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**CHARGING AND ACCOUNTING  
IN INTERNATIONAL TELECOMMUNICATION  
SERVICES**

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**CHARGING, BILLING, INTERNATIONAL  
ACCOUNTING AND SETTLEMENT IN  
THE MARITIME MOBILE SERVICE**

**ITU-T Recommendation D.90**

(Previously "CCITT Recommendation")

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## FOREWORD

The ITU-T (Telecommunication Standardization Sector) is a permanent organ of the International Telecommunication Union (ITU). The ITU-T is responsible for studying technical, operating and tariff questions and issuing Recommendations on them with a view to standardizing telecommunications on a worldwide basis.

The World Telecommunication Standardization Conference (WTSC), which meets every four years, establishes the topics for study by the ITU-T Study Groups which, in their turn, produce Recommendations on these topics.

The approval of Recommendations by the Members of the ITU-T is covered by the procedure laid down in WTSC Resolution No. 1 (Helsinki, March 1-12, 1993).

ITU-T Recommendation D.90 was revised by ITU-T Study Group 3 (1993-1996) and was approved under the WTSC Resolution No. 1 procedure on the 20th of March 1995.

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## NOTES

1. In this Recommendation, the expression "Administration" is used for conciseness to indicate both a telecommunication administration and a recognized operating agency.
2. Should there be any conflict regarding the time scale in this Recommendation and those stated in Appendix 2 of the International Telecommunication Regulations then the latter would prevail.

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## **CHARGING, BILLING, INTERNATIONAL ACCOUNTING AND SETTLEMENT IN THE MARITIME MOBILE SERVICE**

*(Revised in 1995)*

### **1 Introduction**

**1.1** This Recommendation sets out the principles for charging, billing, international accounting and settlement for the maritime mobile service. It covers:

- the procedures for the rendering of a bill by a service provider in respect of the collection charges payable by a maritime mobile station;
- the payment procedures related to the bill;
- the inter-Administration/ROA (service provider) international accounting procedures when maritime mobile traffic involves a terrestrial international call and, where applicable, the use of a land station in a country other than the one where the call originates/terminates.

**1.2** The following provides an explanation of terminology used in this Recommendation.

**1.2.1** Maritime mobile service – The term is used in this Recommendation to cover the Maritime Mobile Satellite Service as well as the MF, HF and VHF radio media, unless specifically stated otherwise.

**1.2.2** Service provider – The Administration/ROA who provides the communication service to/from maritime mobile stations.

**1.2.3** Land Station (LS) – This term is used to cover both fixed Land Earth Station and Coast Station.

**1.2.4** Land Station Operator (LSO) – An entity which operates a Land Station in the Maritime Mobile Service. This can be an Administration/ROA or other entity(ies) designated by the Administration to operate the Land Station.

**1.2.5** Maritime mobile station – This term is used to include a maritime mobile satellite station, and in the context of billing refers to the Licensee, equating to the use of the term customer in the terrestrial service. It equates to Ship Station used in the Radio Regulations.

**1.2.6** Maritime bill – The bill issued by the service provider in respect of collection charges for maritime mobile traffic originated by a maritime mobile station.

**1.2.7** Land line charge – The charge relating to the transmission over the terrestrial public switched telecommunications network.

**1.2.8** Land station charge – The charge relating to the use of facilities provided by the land station, which will include the space segment costs in the maritime mobile satellite case and which may be presented by the LSO in its component parts.

**1.2.9** Accounting Authority/Accounting Authority Identification Code – (See annex A.)

### **2 Scope**

This Recommendation sets out the principles for charging, billing, international accounting and settlement for the maritime mobile service.

It covers the procedures for :

- the rendering of a bill by a service provider in respect of the collection charges payable by a maritime mobile station;
- the payment procedures related to the bill;

- the inter-Administration/ROA (service provider) international accounting when maritime mobile traffic involves a terrestrial international call and, where applicable, the use of a land station in a country other than where the call originates/terminates.

### **3 Collection charges**

#### **3.1 General principles**

See also Annex E – Case studies

**3.1.1** The charge structure and level is a national matter.

**3.1.2** The collection charges may take account of the following elements:

- a) the national/international (if applicable) link = the landline;
- b) the land station;
- c) the space segment (if applicable);
- d) any special services or facilities.

**3.1.3** For communication between a maritime mobile station and a country other than that of the land station (cases 3, 4):

**3.1.3.1** The international land line charges shall normally be the collection charges applicable in the international relation concerned for the services used.

**3.1.3.2** Service providers may choose to establish a combined collection charge covering both the landline and the land station.

**3.1.4** Communications between maritime mobile stations:

**3.1.4.1** When a single land station is used as an intermediary between maritime mobile stations, two maritime land station charges are collected. If the land station charge applicable to traffic with the origin maritime mobile station is different from that applicable to traffic with the destination maritime mobile station, the sum of these two charges is collected.

**3.1.4.2** When it is necessary to use two land stations in different countries as intermediaries between two maritime mobile stations (case 6), the landline charge for the section between the two land stations (normally the collection charge applicable in the international relation concerned for the service used) is collected in addition to the two land station charges.

**3.1.4.3** When it is necessary to use two land stations in the same country as intermediary between two maritime mobile stations a national landline charge between the two land stations is collected in addition to the two land station charges.

**3.1.5** If authorised to do so by its licensing Administration, a maritime mobile station may collect on board a fee from users, for the use of facilities provided, in addition to the service provider's collection charges. Such a fee will be retained by the maritime mobile station. The licensing Administration may set an upper limit to these fees.

#### **3.2 Publication of collection charges by the ITU**

**3.2.1** The landline and land station charges shall be notified by the service provider to the Radiocommunication Bureau in the unit of the IMF, currently the SDR (Special Drawing Right), or in Gold Francs which is the equivalent to 1/3.061 SDR (1 SDR = 3.061 GFcs).

**3.2.2** The landline and land station charges notified to the Radiocommunication Bureau will be published in the List of Coast Stations.

**3.2.3** For countries that have not introduced banded collection charges for international services, only a limited number of charges, for routes in frequent use, will be published. In such cases, the Radiocommunication Bureau will need to be informed which charges should be published.

**3.2.4** Maritime mobile stations must be aware of the collection charges. They are authorized, where necessary, to obtain such information directly from land stations. Charges furnished by land stations should be expressed either in SDRs or in Gold Francs (see 3.2.1 above).

### **3.3 Changes to collection charges**

**3.3.1** New or modified collection charges shall not come into effect for international traffic for countries other than the one which establishes the charges until the first day of the month following expiry of the period specified below. The period will be counted from the day after the publication date of the ITU Operational Bulletin which contains this notification. Service providers providing information for publication in the Operational Bulletin should observe the deadlines indicated in the Bulletin in forwarding this information to the Radiocommunication Bureau.

**3.3.2** The period to be taken into account is as follows:

- a) for traffic from maritime mobile station to land: 1 month and 15 days;
- b) for traffic from land to maritime mobile station: 15 days, except for changes to bring charges into line with those on competing routes where the period is 10 days.

### **3.4 Special charging arrangements**

#### **3.4.1 Communications of immediate general interest ( including safety and distress)**

No charge is raised, against the maritime mobile station, for transmission in the maritime mobile service provided that the communications are :

- a) distress calls/messages or replies to such calls/messages;
- b) messages originating in maritime mobile stations requiring shore rescue authority support, e.g. man overboard, oil pollution or piracy attack;
- c) messages originating in maritime mobile stations notifying the presence of dangers to navigation (e.g. icebergs, derelicts, mines) or announcing cyclones, storms or fog;
- d) messages originating in maritime mobile stations notifying sudden changes in the position of buoys, the working of lighthouses, devices connected with buoyage etc.; or
- e) messages originating in maritime mobile stations notifying unexpected phenomena threatening air navigation or the sudden occurrence of obstacles at airports or special landing/berthing places at sea,

Any land station and landline charges for Safety and Distress communications will be billed to the appropriate shore authority.

#### **3.4.2 Communications relating to medical advice**

No charge is raised against the originating maritime mobile station for communications using the maritime mobile service which relate to medical advice provided that:

- a) they are exchanged directly between maritime mobile stations and either Land Stations shown in the List of Radiodetermination and Special Service Stations as providing such a service, or Land Earth Stations which offer the service; and
- b) they are addressed in accordance with the conditions published in the above List, or as specified by the satellite service operator.

Any land station and landline charges for medical advice communications will be billed to the appropriate shore authority.

#### **3.4.3 Meteorological communications**

Charges for meteorological communications are a national matter.

#### **3.4.4 Communications relating to persons protected in time of war**

Radio telegrams concerning persons protected in time of war by the Geneva Convention of 12 August 1949 (RCT) will be accepted in accordance with Recommendation F.1, and will be charged in accordance with Recommendation D.40.

#### **3.4.5 Service communications in the maritime mobile service**

Service telegrams or service telexes relating to the maritime mobile service should be treated in accordance with Recommendation D.192.

### **3.5 Service specific charging principles**

#### **3.5.1 Radiotelegrams** (see Recommendation F.110)

**3.5.1.1** The land station charge is established on the basis of a word charge – see Recommendation F.1.

**3.5.1.2** No additional charge shall be made when acknowledgment of receipt of a radiotelegram is made through another maritime mobile station or land station by service advice, or when an intermediate maritime mobile station assists in the forwarding of a radiotelegram.

#### **3.5.2 Radiomaritime letters** (see Recommendation F.110)

**3.5.2.1** Except as otherwise provided below, radiomaritime letters may be accepted, taking into account ITU-T Recommendations relating to letter telegrams, if the telegram service is used to convey radiomaritime letters.

**3.5.2.2** The total charge shall include the postal charge (by ordinary letter or airmail letter) due for delivery in the land station country.

**3.5.2.3** An additional charge may be collected where delivery is to be made to a country other than that of the land station.

**3.5.2.4** The following charges are added where applicable:

- a) charges due for special services;
- b) the landline charge when transmission on the land section is exceptionally by telegraph.

#### **3.5.3 Radiotelephone and radiotelex calls** (see Recommendation F.110)

**3.5.3.1** If no uniform charges apply in respect of the land stations of a country, different land station charges shall be fixed for the MF, HF and VHF bands and for the maritime mobile satellite service.

**3.5.3.2** If, due to the lack of technical facilities, no extra charges apart from the normal international landline charges can be levied by the origin Service Providers, no land station charges will be collected for international automatic VHF radiotelephone calls in the to-maritime mobile station direction, if so decided by the land station Service Providers. The *List of Coast Stations* [1] shall indicate which Service Providers accept such calls without levying land station charges.

**3.5.3.3** When handled through a land station, the chargeable duration of a manual or single-operator call will be fixed at the end of the call by the land station; if two land stations are participating in the handling of the call, the record of the land station that accepted the call from the originating maritime mobile station will prevail.

#### **3.5.4 Radiotelexograms** (see Recommendation F.110)

**3.5.4.1** The charge for the landline element shall be that applicable to a telex call.

**3.5.4.2** The charge for the landstation element shall be that applicable to a radiotelegram or converted into chargeable duration units.

## **4 Maritime billing**

### **4.1 Billing responsibilities**

**4.1.1** Collection charges for calls from shore to maritime mobile stations (cases 2, 4) will be billed by the service provider to the calling customer in the normal customer billing process and are not the subject of this subclause.

**4.1.2** Collection charges for communications from maritime mobile stations to shore (cases 1, 3, 5 & 6) shall in principle and subject to national law and practice, be billed by the service provider to :

- a) An accounting authority or other third party agreed between the service provider and the maritime mobile station;
- b) the maritime mobile station; or
- c) a credit/charge card company designated by the service provider.

NOTE – In cases b) and c) above the accounting authority of the maritime mobile station is not responsible for payment of the bills for communications originating from the maritime mobile station.

For cases b) and c) above, 4.2.2, 4.3.2., 4.4, 4.5, 4.6 and 4.7 do not apply, as the billing arrangements are the subject of agreement between the service provider and the maritime mobile station or the credit/charge card company.

**4.1.3** The registration, responsibilities and identification of accounting authorities are described in Annex A.

### **4.2 Billing processes and associated timescales**

**4.2.1** The processes involved in the billing of maritime mobile stations are described in 4.4, 4.5, and 4.7 below. The timescales associated with the various processes are summarized in Annex D and represent the recommended maximum timescales. Variations to the timescales and processes may be agreed between the service provider and the billed party (as defined in 4.1.2) as part of their commercial arrangements.

**4.2.2** In some instances, the International Telecommunications Regulations (ITR - Appendix 2) provide for a longer maximum timescale than that recommended in this Recommendation. The ITR timescales will be regarded as applicable in exceptional cases, for example, where delays in rendering the bill to the correct accounting authority are encountered. The timescales contained in this Recommendation shall be regarded as the normal maximum timescales to be followed.

### **4.3 Billing procedures**

**4.3.1** The bills for communications originating in maritime mobile stations should be based on the following data gathered at the Land Station:

- a) the maritime mobile station name, the maritime mobile station identification and/or call sign;
- b) the accounting authority identification code when required by the service provider;
- c) the credit/charge card details if applicable;
- d) the number or identification of the addressee, including, for example, country code and area codes;
- e) the chargeable units;
- f) date communication commenced, and time if appropriate;
- g) traffic category;
- h) type of call (automatic, operator assisted, collect, etc.)
- i) special services/facilities used.

**4.3.2** In the case of communications originating in maritime mobile stations, the service provider shall bill, in accordance with the collection charges notified to the ITU in SDRs or Gold Francs (see 3.2):

- a) the land station charges;
- b) the landline charges;
- c) any charges for special services or facilities;
- d) where appropriate, postal charges on radiomaritime letters.

#### **4.4 Preparation and despatch of bills**

**4.4.1** Bills are prepared monthly by the service provider and despatched to the accounting authority responsible for the maritime mobile station, unless other arrangements have been agreed between the service provider and the maritime mobile station.

**4.4.2** Bills should be despatched as promptly as possible and by the most expeditious means practicable but in any case before the end of the second month following that to which they relate. (See Note 1.)

**4.4.3** The bill will consist of two parts: a summary statement and a detailed communications statement. This shall contain as a minimum the information identified in the specimen formats shown in Annexes B and C. Both statements should be identified by the same unique bill number and show the same date. In the communication statement, the calls shall be entered individually with all necessary particulars for a given month. A separate statement for each maritime mobile station should be established. The total charges for each maritime mobile station should be included in the summary statement.

**4.4.4** In the case of single-operator service, if bilaterally agreed between the service providers concerned, the land station operator may despatch a bill directly to the booking caller (see case 4).

**4.4.5** In the case of collect calls to a maritime mobile station in the international maritime mobile service, where permitted by the service provider, the total amount of the charges shall be collected from the maritime mobile station.

#### **4.5 Acceptance/queries/rejection**

**4.5.1** In principle, a bill shall be considered as accepted without the need for specific notification of acceptance to the service provider that sent it.

**4.5.2** The accounting authority should notify the billing service provider of any preliminary rejections immediately upon receipt of a bill, for example if maritime mobile stations included in the bill are not or no longer their responsibility.

**4.5.3** However, any accounting authority shall have the right to question the contents of a bill for a period of four months after its dispatch even if the bill has been paid. Any adjustments which are later agreed shall be included in a subsequent bill.

#### **4.6 Payment of bills**

**4.6.1** All bills shall be paid by the accounting authority without delay and in any event within three months of receipt by the accounting authority or within four months of dispatch whichever is the shorter period. The unique bill numbers and the traffic period(s) covered by the payment should be quoted at the time of payment. The exception is where the provisions of 4.6.3 below apply. (See Note 1.)

**4.6.2** If a bill remains unpaid after four months from dispatch, the Administration that has licensed the maritime mobile station shall on request, take all possible steps within the limits of applicable national law to ensure payment of the bill, provided that notification of late receipt has not been advised as described in 4.6.3 below.

**4.6.3** If the period between the date of dispatch of the bill and receipt exceeds twenty-one days, the receiving accounting authority should at once notify the originating service provider that queries and payment may be delayed. However, the delay shall not exceed three months from date of receipt of the bill in respect of payment and in respect of queries even if the bill has been paid.

**4.6.4** The debtor accounting authority may refuse to pay or adjust bills rendered more than fifteen months after the date of the traffic to which the bills relate. (See Note 2.)

**4.6.5** When a potential non payment has been identified and notified by the accounting authority to the service providers, the accounting authority is responsible for the debt incurred only up to the date of notification and provided that the service providers bill all outstanding charges within 45 working days of receipt of such notification.

Notification shall be by telex, or other confirmable means of communication, to the office designated by the service providers.

## **4.7 Archives**

**4.7.1** The originals of radiotelegrams and the billing records relating to all maritime mobile communications shall be kept by the service provider until the bill in question has been paid, but in any case for a minimum of four months from the month in which the bill was sent. The information may be stored by other means, for example, magnetic or electronic records. All necessary precautions from the point of view of confidentiality should be taken.

**4.7.2** If the above requirements are not observed, the service provider shall accept responsibility for any refunds or other adjustments arising from the queries of bills within the above period, which it cannot as a result validate.

### NOTES

1 China and the United States of America are unable to implement their timescales at the present time, continuing to apply instead “before the end of the third month” and “within four months of dispatch” respectively.

2 China will continue to apply 18 months.

## **4.8 Refunds**

### **4.8.1 Radiotelegrams**

**4.8.1.1** The provisions of Recommendation D.43 shall apply with the following exceptions.

**4.8.1.2** Where a radiotelegram remains undelivered after the required period of retention (Recommendation E.200/F.110), the Service Provider may determine the basis of the refund of charge either under the provisions of Recommendation D.43 or refund the land station charge in full. In the second case, the Service Provider may charge a compensatory flat rate handling charge per undelivered message.

**4.8.1.3** In the case of a radiotelegram that has been forwarded by the land station to a maritime mobile station in port by means other than radio (see Recommendation F.110), only the land station charge shall be debited.

### **4.8.2 Radiomaritime letters**

**4.8.2.1** When a radiomaritime letter fails to reach its destination due to the failure of the postal service, only the charges in respect to the services not carried out are refundable.

**4.8.2.2** Refund of charges is applicable when, through the fault of the telegraph or radiotelegraph service, a radiomaritime letter has not reached its destination, taking into account Recommendation D.43.

### **4.8.3 Radiotelephone and radiotelex calls**

**4.8.3.1** When, through any fault of the service, the booking of a call is not followed by the calling and called maritime mobile stations being placed in communication, no charge shall be payable. If the amount of the charge has been paid, it shall be refunded.

**4.8.3.2** In order to simplify operating and accounting procedures, Service Providers may decide that no charge shall be payable when a requested connection has not been set up, whatever the reason.

**4.8.3.3** However, Service Providers may decide to collect charges in cases where there is no fault of service. In that case the basis of charging shall be notified to the Radiocommunication Bureau for inclusion in the *List of Coast Stations* [1].

**4.8.3.4** When, through any fault of the service, difficulty is experienced in the course of a call, the chargeable duration of the call shall be reduced to the total time during which transmission conditions have been satisfactory, taking account the relevant ITU-T Recommendations.

### **4.8.4 Radiotelexograms**

**4.8.4.1** The principles for refunds for radiotelegrams and telex calls shall apply as appropriate.

## **5 International accounting and settlement**

**5.1** International accounting for maritime mobile traffic to/from maritime mobile stations arises when maritime mobile communications involve the use of a land station in a country other than the one in which either the called or calling party is located, or where two land stations in different countries are involved in the call (cases 3, 4, 6) and covers:

- a) the landline charge / accounting rate;
- b) the land station charge / accounting rate where applicable (cases 4, 6).

**5.1.1** Landline – The international call from the land station in one country to the called party in another country, or between two land stations in different countries. This will be accounted at the agreed international accounting rate applying in the international relation concerned for the service used and shall be included in the relevant international traffic accounts in accordance with the provisions of the International Telecommunications Regulations and relevant ITU-T Recommendations.

**5.1.2** Land station – The amount is set by the LSO

**5.2** A single accounting rate covering both the landline and the land station elements may be bilaterally agreed where the origin Administration is able to record all the necessary data.

**5.3** The land station administration in a country other than that where a call originates is considered for the purposes of the landline accounting to be the origin or destination country (as appropriate) of the call, and not as a transit point.

### **5.4 Manual or Single-Operator (LSO) Service (see Case 3 and Case 4 – VHF/HF/MF)**

**5.4.1** In single-operator service, subject to bilateral agreement a terrestrial customer in one country and an LSO in another country may call each other without the intermediary of an operator in the first country (see Recommendation F.110).

**5.4.2** For traffic to a maritime mobile station which originates in a country other than that of the land station (case 4), the land station Administration shall, unless otherwise bilaterally agreed, debit the originating Administration with the land station charges based on data gathered by the LSO.

**5.4.3** Except where calls are made collect, the call details are forwarded by the LSO at least monthly to the originating Administration. The amounts due are included in the periodic statement of accounts to the credit of the land station Administration.

**5.4.4** When handled through a land station, the duration for international accounting of a manual or single-operator call will be fixed at the end of the call by the land station: if two land stations are participating in the handling of the call, the record of the land station that accepted the call from the originating maritime mobile station will prevail.

### **5.5 Automatic and semi-automatic service (see Case 4 – satellite)**

**5.5.1** Traffic to a maritime mobile station which has originated in a country other than that of the land station (case 4), both the landline and the land station charges shall be included in the relevant traffic accounts by the origin Administration on the basis of its own record of chargeable units.

**5.5.2** Accounts for charges relating to the maritime mobile satellite services shall show the country of origin/destination ocean area and chargeable duration/words and if possible the number of calls/messages. Such accounts shall include the total chargeable duration for any broadcast calls sent over the international public switched network to a land (earth) station in the maritime mobile satellite service, separately listed.

**5.6** Collect calls where permitted by the service provider are, for accounting purposes, regarded as originating in the destination country or destination maritime mobile station as applicable. Collect calls will be identified separately in the international accounts.

## **5.7 Settlement of international accounts**

**5.7.1** Exchange and verification of international traffic accounts and payment of balances of those accounts shall be carried out in accordance with the International Telecommunication Regulations and the relevant ITU-T Recommendations.

# **Annex A**

## **Accounting authorities**

(This Annex forms an integral part of this Recommendation)

### **Background**

Accounting authorities came into existence to reduce the number of bills, both issued by Service Providers and received by shipowners and which required extensive administrative effort to progress, e.g. identify calls, convert call charges in various currencies and reconcile charges.

The accounting authority acts as a billing intermediary between the maritime mobile station and service providers.

### **A.1 Role of an accounting authority**

**A.1.1** The role of an accounting authority may be undertaken by:

- a) an Administration;
- b) a Recognized Operating Agency (ROA);
- c) any other entity or entities designated for this purpose by the Administration referred to in a) above.

**A.1.2** When acting on behalf of a maritime mobile station for which it has accepted responsibility, an accounting authority shall be responsible for:

**A.1.2.1** obtaining payment of the collection charges for maritime mobile communications from the maritime mobile station.

**A.1.2.2** guaranteeing payment of the collection charges to the service providers for traffic originated by the maritime mobile station, ensuring that these payments are made in accordance with the ITU Regulations and Recommendation D.90.

**A.1.2.3** maintaining up-to-date and accurate records of the maritime mobile stations for which it has responsibility. Any change in status, shipowner if known, termination/commencement of contract must be notified immediately to interested/regularly used service providers and to the Administration that licensed the maritime mobile station. Where changes have occurred, a new and updated list of maritime mobile stations should be issued by the accounting authority at least every 90 days to interested/regularly used service providers and to the Administration who licensed the maritime mobile station, with changes to the previously issued information clearly indicated. Alternatively, a “no change” notification may be issued. The updated information should consist of:

- satellite identity number/ships call sign;
- ship/mobile name;
- commencement date;

- termination date;
- previous Agent or new Agent, if known;
- shipowner, if known.

**A.1.2.4** ensuring that its Accounting Authority Identification Code (AAIC) is known by all Administrations recognizing it and all maritime mobile stations for which it is responsible.

**A.1.3** An accounting authority should notify service providers and the Administration which has licensed the maritime mobile station concerned, as soon as it has been established that it is unable to collect payment from that maritime mobile station. This information will enable the service providers to cease accepting calls from that maritime mobile station in order to prevent the uncollectable debt from further increasing.

**A.1.4** The licensing Administration may authorize accounting authorities recognized by it to notify the Radiocommunication Bureau directly of additions, modifications and deletions to be made in the List of Ship Stations as regards maritime mobile stations for which they have billing responsibility. Such additions, modifications and deletions should contain whenever possible, the full details required for the List (see A.1.2.3 above). When a licensing Administration gives such authorization, it will notify the ITU that it has done so. Before an Accounting Authority (AA) accepts responsibility maritime mobile station which has previously been the responsibility of another AA, the new AA jointly with the previous AA should check the maritime mobile station's payment record.

## **A.2 Registration of an accounting authority**

**A.2.1** An accounting authority must be registered with their Administration. Registration should be subject to a periodic review (for example, annual) by the Administration or national Regulatory Body of the financial position and effectiveness of each accounting authority. Should the registration be suspended or cancelled, the registering Administration shall inform the Radiocommunication Bureau by means of a notice for inclusion in the ITU Operational Bulletin, that the registration has been suspended or cancelled.

**A.2.2** Each accounting authority will be allocated a discrete Accounting Authority Identification Code (AAIC – see A.3.1 below) by the registering Administration.

**A.2.3** The registering Administration shall notify the name(s) and address(es) of the accounting authority(ies) with their respective identification codes to the Radiocommunication Bureau for inclusion in the List of Ship Stations.

**A.2.4** The number of accounting authorities responsible for maritime mobile stations licensed by an Administration shall be limited as far as possible and should not exceed 25 (whether all are based in the licensing Administration's country or based abroad – see A.3.2.3 and A.3.4.3 below).

## **A.3 Identification of accounting authorities – AAICs**

### **A.3.1 Code format**

The discrete Accounting Authority Identification Code (AAIC) consists of two parts:

- a) the first part will be two letters denoting the country in which the accounting authority is based, and must be in line with those given in the official service document which is published in accordance with Recommendation F.96 (List of Indicators for the Telegram Retransmission System). In case of doubt, information may be obtained from the Radiocommunication Bureau.
- b) the second part will be numeric, denoting the particular accounting authority.

### **A.3.2 Code allocation**

**A.3.2.1** The AAIC will be allocated by the Administration of the country in which the accounting authority is based, regardless of whether or not the accounting authority concerned is responsible for maritime mobile stations licensed by that Administration.

**A.3.2.2** An Administration may recognize an accounting authority based in another country to have responsibility for maritime mobile stations which it has licensed. In such cases, the recognizing Administration shall notify this fact to the Administration of the country in which the accounting authority is based and ask for confirmation of its AAIC.

**A.3.2.3** The limitation of accounting authorities to 25 refers only to the number of accounting authorities which an Administration may recognize to act as an accounting authority for maritime mobile stations which it has licensed (List a). It does not necessarily apply to the number of accounting authorities based within that Administration's country (List b), see A.3.4.3 below. It is possible therefore that the number of AAICs for any one country will exceed 25.

**A.3.2.4** Exceptionally, an Administration may agree that an individual maritime mobile station to be licensed by it may retain its existing accounting authority even if this is not one of those on the licensing Administration's List a, provided:

- that the accounting authority is one of those recognized by the Administration of the country in which it is based for its Lists a and b; and
- prior agreement is reached between the licensing Administration and the accounting authority concerned.

### **A.3.3 Notification of AAICs**

**A.3.3.1** An accounting authority will notify its AAIC to the Administration of each country recognizing it as an accounting authority for maritime mobile stations which it has licensed. The Administration concerned must include the AAIC in any notification to the ITU concerning an accounting authority, for example, notification of an accounting authority's address for inclusion in the List of Ship Stations.

**A.3.3.2** Each accounting authority is responsible for ensuring that all maritime mobile stations for which it is responsible are notified of its AAIC and that these maritime mobile stations are aware of their responsibilities as regards using the AAIC when originating maritime mobile communications.

**A.3.3.3** When an accounting authority accepts responsibility for a maritime mobile station which may previously have been the responsibility of another accounting authority, it must ensure that the maritime mobile station is advised immediately of the new AAIC to be used.

### **A.3.4 Publication of AAICs**

**A.3.4.1** The Administration of the country in which the accounting authority is based is responsible for notifying the ITU of the AAIC allocated.

**A.3.4.2** An Administration that accepts an accounting authority outside its own country for maritime mobile stations under its flag, is responsible for notifying the ITU of this fact and of the AAIC allocated to that accounting authority.

**A.3.4.3** The information should be published in the ITU List of Ship Stations, List V, in a special section with the following sub-sections:

- *Sub-section A* – Alphabetical listing of all accounting authorities by order of their AAICs, giving their names, addresses, telephone and telefax numbers.
- *Sub-section B* – Alphabetical listing of all accounting authorities by their names, giving their AAICs and addresses, telephone and telefax numbers.
- *Sub-section C* – Alphabetical listing of countries, with the following entries under each country:
  - List a: accounting authorities, by AAICs code, responsible for maritime mobile stations licensed by that country's Administration (maximum of 25 AAICs);
  - List b: accounting authorities, by AAICs code, based in that country (list may exceed 25).

**A.3.4.4** From these three sub-sections, it will be possible to:

- i) extract the name and address of an accounting authority when only the AAIC is known;
- ii) find the AAIC when only the name and address are known; and
- iii) determine which accounting authorities are recognized as acting for maritime stations of a particular registry.

**A.3.4.5** In the body of the ITU List of Ship Stations, the AAIC of the accounting authority concerned should be shown against each maritime mobile station's entry.

**A.3.4.6 Examples**

**Allocation of Accounting Authority Identification Code (AAIC)**

Country that licensed the maritime mobile station	Country where the accounting authority is based and where the AAIC is allocated (see A.3.2.1)	Accounting authority is one of the maximum of 25 (A.2.4) designated by:	AAIC
Netherlands	Netherlands	Netherlands	NL...
Netherlands	United Kingdom	Netherlands	GB...
United Kingdom	Netherlands	United Kingdom	NL...
Belgium	Netherlands	Belgium	NL...
Belgium	Belgium	Belgium	BE...
etc.			

**BRM**

List a\* BE02 BM01 BM02  
BM03 CY03 DP02  
JP02 JP03

List b\*\* BM01 BM02 BM03

\* Indicates accounting authorities, by their discrete AAIC, authorized to account for Ship Stations licensed by the Administration of the country and is limited to a maximum of 25.

\*\* Indicates accounting authorities, by their discrete AAIC, based within the country and there is no limit to the number of listing per country.

## Annex B

### Specimen statement of maritime communication bill “Summary” Page – see 4.4.3

(This annex forms an integral part of this Recommendation)

(Preferably on paper size 210 × 297 mm)

.....: ( <i>Sender of bill</i> )			Date of dispatch <sup>2)</sup>
Accounting authority: ( <i>Recipient of bill</i> )			
STATEMENT OF MARITIME COMMUNICATION – SUMMARY			Page:
Period (MMYY):			
Bill number <sup>1)</sup> :			
Category:			
Name of maritime mobile station	Call sign	Maritime mobile station ID	Amount due*
ALFA		511 1234	100.00
HOTEL		311 1234	200.00
MIKE		111 1234	500.00
ROMEO		211 1234	200.00
ZULU		411 1234	200.00
Total amount due			1200.00
* Expressed in Monetary Unit: SDR or GFR (1 SDR is equivalent to 3.061 GFRs).			

<sup>1)</sup> “The Communications Information Statements” and the associated “Summary Statement” should be identified by the same unique bill number.

<sup>2)</sup> This should be the actual date of dispatch and not the date when the bill is raised.

## Annex C

### Specimen statement of maritime communication bill “Communication Information” Statement – see 4.4.3

(This annex forms an integral part of this Recommendation)

(Separate statement for each mobile station)<sup>3)</sup>

For a description of service and facility codes to be used, see Annex A/D.91, Appendices I/D.91 and II/D.91.

.....: ( <i>Sender of bill</i> ) <span style="float: right;">Date of dispatch<sup>4)</sup></span> Accounting authority: ( <i>Recipient of bill</i> ) Bill number: <span style="float: right;">Page:</span> STATEMENT OF MARITIME STATION BILLS for Mobile Station: ALFA Call sign: 5Bxxx Maritime mobile station identification:						
Date/time	Land station	Destination	Chargeable unit (Duration/words)	Service type	Amount due*	Remarks*/ special services
					30.00	
					5.00	
					10.00	
					15.00	
					40.00	
Total amount due					100.00	
* Expressed in Monetary Unit: SDR or GFR (1 SDR is equivalent to 3.061 GFRs).						

<sup>3)</sup> Exceptionally, this statement may contain data on more than one maritime mobile station where the volume of traffic for each maritime mobile station is low.

<sup>4)</sup> This should be the actual date of dispatch and not the date when the statement was raised.

## Annex D

### Time scales associated with the dispatch and payment of maritime bills

(This annex forms an integral part of this Recommendation)

	Number of months (calendar) following traffic																													
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24						
1. Sending bills	Within 2 months																													
2. Preliminary rejections	Immediately																													
3. Bills can be questioned	Within 4 months of dispatch																													
4. Paying bills	Within 4 months of dispatch																													
5. Action by licensing Administration to enforce payment					From 4 months after dispatch																									
6. Archives	Within 4 months after dispatch																													
7. Delay limit for presenting bills	Within 15 months of traffic																													

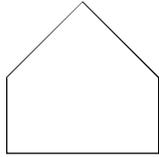
1. As promptly as possible, but before end of 2nd month following traffic.
2. Preliminary rejections to be notified on receipt.
3. Bill can be questioned up to 4 months following dispatch of bill even if already paid. Period can be extended to 3 months beyond date of receipt if period between dispatch and receipt exceeds 21 days.
4. To be paid without delay, and in any event within 3 months of receipt by the Accounting Authority, or within 4 months of date of dispatch.
5. If still unpaid after 4 months, licensing administration shall take all possible steps.
6. Until settlement of bill and, in any case, for 4 months following date of dispatch.
7. Can refuse bills presented more than 15 months after date of traffic.

# Annex E

## Case Studies

(This annex forms an integral part of this Recommendation)

### Key to diagrams used in following case studies



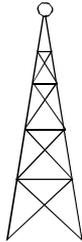
Fixed terminal point



International gateway exchange



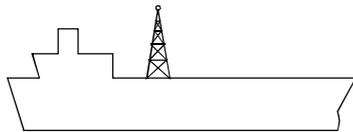
Landline



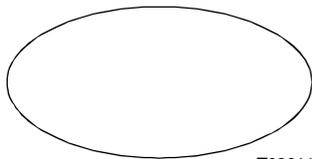
Land station (radio or satellite)



Mobile link



Maritime mobile station

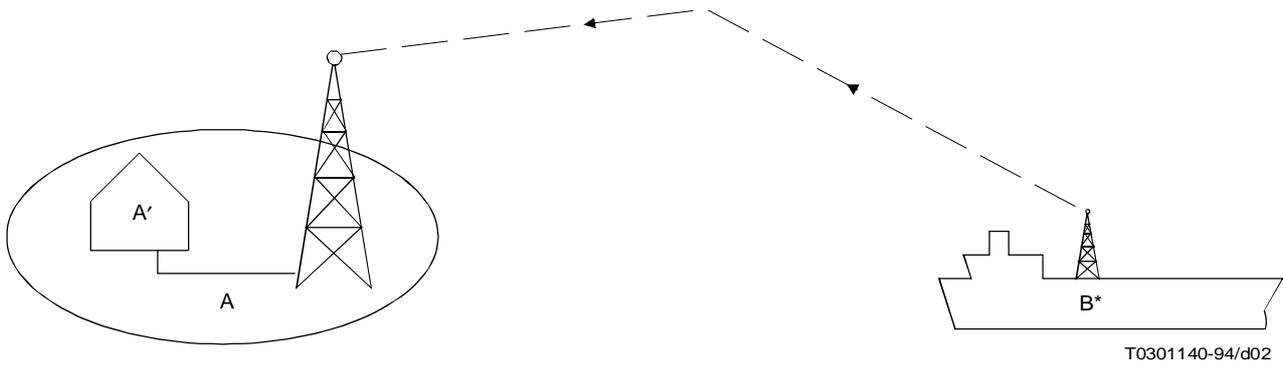


Country

T0301130-94/d01

**Case 1 – Maritime mobile station to shore**

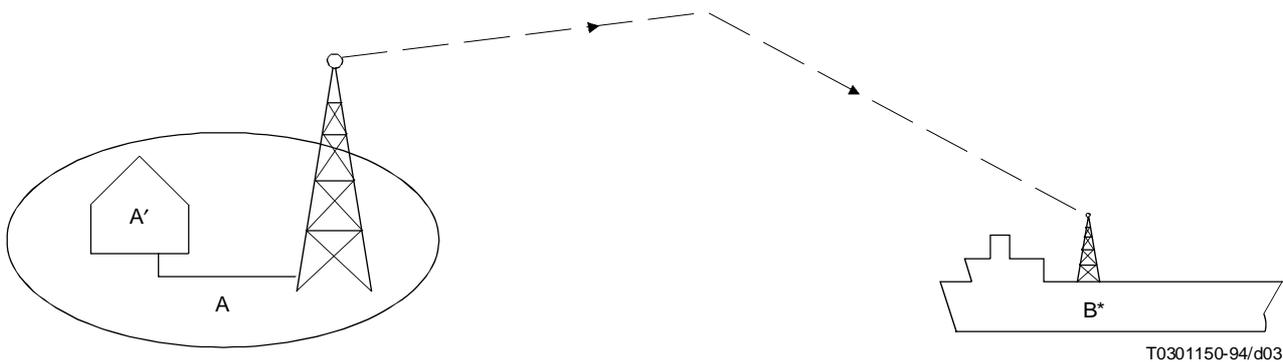
In this case, the called party is in the same country as the land station.



- Charging – A sets the charge to be paid by B\*.
- Billing – The charges applicable to B\* are billed by A to B\*'s nominated Accounting Authority (AA) or equivalent, i.e. any other body nominated by B\* and recognized by the Administration which licensed the maritime mobile station.
  - The bill raised by A must be in the same currency as the collection charges quoted to the ITU.
  - The charges shall be billed monthly.
  - B\*'s AA or equivalent reimburses A.
- International accounting – Not applicable.
- Settlement – Not applicable.

**Case 2 – Shore to maritime mobile station**

In this case, the calling party is in the same country as the land station.

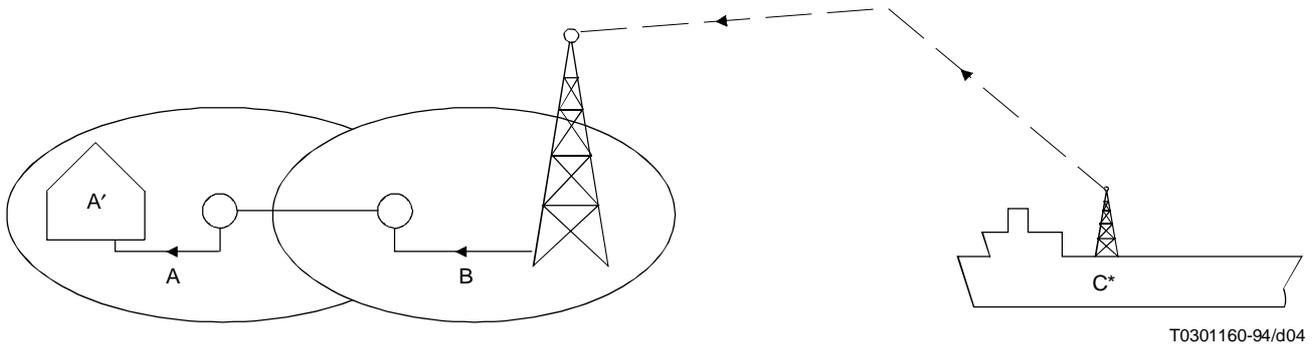


- Charging – A sets the charge to be paid by A'.
- Billing – A' is billed by A.
- International accounting – Not applicable.
- Settlements – Not applicable.

NOTE – Collect call: where it is admitted by the Service Provider then case 1 principles would apply.

**Case 3 – Maritime mobile station to shore**

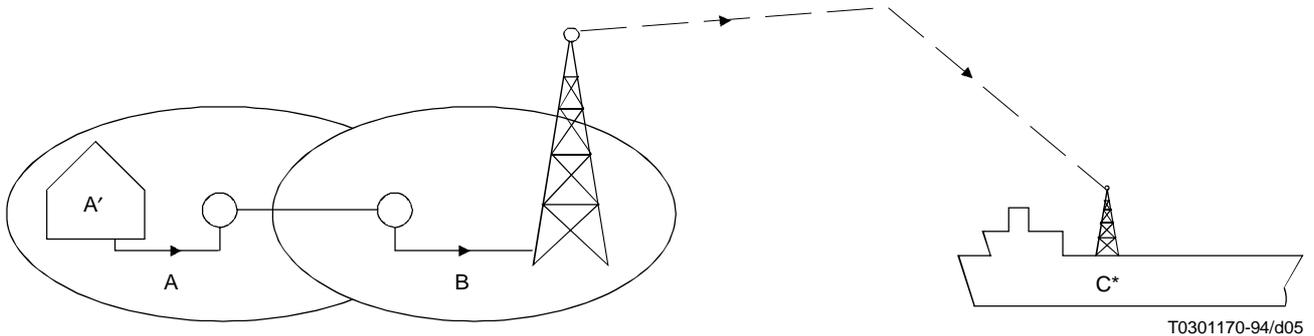
In this case, the called party is in a country other than that of the land station (requires bilateral agreement).



- Charging – B sets the charge to be paid by C\*.
- Billing – B bills the charge to C\*'s nominated AA or equivalent.  
– C\*'s AA or equivalent will reimburse B.
- International accounting – B includes the B-A call in its normal outgoing traffic account with A.
- Settlements – B settles with A for the B-A call, as part of the normal traffic settlement.

#### Case 4 – Shore to maritime mobile station

In this case, the calling party is in a country other than that of the land station (requires bilateral agreement).



#### Charging

- A sets the charge to be paid by A'. This could be in the form of:
  - a) a combined landline and land station charge for the call A-C; or
  - b) a separate charge for the landline A-B, and a separate charge for the land station B-C; or
  - c) a landline charge for A-B, with B billing A' directly for the land station charge.

#### Billing

- i) for services provided via VHF/HF/MF, A bills A' on the basis of its own information and the call details provided by B, except where B bills A' directly for the land station charge.
- ii) for services provided via INMARSAT, A bills A' on the basis of its own information.

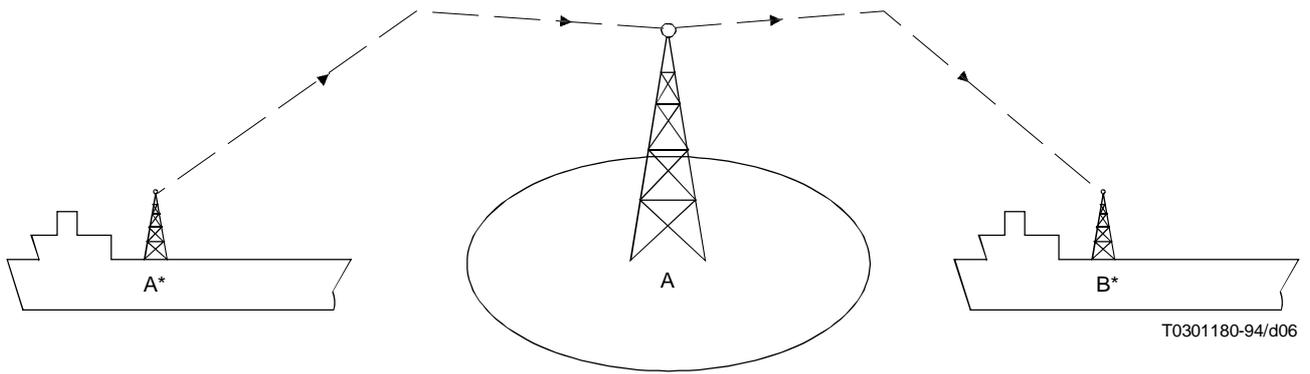
#### International accounting

- A includes the call A-B in its normal outgoing traffic account with B.
- Where i) above applies, B includes the land station charges for the call in its account with A, except when B bills A' directly.

#### Settlements

- A settles with B for the landline call A-B as part of the normal traffic settlement.
- A settles with B for the use of the land station, except where B has billed A' directly.

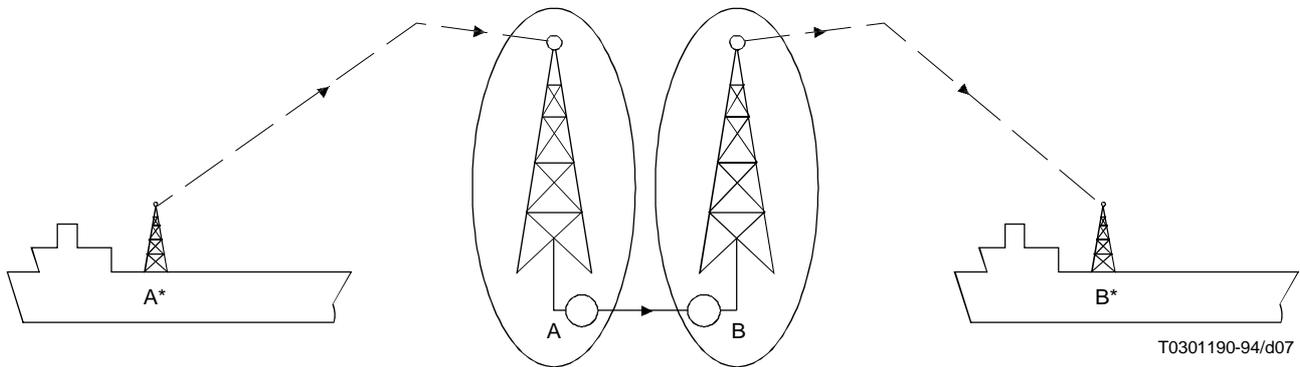
## Case 5 – Maritime mobile station to maritime mobile station via a land station



- Charging
- A sets the charge for the call A\* to B\* to be paid by A\*, comprising the charge for:
    - A\* to A's land station
    - A's land station to B\*.
- Billing
- A bills the charge to A\*'s nominated AA or equivalent.
  - A\*'s AA or equivalent reimburses A.
- International accounting
- Not applicable.
- Settlements
- Not applicable.

## Case 6 – Maritime mobile station to maritime mobile station via two land stations

This requires bilateral agreement between A and B.



### Charging

- A sets the charge for the call A\* to B\* to be paid by A\*, comprising the charge for:
  - A\* to A's land station;
  - A-B international link;
  - land station to B\*.

### Billing

- A bills the charge to A\*'s nominated AA or equivalent:
  - i) for services provided via VHF/F/MF, on the basis of call details provided by B;
  - ii) for services provided via INMARSAT, on the basis of its own information.
- A\*'s accounting authority or equivalent will reimburse A for A\* call.

### International accounting

- A includes the A-B call in its normal outgoing traffic account with B.
- Where i) above applies, B includes the land station charges for the call in the account with A.

### Settlements

- A settles with B for the A-B call, as part of the normal traffic settlement.
- A settles with B for the use of the land station.

## References

- [1] List of Coast Stations, (published every 2 years), ITU, Geneva.