenda items for future conferences, taking into account Resolution **801 (WRC-2000)**;

Background Information: Working Party 8B considered several studies on the feasibility of sharing between IMT-2000 and radar systems operated in the band 2 700-2 900 MHz. Those studies indicate sharing of the band 2 700-2 900 MHz between IMT-2000 and aeronautical radionavigation and meteorological radars is not feasible. Working Party 8B proposed that the draft CPM text for Chapter 7, Future Work Program, reflect that "WRC-03 may wish to consider deletion of this agenda item from the WRC-05/06 agenda" (8B/TEMP/103-E, 6 May 2002).

The band 2 700-2 900 MHz is used worldwide to support airport surveillance radars in the aeronautical radionavigation service, which is a safety service and "requires special measures to ensure their freedom from harmful interference" in accordance with Article 4.10 of the Radio Regulations.

The primary weather radar system used for flight planning activities operates in the band 2 700-2 900 MHz and is often collocated at airports worldwide, to provide accurate weather conditions for aircraft. Also, these radars observe the presence and calculate the speed and direction of motion of severe weather elements such as tornadoes and violent thunderstorms. These radars provide quantitative area precipitation measurements important to hydrologic forecasting of potential flooding. The severe weather and motion detection capabilities offered by weather radars contribute towards an increase in the accuracy and timeliness of warning services.

Proposal:

USA/ / 1 SUP

~~3.1 to consider results of ITU-R studies on the feasibility of sharing in the band 2 700-2 900 MHz between the aeronautical radionavigation service, meteorological radars and the mobile service, and to take appropriate action on this subject.~~

Reasons: WP8B has already determined that sharing is not feasible in this band, therefore it is not necessary to continue this agenda item.

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