
Ship Radio Licences

Of168a – Guidance notes for licensing

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1. Overview

Note to applicants for the UK Ship Radio Licence

Applicants should register, apply for and print their Ship Radio or Ship Portable Radio licences via the Ofcom licensing portal¹. This entitles you to a free licence. If you apply using a paper application form, you must pay a fee, currently £20.

You may also notify us of changes to your licence via the portal. There is no fee for making changes, whether done via the portal or by post.

What these notes are for

- 1.1 These notes are designed to help those applying for a Ship Radio Licence or Ship Portable Radio Licence, be it via our online licensing portal¹ or via a paper application form² and to help licensees comply with key licence conditions. They also incorporate updated advice, previously published in our booklet Of19a 'Ship Radio Information', which we have therefore withdrawn as a separate document.
- 1.2 The notes describe:
 - the types of equipment that may be licensed
 - the requirements that the equipment must meet
 - the certification of radio operators
 - station identities;
 - arrangements for Maritime Accounting Authorities; and
 - other licensing information that applicants need to apply for a licence.
- 1.3 If a paper application form is not properly completed the licence will be delayed, as we must request the further information required. This may entail returning the form. If you are uncertain about the information required, please contact Spectrum Licensing (spectrum.licensing@ofcom.org.uk 0300 123 1000).

Regulating ship radio

- 1.4 The regulation of ship radio stems from the UK's obligations to the international community. These are contained in several international agreements, such as the Radio Regulations ('RRs') and the GMDSS³. The RRs are agreed by the international community at the International Telecommunication Union ('ITU'). In the UK, we implement applicable provisions of the RRs through the Wireless Telegraphy Act 2006 ('the Act') and its associated legislation. This includes issuing licences, such as Ship Radio Licences, which

¹ <https://ofcom.force.com>

² https://www.ofcom.org.uk/data/assets/pdf_file/0015/106260/OfW347-Ships-Radio-Licence-Application-Form-INTERACTIVE.pdf

³ The Global Maritime Distress and Safety System - an internationally agreed set of safety procedures, types of equipment, and communication protocols designed to increase safety and make it easier to rescue ships in distress.

contain conditions. If those using radio on board ships comply with these conditions, we believe that the UK can honour its international obligations.

- 1.5 If you do not comply with the terms and conditions of a Ship Radio Licence, it may breach the requirements of the GMDSS. If the operation of a ship breaches the procedures and agreements of the GMDSS, it imperils all other ships, their crews and passengers.
- 1.6 Under the Act, it is an offence to install or use any radio equipment on board any ship registered in the UK or Crown Dependencies⁴, other than under (and in accordance with the terms of) a licence issued by Ofcom. It is also an offence for a person to have ship radio equipment in their possession or under their control, with the intention of using it without a licence. A Ship Radio Licence or Ship Portable Radio Licence is therefore required even if the radio equipment is not in constant use or if it is intended for use only for distress purposes.
- 1.7 Annex 2 is a glossary of the abbreviations and acronyms used in this document.

⁴ Guernsey, Jersey and the Isle of Man

2. The different types of licences

- 2.1 We issue two types of licences to authorise the use of radio on ships – the Ship Radio Licence and the Ship Portable Radio Licence.

The Ship Radio Licence

What it authorises

- 2.2 The Ship Radio Licence authorises the installation and use of maritime radio and associated equipment, as well as non-maritime radio equipment (such as a mobile phone picocell) on a named ship, subject to applicable licence conditions. The ship must be registered in the UK or one of the Crown Dependencies.
- 2.3 The licence applies to the ship no matter where in the world it might be. Marine surveyors in other countries may demand to see the ship's radio licence, to ensure that all radio equipment fitted is properly licensed, as required by international agreements.
- 2.4 A Ship Radio Licence also assigns the ship a radio identity in the form of its call sign and MMSI. It is important to use these to identify only the ship to which they have been assigned. Station identities are described in more detail, in Section 5.

The Ship Portable Radio Licence

What it authorises

- 2.5 The Ship Portable Radio Licence authorises the use of one piece of portable maritime equipment from each of a limited number of categories of equipment, including an EPIRB. Unlike the Ship Radio Licence, it does not restrict use to a single ship. It therefore allows equipment to be taken from one ship to another. It might typically be used by weekend dinghy sailors or kayakers or those who cruise canals.
- 2.6 A Ship Portable Radio Licence does not assign a ship call sign, as the Licence is not tied to a single ship. Station identities are described in more detail, in Section 5.

Territorial restriction

Limits on the Ship Portable Radio Licence

The Ship Portable Radio Licence is valid only to the extent of UK territorial seas and not beyond.

- 2.7 If you propose to use any maritime radio anywhere on the high seas (including the UK Continental Shelf) or in the waters of another country, you **must** hold a Ship Radio Licence and not a Ship Portable Radio Licence. This also applies to safety equipment, such as EPIRBs and MOB devices. The Ship Portable Radio Licence does **not**, therefore, authorise the use of an MOB device beyond the limit of UK territorial seas.

- 2.8 For licensing purposes, a portable maritime radio is taken as being a hand-held portable VHF or VHF/DSC radiotelephone with an integral antenna and power supply and which is not designed to be permanently installed on a ship and which may therefore be used on a number of different ships.

Other considerations

Use and equipment standards

- 2.9 All radio apparatus on a ship must be reliable, as lives often depend on it. Both types of licences therefore impose performance requirements. These are described below.
- 2.10 If maritime radio is not used correctly, it can imperil life. Both types of licences therefore include requirements on operator competence. These are described below.

Working on different ships

- 2.11 Some mariners (such as contractors or delivery skippers) have their own portable radio equipment. This could include DSC hand-held radios or MOB equipment, programmed with UK MMSIs. We recognise that this equipment might be taken onto any ship that the mariner is working and that the ship may not be registered in the UK. The question then arises of how this apparatus should be authorised.
- 2.12 Non-DSC equipment and other equipment that does not contain an MMSI can be used under the ship's own licence, whoever has issued it, subject to the terms and conditions of the licence (including the use of the ship's call sign). However, DSC radio and other devices with MMSIs are less straightforward, as MMSIs often include a country code. If working a ship registered other than in the UK, using a UK MMSI could produce a misleading identity. Misleading identities are expressly prohibited by the Radio Regulations.
- 2.13 This problem is not confined to the UK. Ofcom and other UK agencies are considering how this scenario should be authorised but we must consult other countries before putting anything in place. We must ensure, for example, that we adhere to the GMDSS. We shall publicise any new arrangements. In the meantime, any mariners using this equipment must as a very minimum ensure that the source of any message is clearly identifiable at all times.

3. Radio equipment

Equipment covered by our licences

- 3.1 The full list of the types of equipment authorised by the Ship and Ship Portable Radio Licences respectively is included in the application form and on the portal. The following is an extract of that list.
- MF, HF and VHF equipment (including DSC);
 - Satellite communications equipment;
 - Radar;
 - Search and Rescue Radar Transponders (SARTs);
 - UHF equipment for on board communications equipment;
 - EPIRBs and PLBs;
 - MOB devices;
 - AIS SAR Transmitters; and
 - ESOMPs and Earth Stations

Use of radio equipment

- 3.2 If authorised under a Ship Radio Licence (as opposed to a Ship Portable Radio Licence) it is important that any VHF DSC portable radios are used only on the ship covered by the Licence and that they are not moved from one ship to another.
- 3.3 Under a Ship Radio Licence (as opposed to a Ship Portable Radio Licence), any number of declared VHF and UHF hand-helds may be used on the ship identified in the licence.
- 3.4 The Ship Radio Licence and Ship Portable Radio Licence do not authorise the use of any equipment on land. This includes safety equipment such as maritime EPIRBs and PLBs. Some PLBs may be used on land under another type of authorisation⁵.
- 3.5 The equipment covered by the two types of ship radio licences may operate only on international maritime frequencies. Additionally, both licences authorise the use of equipment on the marina Channels 'M' (157.850 MHz) and 'M2' (161.425 MHz), which are not international maritime channels. However, these two channels may not be used beyond the extent of UK territorial seas. The international maritime VHF channels are listed in Annex 1.
- 3.6 A Ship Radio Licence (as opposed to a Ship Portable Radio Licence) also authorises the use of the duplex channel sometimes known as 'Channel 31' (157.55 MHz c/w 162.15 MHz). This is not an international channel. The UK Ship Radio Licence authorises its use, because some countries (notably the Netherlands) have designated the channel for use at marinas⁶.

⁵ See <http://stakeholders.ofcom.org.uk/binaries/consultations/licence-exemption/statement/statement.pdf>

⁶ See footnote 21 to the table in section 2 of 'Bijlage 2' ("Frequentiegebruik in de VHF-banden"), here: <https://wetten.overheid.nl/BWBR0036375/2019-07-01>

The authorisation is subject to strict conditions, as the channel is used in the UK by the SAR services.

The need for a licence

- 3.7 A licence is needed even if the only radio equipment carried on board a ship is an EPIRB or PLB or an MOB device.
- 3.8 Both types of licences include conditions about operators and equipment standards and we describe these below. These requirements are designed to ensure that the equipment functions properly and is used properly. This is because the safety of ships, seafarers and their passengers depend on effective communication.
- 3.9 If any details on your licence change, you must tell us. This is to ensure that your licence accurately reflects you and the station that it authorises. We need accurate records to ensure that the Search and Rescue services can provide the best response to everyone.

4. Radio equipment conformity requirements

Introduction

- 4.1 To function properly, ship radio equipment must meet certain standards. This is important for the safety of life and of ships.
- 4.2 The routes to compliance differ slightly for different types of equipment and different classes of ships. Under both the Ship Radio Licence and Ship Portable Radio Licence, the radio equipment that is used must either have been approved under the Marine Equipment Directive⁷ ('MED') or must conform to the essential requirements of the Radio Equipment Directive⁸ ('RED').
- 4.3 The RED replaced the Radio and Telecommunications Terminal Equipment Directive ('RTTED'). Under the Ship Radio Licence and Ship Portable Radio Licence Radio equipment that was taken into service under the RTTED may continue to be used.
- 4.4 In rare cases, old radio equipment, type approved by the UK before April 2000, may be used.
- 4.5 If you use the wrong type of equipment, for example kit bought on the internet or from overseas, it may not work properly and may consequently imperil your life and the lives of others. You may also be committing an offence.

Equipment for merchant and passenger ships

- 4.6 Some ships, such as larger ocean-going cargo ships and passenger ships, must fit radio equipment that meets more stringent requirements than apply to the radio equipment that may be used on other ships, such as cabin cruisers or dinghies. Radio equipment subject to these more stringent requirements must be formally approved under the MED. Apparatus that has been approved under the MED regime must bear the 'Wheel Mark'.
- 4.7 Guidance and information on the MED is available from 'MarED'⁹.

Equipment for other ships

- 4.8 New radio equipment intended for use on smaller ships and leisure boats (eg dinghies or cabin cruisers) need not be approved under the MED though such equipment (which must bear the Wheel Mark) may be used. For these smaller ships, new radio equipment that is not approved under the MED must conform to the essential requirements of the RED and must carry the 'CE' mark.

⁷ <http://eur-lex.europa.eu/legal-content/EN/TXT/PDF/?uri=CELEX:32014L0090&from=EN>

⁸ <http://eur-lex.europa.eu/legal-content/EN/TXT/PDF/?uri=CELEX:32014L0053&from=EN>

⁹ See <http://www.mared.org/>

- 4.9 The essential requirements of the RED include any applicable Decisions made under Article 3 of the RED (or the RTTED). There are Decisions that apply to GMDSS¹⁰, AIS¹¹ and ATIS¹² equipment respectively. That equipment must therefore additionally conform to the requirements of the applicable Decision(s), in order to be able to demonstrate conformity to the essential requirements of the RED.
- 4.10 Under both the UK Ship Radio Licence and Ship Portable Radio Licence, if equipment does not bear the Wheel Mark, it must operate in conformity with a UK Interface Requirement ('IR'). IRs often refer to international standards and/or to applicable Decisions. We believe that if equipment conforms to an applicable IR, then it should be able to demonstrate conformity to the essential requirements of the RED, as described above.
- 4.11 It is an offence to place on the market or put into service maritime radio equipment that does not conform to the essential requirements of the RED, unless it has been approved under the MED and so bears the Wheel Mark. Information about the regulations that apply to those who place apparatus on the market is available on our website¹³. This includes a link to more detailed guidance published by HM Government¹⁴.

¹⁰ <http://eur-lex.europa.eu/LexUriServ/LexUriServ.do?uri=OJ:L:2013:296:0022:0023:EN:PDF>

¹¹ <http://eur-lex.europa.eu/LexUriServ/LexUriServ.do?uri=OJ:L:2005:022:0014:0015:EN:PDF>

¹² <http://www.eba.eu.com/site-documents/regulatory-docs/inland-docs/Commission-Decision.pdf>

¹³ <https://www.ofcom.org.uk/spectrum/interference-enforcement/manufacturers-importers-suppliers>

¹⁴ https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/664824/radio-equipment-regulations-2017-guidance.pdf

5. Identifying ship radio stations

Ship station call signs and MMSIs

See Sections C.3 and C.4 of the Ship Radio Licence/Ship Portable Radio Licence application form

What are call signs and MMSIs?

- 5.1 A ship's radio call sign is a unique identifier that we assign to a ship when we first issue a Ship Radio Licence for it. An MMSI is a digital call sign and it, too, is unique to the ship to which we assign it. We assign an MMSI with every new Ship Radio Licence that we issue, unless we are notified that the ship already has an MMSI. If your Ship Radio Licence does not include an MMSI, you may request one free of charge via our licensing portal.

Transferring call signs and MMSIs

- 5.2 A ship station call sign and associated MMSI remain with the ship for the duration of its life, regardless of changes of ownership or ship name. If a ship passes to a new owner, therefore, it will retain the old radio call sign and MMSI. However, in the circumstances described in 5.3, below (where a valid Ship Radio Licence is not maintained), an MMSI may be reassigned to a new ship.
- 5.3 Being unique to the ship to which we issue them, a ship station call sign or MMSI may not be transferred from one ship to another. However, if an MMSI ceases to be associated with a live Ship Radio Licence in our records (for example, if a Licence is surrendered and is not replaced), we may reassign the MMSI to another ship after a period of five years has elapsed. If we reassign an MMSI in this manner, the ship that it formerly identified must **not** use that MMSI and we shall assign a fresh MMSI for that ship.

Past identifiers

- 5.4 If you acquire a ship that has previously been covered by a UK Ship Radio Licence, you must establish from the previous owner, the call sign and MMSI that we have assigned to it. These appear on the Ship Radio Licence. You must notify us of these details when you apply for your Ship Radio Licence.
- 5.5 Unless the MMSI has been reassigned (as described in 5.3, above) we shall assign the old call sign and MMSI under your new Ship Radio Licence. If we notify you that the MMSI has been reassigned to another ship, you must **not** use it. We shall assign your ship a fresh MMSI and you must use only that MMSI to identify your ship.

Re-using radio equipment

- 5.6 If you move a DSC radio from one ship to another (for example if you remove the radio when selling a boat and install it in your new boat), the radio must be programmed with the MMSI assigned to the new boat and stated on the Ship Radio Licence.

- 5.7 If you buy a second-hand DSC radio, you must ensure that it is re-programmed with the MMSI assigned to your current boat and stated on the Ship Radio Licence.

International requirements

- 5.8 We may issue licences and assign call signs and MMSIs only to ships flagged in the UK, Isle of Man or the Channel Islands. If we discover that we have issued a licence for a ship flagged in another country, we may revoke the UK Ship Radio Licence.
- 5.9 We pass details of all of the call signs and MMSIs that we issue, to the ITU and the MCA, along with licensee contact details. This enables SAR services to provide a more efficient and prompt response, should there be a distress or safety call. If you dispose of a ship, you must notify us that you wish to surrender the Ship Radio Licence.

Duplicated records

- 5.10 Where we have two licence records for the same ship, we must reconcile the anomaly, as it means that the contact details associated with a call sign or MMSI are ambiguous. If there were a distress call, this could adversely affect the efficiency of the response offered by the SAR services.
- 5.11 If we receive an application for a licence that includes a call sign or MMSI that we have already issued, we assume that it indicates that the ship has changed hands. We therefore notify the existing licensee that we propose to revoke the licence. The licensee then has a month to let us have any representations about our proposal. After that month, we revoke the old licence. This leaves just one licence on issue with that call sign and MMSI.

Identities for handheld VHF radios

See Section F of the Ship Radio Licence/Ship Portable Radio Licence application form

- 5.12 The radio equipment used under a Ship Portable Radio Licence is not tied to a single named ship and could, over time, be used on any number of ships. We do not therefore issue a unique ship call sign or MMSI. Instead, we issue a 'T-number'. This identifies the licensee, rather than an individual ship. We also issue MMSIs for hand-held radios. These MMSIs are in a format¹⁵ that makes it instantly clear that the radio is a hand-held.
- 5.13 The T Number and MMSI identify the apparatus and the licensee. In practice, it is most unlikely that a T Number will be used to identify the ship (though they may be). Small ships, such as motor cruisers or dinghies often use the ship's name as the radio identity. Where this is unambiguous, it is perfectly acceptable, as long as the identity of the station is clearly identifiable.

¹⁵ For the time being, MMSIs for hand-helds all start with '2359'. However, we propose to change this, to conform to international requirements.

- 5.14 We can apply this exception to the international rules, as the Ship Portable Radio Licence does not authorise any use of radio outwith UK jurisdiction.

Identifying special safety equipment

- 5.15 The application form allows you to record various items of safety equipment, such as MOB devices (AIS and DSC) and EPIRBs. These devices are identified either by an MMSI or by a 'Hex ID'.
- 5.16 Where a device is identified by an MMSI, the format of the MMSI denotes the type of device that it identifies. In these cases, the identity (MMSI or Hex ID) is allocated by the manufacturer, not by Ofcom. When you notify us that you have one of these devices, you must tell us the MMSI or Hex ID. This is because the information is shared with the SAR services. This also applies to special equipment authorised under a Ship Portable Radio Licence.
- 5.17 You are required by law¹⁶ to register your ship EPIRB with the MCA. You can do this on the MCA website¹⁷.

Selcall numbers

- 5.18 Selcall numbers were codes, which, when programmed into a radio receiver, would ensure that the receiver responded only to calls addressed to it. This system is now largely obsolete (having been superseded by DSC) and Ofcom is not issuing any new Selcall numbers.

¹⁶ See http://www.legislation.gov.uk/ukxi/2000/1850/pdfs/ukxi_20001850_en.pdf

¹⁷ <https://www.gov.uk/maritime-safety-weather-and-navigation/register-406-mhz-beacons>

6. Other information about your ship

Why we request further details

See sections C and D of the application form

- 6.1 We share with the MCA and the ITU, information about the ships that we license. The ITU operates the MARS database¹⁸. This is a publicly-accessible database of ship details though the owner's details are, of course, protected. At a glance, MARS provides information about the type and size of the ship and the radio equipment that it carries, together with its call sign and MMSI. This helps the authorities overseas, other ships and the SAR services.
- 6.2 We therefore request the intended use of the ship, so that others (notably SAR authorities) know whether they are dealing, for example, with a ferry carrying many passengers or a fishing boat with a crew of half a dozen. Under the 'Type of Vessel' in section C of the application form, you should use one of the codes designated by the ITU¹⁹. The list of codes is reproduced in Annex 3 to this guidance.
- 6.3 In section D of the application you may supply other details about the operation of the radio station though this is not mandatory.
- 6.4 The Ship Radio Licence must be kept with the radio equipment, especially if the ship sails overseas. Foreign authorities may take action against the skipper, confiscate the radio equipment or even detain the ship, if a valid Ship Radio Licence cannot be produced on demand.

Registering a ship

See section C of the application form

- 6.5 You need not register your ship with an official body in order to get a UK Ship Radio Licence. However, Ofcom may only license UK-flagged ships²⁰. If you are transferring your ship from the UK flag to another flag, you must surrender your UK Ship Radio Licence.
- 6.6 You must notify us of any change to the details included in the Ship Radio Licence or Ship Portable Radio Licence details (eg owner's address, radio equipment etc). There is no charge for registering amendments.

¹⁸ <https://www.itu.int/en/ITU-R/terrestrial/mars/Pages/default.aspx>

¹⁹ <http://www.itu.int/net/ITU-R/terrestrial/mars/help/table-2.pdf>

²⁰ This includes the Crown Dependencies. See Glossary.

7. Radio operators

Operator certification

- 7.1 To meet our international obligations, both types of UK ship radio licences stipulate that maritime radio apparatus may be operated only by (or under the direct supervision of) a person who holds an appropriate Certificate of Competence and Authority to Operate, granted by the Secretary of State. In this case, that means the MCA. A person need not hold a Certificate of Competence in order to obtain a licence.
- 7.2 Operator certification and the levels of competence that it illustrates help to maintain operational standards and ensure knowledge of current distress, emergency and safety procedures. The certificate holder must produce these documents if requested to do so by a person authorised by Ofcom or by authorities overseas.
- 7.3 The minimum Certificate of Competence required to use ship radio is the Short Range Certificate. This covers use of VHF equipment (including DSC) under the GMDSS in Sea Area A1. The SRC is administered by the RYA²¹.
- 7.4 The SRC replaced the VHF Restricted certificate. Holders of the older certificates may still use ship radio but may not use DSC, unless they have an SRC.
- 7.5 Operators may need to hold other certificates to operate the radio on ships where radio fit is compulsory or if radio is to be used beyond Sea Area A1. These are administered by AMERC²².

²¹ Royal Yachting Association: <http://www.rya.org.uk/coursestraining/courses/specialist/Pages/SRC.aspx>

²² Association of Marine Electronic and Radio Colleges - <https://www.amerc.ac.uk/index.php>

8. Making telephone calls via ship radio

Public correspondence

- 8.1 If a country operates Public Correspondence Stations, you may be able to make telephone calls into that country from your ship radio, using a Public Correspondence Channel. You must know the channel used by an individual coast station.
- 8.2 The UK ceased operating Public Correspondence in 1999, due to lack of use. The MCA operates coast stations for the purpose of broadcasting Maritime Safety Information and to facilitate the provision of medical advice but these may not be used for public correspondence.

Maritime Accounting Authorities

- 8.3 To make telephone calls via a Public Correspondence station, you must have an agreement with a Maritime Accounting Authority ('MAA'). An MAA is a payment intermediary. They will pay the operators of the Public Correspondence station for the cost of the call and recover that from those responsible for the ship station. The UK has recognised a number of MAAs, which we permit to act for the ships that we license. The full list is in Annex 4.

A1. Radio Regulations Appendix 18

The international maritime mobile channels

A1.1 The table below shows the frequencies for the international maritime mobile channels, as agreed in 2012. Further changes were made to the table in 2015, to set some channels aside for particular uses in the future. However, these proposals are subject to further international discussion. The UK does not propose to implement any further changes until firm international agreement has been reached.

Channel No	Transmitting frequencies (MHz)		Inter- ship	Port operations and ship movement		Public correspondence
	From ship stations	From coast stations		Single frequency	Two frequency	
60	156.025	160.625		●	●	●
01	156.050	160.650		●	●	●
61	156.075	160.675		●	●	●
02	156.100	160.700		●	●	●
62 ²³	156.125	160.725		●	●	●
03	156.150	160.750		●	●	●
63 ²²	156.175	160.775		●	●	●
04	156.200	160.800		●	●	●
64 ²²	156.225	160.825		●	●	●
05	156.250	160.850		●	●	●
65	156.275	160.875		●	●	●
06	156.300		●			
2006 ²⁴	160.900	160.900				
66	156.325	160.925		●	●	●
07	156.350	160.950		●	●	●
67 ²⁵	156.375	156.375	●	●		
08	156.400		●			
68	156.425	156.425		●		
09	156.450	156.450	●	●		
69	156.475	156.475	●	●		
10 ²⁴	156.500	156.500	●	●		
70	156.525	156.525	Digital selective calling for distress, safety and calling			
11	156.550	156.550		●		
71	156.575	156.575		●		
12	156.600	156.600		●		
72	156.625		●			
13	156.650	156.650	●	●		
73 ²⁴	156.675	156.675	●	●		
14	156.700	156.700		●		

²³ In the UK, these channels have been assigned for use by the MCA, for MSI broadcasts.

²⁴ This new channel is intended to support the development of new AIS and MOB devices and their use.

²⁵ For communication between ship stations, aircraft stations and participating land stations engaged in coordinated search and rescue and anti-pollution operations

Channel No	Transmitting frequencies (MHz)		Inter- ship	Port operations and ship movement		Public correspondence
	From ship stations	From coast stations		Single frequency	Two frequency	
74	156.725	156.725		●		
15	156.750	156.750	●	●		
75	156.775	156.775		●		
16	156.800	156.800	Distress, safety and calling			
76	156.825	156.825		●		
17	156.850	156.850	●	●		
77	156.875		●			
18	156.900	161.500		●	●	●
78	156.925	161.525		●	●	●
1078	156.925	156.925		●		
2078 ²⁶	161.525	161.525		●		
19	156.950	161.550		●	●	●
1019	156.950	156.950		●		
2019 ²⁵	161.550	161.550		●		
79	156.975	161.575		●	●	●
1079	156.975	156.975		●		
2079 ²⁵	161.575	161.575		●		
20	157.000	161.600		●	●	●
1020	157.000	157.000		●		
2020 ²⁵	161.600	161.600		●		
80 ²⁷	157.025	161.625		●	●	●
21	157.050	161.650		●	●	●
81	157.075	161.675		●	●	●
22	157.100	161.700		●	●	●
82	157.125	161.725		●	●	●
23 ²⁸	157.150	161.750		●	●	●
83	157.175	161.775		●	●	●
24	157.200	161.800		●	●	●
84 ²⁷	157.225	161.825		●	●	●
25	157.250	161.850		●	●	●
85	157.275	161.875		●	●	●
26	157.300	161.900		●	●	●
86 ²⁷	157.325	161.925		●	●	●
27	157.350	161.950			●	●
87	157.375	157.375		●		
28	157.400	162.000			●	●
88	157.425	157.425		●		
AIS 1	161.975	161.975				
AIS 2	162.025	162.025				

²⁶ Not to be used from ships

²⁷ Ch 80 is used across the UK for communication with marinas, yacht clubs and similar stations.

²⁸ In the UK, Ch 23, 84 and 86 were used by the MCA for MSI broadcasts. MSI is now broadcast on Ch 62, 63 and 64.

A2. Glossary of terms

Abbreviations and acronyms used in this document

A2.1 We have used the following abbreviations and acronyms in this guidance.

AAIC	Accounting Authority Identification Code; identifies an MAA.
AIS	Automatic Identification System
ATIS	Automatic Transmitter Identification System; used to identify ships in the inland waterways of mainland Europe
DSC	Digital Selective Calling
EPIRB	Emergency Position Indicating Radio Beacon
ESOMP	Earth Stations On Moving Platforms; satellite stations for non-maritime communication, such as broadband backhaul
GMDSS	Global Maritime Distress and Safety System; a global agreement of protocols on the use of maritime radio apparatus
Hex ID	Hexadecimal Identity; a fifteen-character hexadecimal 'number' used to identify an EPIRB
HF	High Frequency; 3 MHz to 30 MHz
ITU	International Telecommunication Union; the forum at which the global community agrees rules on the use of radio (http://www.itu.int/en/pages/default.aspx)
MAA	Maritime Accounting Authority; a payment intermediary if you make telephone calls via a public correspondence coast station.
MCA	Maritime and Coastguard Agency
MED	Marine Equipment Directive; Directive 2014/19/EU. This superseded Directive 96/98/EC
MF	Medium Frequency; 300 kHz to 3 MHz
MMSI	Maritime Mobile Service Identity; a nine-digit number, to identify ship (and other maritime radio) stations and DSC radio equipment
MOB	Man Overboard (device)
MSI	Maritime Safety Information; broadcasts of weather and safety information
Ofcom	The Office of Communications; the UK spectrum regulator
PLB	Personal Locator Beacon
R&TTED	Radio and Telecommunication Terminal Equipment Directive; Directive 1999/5/EC; replaced by the RED.
RED	Radio Equipment Directive; Directive 2014/53/EU; replaced the R&TTED
RRs	Radio Regulations; the international rules on the use of radio; see 'ITU'
RYA	Royal Yachting Association
SAR	Search and Rescue
SOLAS	Safety of Life at Sea Convention 1974
the Act	The Wireless Telegraphy Act 2006 and its associated legislation
UHF	Ultra High Frequency; 300 MHz to 3 GHz
UK	The United Kingdom of Great Britain and Northern Ireland. As provided for in section 119(3) of the Act, references in this Guidance to a ship registered in the UK include a ship registered in Guernsey, Jersey or the Isle of Man.
VHF	Very High Frequency; 30 MHz to 300 MHz

A3. Types of vessels (ITU classification)

Codes to be used in section 3 of the application form

A3.1 You must use the following codes to describe your ship in section 3 of the licence application form.

General classification (individual use of the vessel)	
FV	Fishing industry
GV	Service vessels
MM	Merchant
NF	Inland waterways
NS	Naval
OF	Offshore
PL	Pleasure/Leisure
SV	Rescue
XX	All other activities

Individual Classifications (type of vessel)	
ACV	Air-cushion vehicle
AUX	Auxiliary ship
AVI	Despatch vessel
BAR	Lighter
BLK	Bulk carrier
BLN	Whaler
BLS	Buoy ship
BTA	Factory ship
CA	Cargo ship
CAB	Coaster
CBL	Cable ship
CGT	Coast-guard
CHA	Barge
CHM	Chemical carrier
CHR	Trawler
CIM	Cement carrier
CIT	Tanker
COA	Collier
CON	Container ship
COR	Corvette
CRO	Cruiser
CTR	Cutter
DES	Destroyer
DIV	Ship used by divers
DMN	Minesweeper
DOU	Customs launch
DRG	Dredger
DRY	Dry cargo
ECO	Training ship

Individual Classifications (type of vessel)	
ESC	Escort ship
EXP	Research ship /Survey ship
FBT	Ferry
FPS	Fast patrol ship
FRG	Reefer
FRM	Weather ship
FRT	Frigate
FRU	Fruit carrier
FSO	Floating storage, offtake
GEN	General cargo
GOL	Schooner
GRC	Grain carrier
GRF	Floating crane
GS	Warship
HOP	Hospital ship
HYD	Hydrographic ship
ICE	Ice breaker
ICN	Waste incinerator
INS	Inspection ship
LAN	Lobster ship
LOU	Lugger
MOR	Banker
MOU	Mine layer
MTB	Motor boat
NET	Pollution and surface clearance vessel
NVP	Naviplane
OBO	Ore-bulk-oil carrier
OIL	Oil tanker
OSC	Oceanographic ship
OSV	Ocean-station vessel
PA	Passenger ship
PAQ	Liner
PBE	Livestock carrier
PCH	Barge carrier
PER	Drilling unit
PH	Fishing vessel
PHA	Lightship
PHR	Lighthouse tender
PHS	Fishing guard
PLE	Platform
PLT	Pilot tender
PMP	Firefloat
PMX	Cargo and passenger
PON	Pontoon
PTA	Aircraft carrier
PTH	Helicopter carrier
RAM	Salvage ship
RAV	Supply vessel

Individual Classifications (type of vessel)	
ROC	Rock breaker
ROU	RoRo ship
SAU	Rescue vessel
SOU	Support vessel
SRV	Patrol ship
THO	Tunny ship
TPG	Liquefied gas carrier
TPO	Ore carrier
TPS	Solvent carrier
TPT	Transport
TPW	Forest-product carrier
TRA	Tramp
TUG	Pusher /Tug
TVH	Vehicle carrier
VDO	Launch
VDT	Hydrofoil

A4. Maritime Accounting Authorities

List of MAAs authorised to act for UK ships

A4.1 If you wish to be able to make telephone calls from your ship station via public correspondence channels, you must have an agreement with one of the following organisations. We have authorised these organisations to act for UK-flagged ships.

AAIC	Maritime Accounting Authority company Name	Address
BE01	Astron NV	Kustlaan 176 B-8380 Zeebrugge BELGIUM
BE02	Marlink S. A.	80 Av. G Herinckx B-1180 Brussels BELGIUM
CA03	Stratos Mobile Networks Inc	PO Box 5754 34 Glencoe Drive St John's Newfoundland CANADA
CY03	Telaccount Overseas Ltd	Agiou Andreou 100 3rd Floor P.O. Box 50127 CY-3601 Limassol CYPRUS
DP02	SAIT Communications GmbH	Behringstrasse 120 D-22763 Hamburg GERMANY
DP03	VIZADA	Hochstadenring 50 D-53119 Bonn GERMANY
DP05	DH-Intercom GmbH & Co. KG	Oldenburger Str. 211 D-26180 Rastede GERMANY
FR09	E-SAT	109/111, Rue Victor Hugo 92300 Levallois Perret FRANCE
GB01 GB05 GB15 GB22	A-N-D Group Plc	Tanners Bank North Shields Tyne & Wear NE30 1HJ
GB03	International Marine Radio Co. Ltd	Lowland House, Gellibrands, Hornhill, Gerrards Cross Bucks HP7 ODA

AAIC	Maritime Accounting Authority company Name	Address
GB06 GB08	SIRM UK Marine Limited	69-71 Haltwhistle Road South Woodham Ferrers Chelmsford Essex CM3 5ZA
GB11	NSSL LTD	Airtime Billing Department 6 Wells Place Gatton Park Business Centre Redhill Surrey RH1 3DR
GB12	Bachmann Marine Services Ltd	Frances House Sir William Place St. Peter Port Guernsey Channel Islands
GB13	Helexo Co., Ltd	31 High Street Colliers Wood London SW19 2JE
GB14	Stratos Global Ltd	% Steptoe & Johnson Clements House 14/18 Gresham Street London EC2V 7JE
GB16	Stephenson Clarke Shipping Ltd	% Ships Electronic Services Ltd Waterside Court Neptune Close Rochester Kent ME2 4NZ
GB17	Ships Electronic Services Ltd	Chichester House Waterside Court Neptune Way Rochester Kent ME2 4NZ
GB18	James Fisher Shipping Services Ltd	Dynefor House Gorsewood Drive Hakin Milford Haven Pembrokeshire SA73 3ER
GB20	Yacht Electronics Services (UK) Ltd	Unit 8, Bourne Industrial Park Bourne Road Crayford Kent DA1 4BZ
GB23	IRTS UK Ltd	% Globe Wireless 186 Century Building Brunswick Business Park Liverpool L3 4BJ
GK03	Marine Investments Ltd	% Finsbury Trust & Corporate Services Ltd Suites 7B & 8B, 50 Town Range P.O. Box 472 Gibraltar

AAIC	Maritime Accounting Authority company Name	Address
GK12	Andgate (International) Ltd	Suite 52, Victoria House 26 Main Street Gibraltar
GK22	Applied Satellite Technology Ltd.	P.O. Box 707 57 Line Wall Road Gibraltar
GR05	Hellenic Radio Services Ltd	59 Iroon Politechniou Street 18535 Piraeus Greece
HX08	Marine Radio Systems Ltd	6/F, Henan Electric Development Building 389 King's Road North Point HONG KONG
IU02	ITS Servizi Marittimi e Satellitari S.p.A	Via G. Porzio, 4 Isola A 80143 Napoli ITALY
IU03	Compagnia Generale Telemar	Viale Tiziano 19 00196 Roma Italy
NL01	Xantic BV	P.O. Box 30012 2500 GA The Hague NETHERLANDS
NL02	Stichting Marlink	P.O. Box 30350 1303 AJ Almere NETHERLANDS
NO01	Telenor Satellite Services, International Billing Settlements	Snaroyveien 30 N-1331 Fornebu NORWAY
RS01	Singapore Telecommunications Limited, SingTel Satellite	Comcentre 6th Floor 31 Exeter Road Singapore 239732
SW01	Telia International Carrier AB	% Telemar Satellite Services AB P.O. Box 9304 SE-40097 Gothenburg SWEDEN

A5. Contacts

Contact details for ship radio

Ofcom

Spectrum Licensing
PO Box 1285
Warrington
WA1 9GL

Homepage: www.ofcom.org.uk/manage-your-licence

T. 0300 123 1000

E. spectrum.licensing@ofcom.org.uk

Maritime and Coastguard Agency

Spring Place
105 Commercial Road
Southampton
Hampshire
SO15 1EG

Homepage: <https://www.gov.uk/government/organisations/maritime-and-coastguard-agency>

T. 020 3817 2000

E. infoline@mcga.gov.uk

EPIRB registration: <https://www.gov.uk/maritime-safety-weather-and-navigation/register-406-mhz-beacons>

UK ship registration: <https://www.gov.uk/register-a-boat/the-uk-ship-register>

Small ships' Register: <https://mcanet.mcga.gov.uk/ssr/ssr/>

Royal Yachting Association

RYA House
Ensign Way
Hamble
Hampshire
SO31 4YA

Homepage: <http://www.rya.org.uk/Pages/Home.aspx>

T. 023 8060 4100

Contact details: <http://www.rya.org.uk/contact-us/Pages/hub.aspx>

AMERC Limited

% Wray Castle Ltd
Bridge Mills
Stramongate
Kendal
LA9 4UB

Homepage: <http://www.amerc.ac.uk/>

T. 01539 742 745

E. amerc_nac@wraycastle.com

UK Chamber of Shipping

30 Park Street
London
SE1 9EQ

Homepage: <https://www.ukchamberofshipping.com>

T. 020 7417 2800

E. info@ukchamberofshipping.com

MarED (The Group of Notified Bodies for the Implementation of the Marine Equipment Directive)

Homepage: <http://www.mared.org>