

RESOLUTION 354 (REV.WRC-23)

Distress and safety radiotelephony procedures for 2 182 kHz

The World Radiocommunication Conference (Dubai, 2023),

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 354 (REV.WRC-23)

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, 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 (SMCP) and, where language difficulties exist, the International Code of Signals, both published by the International Maritime Organization, is also recommended. It should be noted that the pronunciations for figures in Appendix 14 and IMO SMCP are different.

§ 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)).

§ 7 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.

§ 8 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 No. **5.110** for 2 174.5 kHz, Nos. **52.130** to **52.136** for 2 177 kHz and 2 189.5 kHz and Appendix **15** for 2 182 kHz and 2 187.5 kHz).

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

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. 32.13BA, 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**).