

ARTICLE 19

Identification of stations

Section I – General provisions

19.1 § 1 All transmissions shall be capable of being identified either by identification signals or by other means¹.

19.2 § 2 1) All transmissions with false or misleading identification are prohibited.

19.3 2) Where practicable and in appropriate services, identification signals should be automatically transmitted in accordance with relevant ITU-R Recommendations.

19.4 3) All transmissions in the following services should, except as provided in Nos. **19.13** to **19.15**, carry identification signals:

19.5 a) amateur service;

19.6 b) broadcasting service;

19.7 c) fixed service in the bands below 28 000 kHz;

19.8 d) mobile service;

19.9 e) standard frequency and time signal service.

19.10 4) All operational transmissions by radiobeacons shall carry identification signals. However, it is recognized that, for radiobeacons and for certain other radionavigation services that normally carry identification signals, during periods of malfunction or other non-operational service the deliberate removal of identification signals is an agreed means of warning users that the transmissions cannot safely be used for navigational purposes.

19.11 5) All transmissions by satellite emergency position-indicating radiobeacons (EPIRBs) operating in the band 406-406.1 MHz or the band 1 645.5-1 646.5 MHz, or by EPIRBs using digital selective calling techniques, shall carry identification signals.

19.12 6) When identification signals are transmitted they shall comply with the provisions of this Article.

19.13 7) However, the requirements for certain transmissions to carry identification signals need not apply to:

19.14 a) survival craft stations when transmitting distress signals automatically;

19.15 b) emergency position-indicating radiobeacons (except for those in No. **19.11**).

¹ **19.1.1** In the present state of the technique, it is recognized nevertheless that the transmission of identifying signals for certain radio systems (e.g. radiodetermination, radio relay systems and space systems) is not always possible.

19.16 § 3 In transmissions carrying identification signals a station shall be identified by a call sign, by a maritime mobile service identity or by other recognized means of identification which may be one or more of the following: name of station, location of station, operating agency, official registration mark, flight identification number, selective call number or signal, selective call identification number or signal, characteristic signal, characteristic of emission or other clearly distinguishing features readily recognized internationally.

19.17 § 4 For transmissions carrying identification signals, in order that stations may be readily identified, each station shall transmit its identification as frequently as practicable during the course of transmissions, including those made for tests, adjustments or experiments. During such transmissions, however, identification signals shall be transmitted at least hourly, preferably within the period from five minutes before to five minutes after the hour (UTC) unless to do so would cause unreasonable interruption of traffic, in which case identification shall be given at the beginning and end of transmissions.

19.18 § 5 Identification signals shall wherever practicable be in one of the following forms:

19.19 a) speech, using simple amplitude or frequency modulation;

19.20 b) international Morse code transmitted at manual speed;

19.21 c) a telegraph code compatible with conventional printing equipment;

19.22 d) any other form recommended by the Radiocommunication Sector.

19.23 § 6 To the extent possible the identification signal should be transmitted in accordance with relevant ITU-R Recommendations.

19.24 § 7 Administrations should ensure that wherever practicable superimposed identification methods be employed in accordance with ITU-R Recommendations.

19.25 § 8 When a number of stations work simultaneously in a common circuit, either as relay stations, or in parallel on different frequencies, each station shall, as far as practicable, transmit its own identification or those of all the stations concerned.

19.26 § 9 Administrations shall ensure, except in the cases mentioned in Nos. **19.13** to **19.15**, that all transmissions not carrying identification signals can be identified by other means when they are capable of causing harmful interference to the services of another administration operating in accordance with these Regulations.

19.27 § 10 Administrations shall, having regard to the provisions of these Regulations relating to the notification of assignments for recording in the Master Register, adopt their own measures to ensure compliance with the provisions of No. **19.26**.

19.28 § 11 Each Member State reserves the right to establish its own measures for identifying its stations used for national defence. However, it shall use, as far as possible, call signs recognizable as such, and containing the distinctive characters of its nationality.

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

19.28A § 11A 1) For the purpose of the supply of identification signals, a *territory* or *geographical area* shall be understood to mean the territory within the limits of which the station is located. For mobile stations, it shall be understood to mean the territory within the limits of which the responsible administration is located. A territory which does not have full responsibility for its international relations shall also be considered as a geographical area for this purpose.

19.28B 2) In all documents of the Union where the terms *allocation* of call sign series and *assignment* of call signs are to be used, they shall be used with the following meaning:

Identification means	Terms used in these Regulations
International series of call signs (including maritime identification digits (MIDs) and selective call numbers)	Allocation to the administration of a Member State (see definition in No. 1002 of the Constitution)
Call signs (including maritime identification digits (MIDs) and selective call numbers)	Assignment by any administration to stations operating in a territory or geographical area (see No. 19.28A)

19.29 § 12 1) All stations open to international public correspondence, all amateur stations, and other stations which are capable of causing harmful interference beyond the boundaries of the territory or geographical area in which they are located, shall have call signs from the international series allocated to its administration as given in the Table of Allocation of International Call Sign Series in Appendix **42**.

19.30 2) As the need arises, ship stations and ship earth stations to which the provisions of Chapter **IX** apply, and coast stations, coast earth stations, or other non-shipborne stations capable of communicating with such ship stations, shall have assigned to them maritime mobile service identities in accordance with Section VI of this Article. (WRC-07)

19.31 3) It is not compulsory to assign call signs from the international series to stations identified by maritime mobile service identities or which are easily identified by other means (see No. **19.16**) and whose signals of identification or characteristics of emission are published in international documents.

19.31A 4) Means shall be provided for uniquely identifying mobile stations operating in automated terrestrial or satellite communication systems for the purposes of answering distress calls, for avoiding interference and for billing. Identification of the mobile station by accessing a registration database is satisfactory, provided that the system can associate the mobile station calling number with the particular mobile station user. (WRC-03)

19.32 § 13 Should the available call sign series in Appendix **42** be exhausted, new call sign series may be allocated according to the principles set out in Resolution **13 (Rev.WRC-97)** relating to the formation of call signs and the allocation of new international series.

19.33 § 14 Between radiocommunication conferences, the Secretary-General is authorized to deal with questions relating to changes in the allocation of series of call signs, on a provisional basis, and subject to confirmation by the following conference (see also No. **19.32**).

19.34 § 15 The Secretary-General shall be responsible for allocating maritime identification digits (MIDs) to administrations and shall regularly publish information regarding allocated MIDs.

19.35 § 16 The Secretary-General shall be responsible for allocating additional maritime identification digits (MIDs) to administrations within the limits specified, provided that it is ascertained that the possibilities offered by the MIDs allocated to an administration will soon be exhausted despite judicious ship station identity assignment as outlined in Section VI. (WRC-03)

19.36 § 17 Each administration has been allocated one or more maritime identification digit (MID) for its use. A second or subsequent MID should not be requested² unless the previously allocated MID is more than 80% exhausted and the rate of assignments is such that 90% exhaustion is foreseen. (WRC-19)

19.37 § 18 The Secretary-General shall be responsible for supplying series of selective call numbers or signals (see Nos. **19.92** to **19.95**) at the request of the administrations concerned.

19.38 § 19 1) Each administration shall choose the call signs from the international series allocated or supplied to it; and shall notify this information to the Secretary-General together with the information which is to appear in Lists I, IV and V. These notifications do not include call signs assigned to amateur and experimental stations. (WRC-07)

19.39 2) Each administration shall choose the maritime mobile service identities of its stations from the maritime identification digits allocated to it and notify this information to the Secretary-General for inclusion in the relevant lists, as provided for in Article **20**.

19.40 3) The Secretary-General shall ensure that the same call sign, the same maritime mobile service identity, the same selective call number or the same identification number is not assigned more than once and that call signs which might be confused with distress signals, or with other signals of the same nature, are not assigned.

19.41 § 20 1) When a fixed station uses more than one frequency in the international service, each frequency may be identified by a separate call sign used solely for this frequency.

19.35.1 (SUP - WRC-03)

² **19.36.1** In no circumstances may an administration claim more MIDs than the total number of its ship stations notified to ITU divided by 1 000, plus one. Administrations shall make every attempt to reuse the Maritime Mobile Service Identities (MMSI) assigned from earlier MID resources, which become redundant after ships leave their national ship registry. Such numbers should be considered for reassignment after being absent from at least two successive editions of List V of the ITU service publications. Administrations seeking additional MID resources must meet the criteria of having notified all previous assignments, in accordance with No. **20.16**. This criteria applies only to MMSIs in the basic category and to all MIDs assigned to the administration. (WRC-07)

19.42 2) When a broadcasting station uses more than one frequency in the international service, each frequency may be identified by a separate call sign used solely for this frequency or by some other appropriate means, such as announcing the name of the place and frequency used.

19.43 3) When a land station uses more than one frequency, each frequency may, if desired, be identified by a separate call sign.

19.44 4) Where practicable, coast stations should use a common call sign for each frequency series³.

Section III – Formation of call signs

19.45 § 21 1) The twenty-six letters of the alphabet, as well as digits in the cases specified below, may be used to form call signs. Accented letters are excluded.

19.46 2) However, the following combinations shall not be used as call signs:

19.47 a) combinations which might be confused with distress signals or with other signals of a similar nature;

19.48 b) combinations in Recommendation ITU-R M.1172-0 that are reserved for the abbreviations to be used in the radiocommunication services. (WRC-15)

19.49 (SUP - WRC-03)

19.50 § 22 Call signs in the international series are formed as indicated in Nos. **19.51** to **19.71**. The first two characters shall be two letters or a letter followed by a digit or a digit followed by a letter. The first two characters or in certain cases the first character of a call sign constitute the nationality identification⁴.

19.51 *Land and fixed stations*

19.52 § 23 1)

- two characters and one letter, or
- two characters and one letter followed by not more than three digits (other than the digits 0 and 1 in cases where they immediately follow a letter).

19.53 2) However, it is recommended that, as far as possible, the call signs of fixed stations consist of:

- two characters and one letter followed by two digits (other than the digits 0 and 1 in cases where they immediately follow a letter).

³ **19.44.1** By “frequency series” is meant a group of frequencies each of which belongs to one of the different bands between 4 000 kHz and 27 500 kHz that are allocated exclusively to the maritime mobile service.

⁴ **19.50.1** For call sign series beginning with B, F, G, I, K, M, N, R, W and 2, only the first character is required for nationality identification. In the cases of half series (i.e. when the first two characters are allocated to more than one Member State), the first three characters are required for nationality identification. (WRC-03)

- 19.54** *Ship stations*
- 19.55** § 24
- two characters and two letters, *or*
 - two characters, two letters and one digit (other than the digits 0 or 1), *or*
 - two characters (provided that the second is a letter) followed by four digits (other than the digits 0 or 1 in cases where they immediately follow a letter), *or*
 - two characters and one letter followed by four digits (other than the digits 0 or 1 in cases where they immediately follow a letter). (WRC-07)
- 19.56** (SUP - WRC-07)
- 19.57** *Aircraft stations*
- 19.58** § 25
- two characters and three letters.
- 19.59** *Ship's survival craft stations*
- 19.60** § 26
- the call sign of the parent ship followed by two digits (other than the digits 0 or 1 in cases where they immediately follow a letter).
- 19.61** *Emergency position-indicating radiobeacon stations*
- 19.62** § 27
- the Morse letter B and/or the call sign of the parent ship to which the radiobeacon belongs.
- 19.63** *Aircraft survival craft stations*
- 19.64** § 28
- the complete call sign of the parent aircraft (see No. **19.58**), followed by a single digit other than 0 or 1.
- 19.65** *Land mobile stations*
- 19.66** § 29
- two characters (provided that the second is a letter) followed by four digits (other than the digits 0 or 1 in cases where they immediately follow a letter), *or*
 - two characters and one or two letters followed by four digits (other than the digits 0 or 1 in cases where they immediately follow a letter).

19.67 *Amateur and experimental stations***19.68** § 30 1)

- one character (provided that it is the letter B, F, G, I, K, M, N, R or W) and a single digit (other than 0 or 1), followed by a group of not more than four characters, the last of which shall be a letter, *or*
- two characters and a single digit (other than 0 or 1), followed by a group of not more than four characters, the last of which shall be a letter.⁵ (WRC-03)

19.68A 1A) On special occasions, for temporary use, administrations may authorize use of call signs with more than the four characters referred to in No. **19.68**. (WRC-03)

19.69 2) However, the prohibition of the use of the digits 0 and 1 does not apply to amateur stations.

19.70 *Stations in the space service*

19.71 § 31 When call signs for stations in the space service are employed, it is recommended that they consist of:

- two characters followed by two or three digits (other than the digits 0 and 1 in cases where they immediately follow a letter).

Section IV – Identification of stations using radiotelephony

19.72 § 32 Stations using radiotelephony shall be identified as indicated in Nos. **19.73** to **19.82A**. (WRC-03)

19.73 § 33 1) *Coast stations*

- a call sign (see No. **19.52**); *or*
- the geographical name of the place as it appears in the List of Coast Stations and Special Service Stations, followed preferably by the word RADIO or by any other appropriate indication. (WRC-07)

19.74 2) *Ship stations*

- a call sign (see No. **19.55**); *or*
- the official name of the ship preceded, if necessary, by the name of the owner on condition that there is no possible confusion with distress, urgency and safety signals; *or*
- its selective call number or signal.

19.75 3) *Ship's survival craft stations*

- a call sign (see No. **19.60**); *or*
- a signal of identification consisting of the name of the parent ship followed by two digits.

⁵ **19.68.1** In the case of half series (i.e. when the first two characters are allocated to more than one Member State), the first three characters are required for nationality identification. In such cases, the call sign shall consist of three characters followed by a single digit and a group of not more than three characters, the last of which shall be a letter. (WRC-07)

19.76 4) *Emergency position-indicating radiobeacon stations*

When speech transmission is used:

- the name and/or the call sign of the parent ship to which the radiobeacon belongs. (WRC-07)

19.77 § 34 1) *Aeronautical stations*

- the name of the airport or geographical name of the place followed, if necessary, by a suitable word indicating the function of the station.

19.78 2) *Aircraft stations*

- a call sign (see No. **19.58**), which may be preceded by a word designating the owner or the type of aircraft; *or*
- a combination of characters corresponding to the official registration mark assigned to the aircraft; *or*
- a word designating the airline, followed by the flight identification number.

19.79 3) In the exclusive aeronautical mobile frequency bands, aircraft stations using radiotelephony may use other methods of identification, after special agreement between governments, and on condition that they are internationally known.

19.80 4) *Aircraft survival craft stations*

- a call sign (see No. **19.64**).

19.81 § 35 1) *Base stations*

- a call sign (see No. **19.52**); *or*
- the geographical name of the place followed, if necessary, by any other appropriate indication.

19.82 2) *Land mobile stations*

- a call sign (see No. **19.66**); *or*
- the identity of the vehicle or any other appropriate indication.

19.82A § 35A *Amateur stations and experimental stations*

- a call sign (see No. **19.68**). (WRC-03)

Section V – Selective call numbers in the maritime mobile service

19.83 § 36 When stations of the maritime mobile service use selective calling devices in accordance with Recommendations ITU-R M.476-5 and ITU-R M.625-4, their call numbers shall be assigned by the responsible administrations in accordance with the provisions below. (WRC-15)

19.84 *Formation of ship station selective call numbers and coast station identification numbers*

19.85 § 37 1) The ten digits from 0 to 9 inclusive shall be used to form selective call numbers.

19.86 2) However, combinations of numbers commencing with the digits 00 (zero, zero) shall not be used when forming the identification numbers for coast stations.

19.87 3) Ship station selective call numbers and coast station identification numbers in the series are formed as indicated in Nos. **19.88**, **19.89** and **19.90**.

19.88 4) *Coast station identification numbers*

- four digits (see No. **19.86**).

19.89 5) *Ship station selective call numbers*

- five digits.

19.90 6) *Predetermined groups of ship stations*

- five digits consisting of:
 - the same digit repeated five times; or
 - two different digits repeated alternately.

19.91 *Assignment of ship station selective call numbers and coast station identification numbers*

19.92 § 38 1) In cases where selective call numbers for ship stations and identification numbers for coast stations are required for use in the maritime mobile service, the selective call numbers and identification numbers shall be supplied by the Secretary-General on request. Upon notification by an administration of the introduction of selective calling for use in the maritime mobile service: (WRC-07)

19.93 a) selective call numbers for ships will be supplied as required as single numbers or in blocks not exceeding 100 (one hundred); (WRC-12)

19.94 b) coast station identification numbers will be supplied in blocks of 10 (ten) to meet actual requirements;

19.95 c) selective call numbers for selective calling of predetermined groups of ship stations in accordance with No. **19.90** will be supplied as required as single numbers.

19.96 2) Each administration shall choose the selective call numbers to be assigned to its ship stations from the blocks of the series supplied to it. Administrations shall notify the Bureau immediately in accordance with No. **20.16** when assigning selective call numbers to ship stations.

19.96A 3) Five-digit ship station selective call numbers shall be assigned for narrow-band direct printing (NBDP) equipment (as described in Recommendation ITU-R M.476-5). (WRC-07)

19.97 4) Each administration shall choose the coast station identification numbers to be assigned to its coast stations from the blocks of the series supplied to it.

Section VI – Identities in the maritime mobile service (WRC-12)

19.98

A – General

19.99 § 39 When a station⁶ operating in the maritime mobile service or the maritime mobile-satellite service is required to use maritime mobile service identities, the responsible administration shall assign the identity to the station in accordance with the provisions described in Annex 1 of Recommendation ITU-R M.585-8. In accordance with No. 20.16, administrations shall notify the Radiocommunication Bureau immediately when assigning maritime mobile service identities. (WRC-19)

19.100 § 40 1) Maritime mobile service identities are formed of a series of nine digits which are transmitted over the radio path in order to uniquely identify ship stations, ship earth stations, coast stations, coast earth stations, and other non-shipborne stations operating in the maritime mobile service or the maritime mobile-satellite service, and group calls. (WRC-07)

19.101 2) These identities are formed in such a way that the identity or part thereof can be used by telephone and telex subscribers connected to the public telecommunications network principally to call ships automatically in the shore-to-ship direction. Access to public networks may also be achieved by means of free-form numbering plans, so long as the ship can be uniquely identified using the system's registration database (see No. 19.31A) to obtain the ship station identity, call sign or ship name and nationality. (WRC-03)

19.102 3) The types of maritime mobile service identities shall be as described in Annex 1 of Recommendation ITU-R M.585-8. (WRC-19)

19.103 (SUP - WRC-07)

19.104 (SUP - WRC-07)

19.105 (SUP - WRC-07)

19.106 (SUP - WRC-07)

19.107 (SUP - WRC-07)

B – Maritime identification digits (MIDs)

19.108A § 41 The maritime identification digits $M_1I_2D_3$ are an integral part of the maritime mobile service identity and denote, in principle, the administration responsible for the station so identified. In some cases, $M_1I_2D_3$ may denote a geographical area under the responsibility of a specific administration. Furthermore, as indicated in the most recent version of Recommendation ITU-R M.585, some maritime identification digits are reserved for maritime devices and do not correspond either to an administration or to a geographical area. (WRC-15)

19.109 (SUP - WRC-03)

⁶ **19.99.1** In this Section a reference to a ship station or a coast station may include the respective earth stations.

19.110 *C – Maritime mobile service identities (WRC-07)*

19.111 § 43 1) Administrations shall follow Annex 1 of Recommendation ITU-R M.585-8 concerning the assignment and use of maritime mobile service identities. (WRC-19)

19.112 2) Administrations should: (WRC-07)

19.113 *a)* make optimum use of the possibilities of forming identities from the single MID allocated to them; (WRC-07)

19.114 (SUP - WRC-19)

19.115 (SUP - WRC-03)

19.116 (SUP - WRC-03)

19.117 to 19.126 (SUP - WRC-07)

Section VII – Special provisions

19.127 § 47 1) In the aeronautical mobile service, after communication has been established by means of the complete call sign, the aircraft station may use, if confusion is unlikely to arise, an abbreviated call sign or identification consisting of:

19.128 *a)* in radiotelegraphy, the first character and last two letters of the complete call sign (see No. **19.58**);

19.129 *b)* in radiotelephony:

- the first character of the complete call sign; *or*
- the abbreviation of the name of the owner of the aircraft (company or individual); *or*
- the type of aircraft;

followed by the last two letters of the complete call sign (see No. **19.58**) or by the last two characters of the registration mark.

19.130 2) The provisions of Nos. **19.127**, **19.128** and **19.129** may be amplified or modified by agreement between administrations concerned.

19.131 § 48 The distinguishing signals allotted to ships for visual and aural signalling shall, in general, agree with the call signs of ship stations.