RECOMMENDATION 585-2

ASSIGNMENT AND USE OF MARITIME MOBILE SERVICE IDENTITIES

(1982-1986-1990)

The CCIR,

CONSIDERING

(a) the need for a unique ship identity for safety and telecommunication purposes;

(b) the need for this identity to be usable in automatic systems;

(c) that, in the interest of having a common address format for automatic systems, identities assigned to ship stations, coast stations and used for establishing group calls should be of a similar nature when transmitted over the radio path;

(d) Article 25 and Appendix 43 of the Radio Regulations;

(e) that it is highly desirable that the code which forms the ship identity or part thereof can be used by subscribers to the public switched networks for calling ships automatically;

(f) that the public switched networks in some countries have restrictions, with respect to the maximum number of digits that may be dialled or keyed to indicate ship station identity;

(g) that CCITT Recommendation E.210/F.120 describes a ship station identification method which provides for this contingency;

(h) that whatever restrictions may be required should, in the interests of the development of automatic shore-to-ship operations, be as few as possible,

UNANIMOUSLY RECOMMENDS

1. that ships complying with the International Convention for the Safety of Life at Sea, 1974, as amended in 1988 and other ships equipped with automated radiocommunication systems, including Digital Selective Calling and/or carrying alerting devices of the Global Maritime Distress and Safety System should be assigned ship station identities in accordance with Annex I to this Recommendation;

2. that ship and coast stations using Morse telegraphy may continue to use existing alphanumeric call signs;

3. that ship and coast stations using digital selective-calling equipment in accordance with Recommendation 493 should use their 9-digit numerical identities transmitted as a 10-digit address/self-identity with a digit 0 added at the end of the identity;

4. that administrations issuing 5-digit numbers according to Radio Regulation No. 2134 should, if possible, assign 9-digit numerical identities and 5-digit numbers in such a way that there is a clear relation between them;

5. that the present octal numbering system in use in an existing maritime mobile-satellite system should be converted as early as feasible to a decimal system with 9-digit ship station identities;

6. that any future international automatic maritime telecommunication system should be designed to use the 9-digit ship station identities on the radio path.

ANNEX I

ASSIGNMENT OF SHIP STATION IDENTIFICATION

1. Introduction

1.1 Ships participating in the maritime radio services mentioned in RECOMMENDS 1 shall be assigned a nine digit unique ship station identity in the format $M_1I_2D_3X_4X_5X_6X_7X_8X_9$ wherein the first three digits represent the Maritime Identification Digits (MID).

1.2 Restrictions may apply with respect to the maximum number of digits which can be transmitted on some national telex and/or telephone networks for the purpose of ship station identification.

1.3 At present, the maximum number of digits that are able to be transmitted over the national networks of many countries for the purpose of determining ship station identity is six. The digits carried on the network to represent the ship station identity is referred to as the "ship station number" in this text and in the relevant CCITT Recommendation. The use of the techniques described below should make it possible for the coast stations of such countries to engage in the automatic connection of calls to ship stations.

1.4 To obtain the required nine digit ship station identity a series of trailing zeros is added to the ship station number by the coast station for shore-originated automatic services, e.g.:

Ship station number	*Ship station identity*
$M_1I_2D_3X_4X_5X_6$	$M_1I_2D_3X_4X_5X_60_70_80_9$

2. As long as the restrictions in § 1 apply in one's own network limiting ship station numbers to 6 digits, ships that intend to receive automatic network traffic from national coast stations only, should be assigned identities wherein X_9, but not X_8, = 0. This assumes that "9" is used to abbreviate the national MID for such ships for network purposes.

Ship station number	*Ship station identity*
9 $X_4X_5X_6X_7X_8$	$M_NI_ND_NX_4X_5X_6X_7X_80_9$

$M_NI_ND_N$ are the Maritime Identification Digits of one's own country. (See also § 3.2 of CCITT Recommendation E.210/F.120). If a country has more than one MID, only one may be used for this purpose.

3. As long as the restrictions in § 1 apply it may be useful for some administrations to expand the capacity for numerical ship station identification by using as many as ten "8 Y" abbreviations for MIDs.

Such a technique may allow the assignment of ship station identities wherein trailing zeros are applied only to X_8 and X_9.

Ship station number	*Ship station identity*
8 Y $X_4X_5X_6X_7$	$M_1I_2D_3X_4X_5X_6X_70_80_9$

The usefulness of this technique to a given administration may depend on whether its abbreviation (e.g. 83) of its own MID is duplicated in other administrations in which some of its ships have a community of interest. When such is the case the ship in question can be called using the same ship station number in all the automatic networks of interest to that ship. As an example, a group of up to ten countries, with community of interest, might agree to assign the same abbreviation for their respective MIDs. The abbreviation should always relate to the numerically lowest MID, when more than one is assigned to a given country.

Country	*"8 Y" Assignment*	
A	80	
B	81	
C	82	
D	83	
E	84	(All countries recognize a particular 8 Y abbreviation
F	85	as associated with a particular country)
G	86	
H	87	
I	88	
J	89	

For example a coast station in any of the countries A to J receiving "83" as the first two digits of a ship station number would transmit the MID of country D.

4. As long as the restrictions in § 1 apply, ships that require regular automatic communications from foreign coast stations additional to those that may conform to the abbreviation arrangement noted in § 3 shall only be assigned ship station identities with $X_7X_8X_9 = 000$ to support 6 digit ship station numbers.

5. When it becomes necessary to progress to stage 2, (seven digit ship station numbers for automatic shore-originated traffic) in the ship station identity scheme the format of ship station identities in § 4 would change from $M_1I_2D_3X_4X_5X_6 0_7 0_8 0_9$ to $M_1I_2D_3X_4X_5X_6X_7 0_8 0_9$. If "8 Y" abbreviations are used in stage 1 (six digit ship station numbers for automatic shore-originated traffic) some ship station identity assignments will already have taken the $M_1I_2D_3X_4X_5X_6X_7 0_8 0_9$ format. It would therefore be useful to reserve at least one value in the X_7 digit position if ship station identity assignments are made on the basis of "8 Y" network abbreviations:

Ship station number	*Ship station identity*
8 Y $X_4X_5X_6X_7$	$M_1I_2D_3X_4X_5X_6X_7 0_8 0_9$

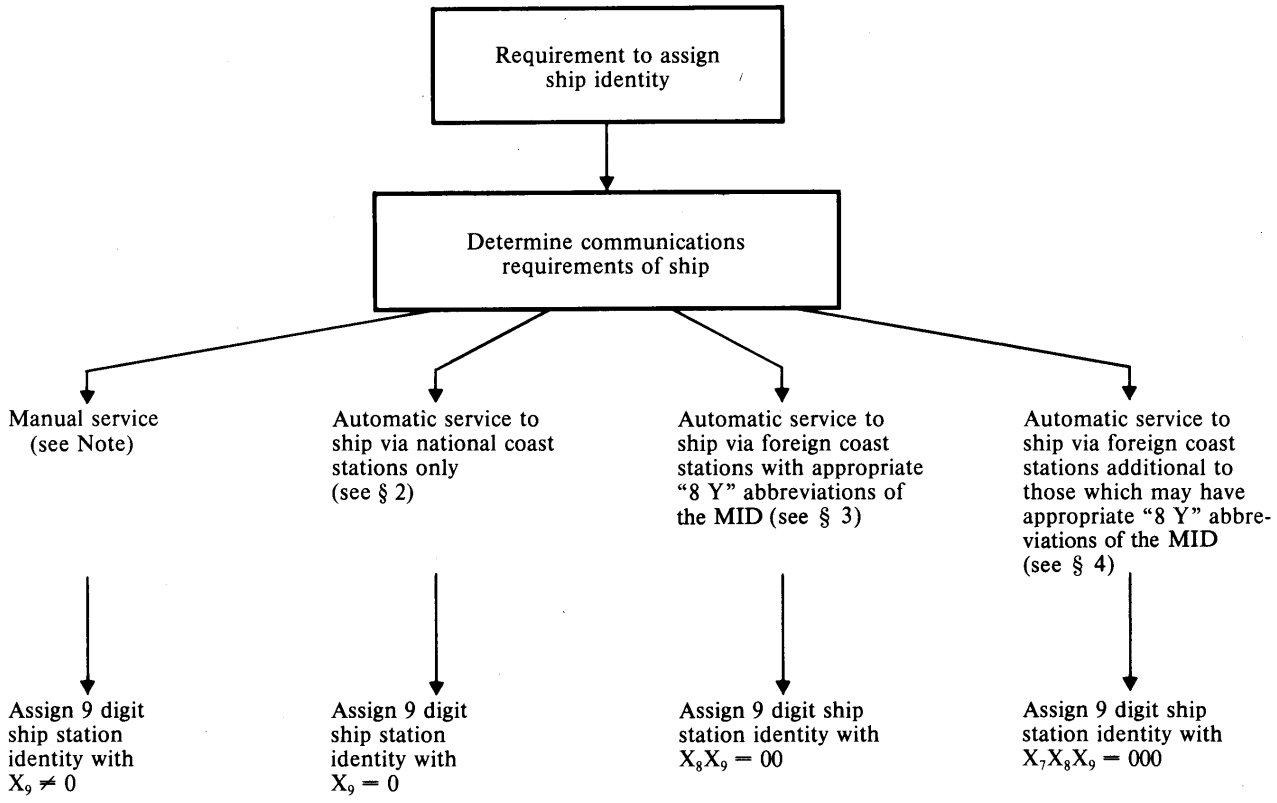

FIGURE 1 – *Procedure for selecting numerical ship station identities as long as network restrictions apply*

Note. – "Manual" refers to manual operation in the terrestrial telecommunication networks.

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