

EXPLANATORY STATEMENT

Approved by the Australian Communications and Media Authority

Radiocommunications Act 1992

Radiocommunications Licence Conditions (Maritime Ship Licence) Determination 2025

Authority

The Australian Communications and Media Authority (the **ACMA**) has made the *Radiocommunications Licence Conditions (Maritime Ship Licence) Determination 2025* (the **Maritime Ship Licence Determination**) under subsection 110A(2) of the *Radiocommunications Act 1992* (the **Act**) and subsection 33(3) of the *Acts Interpretation Act 1901* (the **AIA**).

Subsection 110A(2) of the Act provides that the ACMA may, by legislative instrument, determine that each apparatus licence included in a specified class of apparatus licences is taken to include one or more specified conditions.

Subsection 33(3) of the AIA relevantly provides that where an Act confers a power to make a legislative instrument, the power shall be construed as including a power exercisable in the like manner and subject to the like conditions (if any) to repeal, rescind, revoke, amend, or vary any such instrument.

Purpose and operation of the instrument

An apparatus licence may be either a transmitter licence or a receiver licence. Maritime ship licences are a type of transmitter licence and generally authorise the operation of a ‘maritime ship station’ (that is, broadly speaking, a radiocommunications transmitter on a ship). Maritime ship stations in Australia are used to provide search and rescue assistance to ships in distress, while also providing commercial and recreational communications for marine users.

The purpose of the Maritime Ship Licence Determination is to revoke and replace the *Radiocommunications Licence Conditions (Maritime Ship Licence) Determination 2015* (the **2015 Determination**) without making any significant changes to the regulatory arrangements created by the 2015 Determination. The 2015 Determination imposed conditions on maritime ship licences.

The ACMA has made the Maritime Ship Licence Determination because the 2015 Determination was due to ‘sunset’ (that is, to be automatically repealed) on 1 April 2025 under Part 4 of the *Legislation Act 2003* (the **LA**). Following a review, informed by a public consultation process described below, the ACMA formed the view that the 2015 Determination was operating effectively and efficiently, and continued to form a necessary and useful part of the legislative framework. Accordingly, the ACMA has remade the 2015 Determination by making the Maritime Ship Licence Determination, without any significant changes, so that its on-going effect is preserved.

The Maritime Ship Licence Determination specifies the conditions regarding the operation of maritime ship stations, including the operating frequencies for some stations, and the maximum power that may be used for various technologies or purposes. Several of these conditions provide for the domestic implementation of requirements from international law, conventions and agreements.

The international framework for maritime radio is established through the International Telecommunication Union’s (**ITU**) Radio Regulations and the International Maritime Organization’s International Convention for the Safety of Life at Sea (the **SOLAS Convention**). Australia is a signatory to the Constitution and Convention of the ITU and the SOLAS Convention.

For most countries, including Australia, spectrum and frequency planning primarily occurs through participation in the ITU. The ITU maintains the Radio Regulations, which regulate radiocommunications services on an international basis and govern the utilisation of radio frequencies. The SOLAS Convention is an international maritime treaty that sets minimum safety standards for the construction, equipment and operation of merchant ships.

The Radio Regulations are revised by ITU World Radiocommunication Conferences, normally held every 4 years, and member states subsequently take action to give effect to the changes to the Radio Regulations. The ACMA gives effect to the Radio Regulations requirements through domestic licensing and planning instruments, including the Maritime Ship Licence Determination.

Amendments to the Radio Regulations following agreement at the World Radiocommunication Conference 2023 (**WRC-23**) had not been ratified by Australia prior to the ACMA's consultation on making the Maritime Ship Licence Determination. As such, no changes to the 2015 Determination arising from WRC-23 have been included in the Maritime Ship Licence Determination.

Generally, the changes to the 2015 Determination that have been included in the Maritime Ship Licence Determination fall into one of the following groups:

- The provisions have been restructured, retitled and renumbered, and their drafting has been modernised. A table that shows where an equivalent condition from the 2015 Determination is found within the Maritime Ship Licence Determination was included in the consultation paper mentioned below, and is available from the ACMA's website.
- Some simplification has been undertaken, by removing Schedules relating to the Automatic Identification System, Application Specific Messaging and VHF Data Exchange System, and moving those provisions into the main body of the Maritime Ship Licence Determination.
- Conditions relating to commercial operations by radiotelegraphy using Morse have been removed, as provision for such use of maritime ship stations has been removed from the Radio Regulations.
- Conditions that duplicate, or largely duplicate, the effect of the *Radiocommunications Equipment (General) Rules 2021* (the **General Equipment Rules**) and the transmitter licence condition in paragraph 107(1)(d) of the Act have been removed.

Operation of a radiocommunications device is not authorised by an apparatus licence (including a maritime ship licence) if it is not in accordance with the conditions of the licence (subsection 97(4) of the Act). Under section 46 of the Act, it is an offence, and subject to a civil penalty, to operate a radiocommunications device otherwise than as authorised by a spectrum licence, apparatus licence or a class licence. The Act prescribes the following maximum penalties for the offence:

- if the radiocommunications device is a radiocommunications transmitter, and the offender is an individual – imprisonment for 2 years;
- if the radiocommunications device is a radiocommunications transmitter, and the offender is not an individual – 1,500 penalty units (which is \$495,000 based on the current penalty unit amount of \$330);
- if the radiocommunications device is not a radiocommunications transmitter – 20 penalty units (\$6,600).

The Act prescribes the following maximum civil penalties:

- if the radiocommunications device is a radiocommunications transmitter – 300 penalty units (\$99,000);

- if the radiocommunications device is not a radiocommunications transmitter – 20 penalty units (\$6,600).

It is an offence, and subject to a civil penalty, to possess a radiocommunications device for the purpose of operating the device otherwise than as authorised by a spectrum licence, apparatus licence or class licence (section 47 of the Act). The Act prescribes the same penalties for this offence and civil penalty contravention as for the offence and civil penalty contravention in section 46.

In addition, an apparatus licensee, or a person authorised under section 114 of the Act in relation to an apparatus licence, must not contravene a condition of the licence. Contravention is subject to a civil penalty (section 113 of the Act). The Act prescribes a maximum civil penalty of 100 penalty units (\$33,000).

A provision-by-provision description of the Maritime Ship Licence Determination is set out in the notes at **Attachment A**.

The Maritime Ship Licence Determination is a legislative instrument for the purposes of the LA, and is disallowable. The Maritime Ship Licence Determination is subject to the sunset provisions in Part 4 of Chapter 3 of the LA.

Documents incorporated by reference

Subsection 314A(1) of the Act provides that an instrument under the Act may make provision in relation to a matter by applying, adopting or incorporating (with or without modifications) provisions of any Act as in force at a particular time, or from time to time. Subsection 314A(2) of the Act provides that an instrument under the Act may make provision in relation to a matter by applying, adopting or incorporating (with or without modifications) matter contained in any other instrument or writing as in force or existing at a particular time, or from time to time.

The Maritime Ship Station incorporates all or part of the following Acts and legislative instruments, as in force from time to time:

- *Marine Order 70 (Seafarer certification) 2014*;
- the *Navigation Act 2012*;
- the *Seas and Submerged Lands Act 1973*.

Each of these Acts and legislative instruments is available, free of charge, from the Federal Register of Legislation at www.legislation.gov.au.

The Maritime Ship Station Licence incorporates all or part of the following documents, as existing from time to time:

- IEC 61993-2, *Maritime navigation and radiocommunication equipment and systems – Automatic identification systems – Part 2: Class A shipborne equipment of the automatic identification system (AIS) – Operation and performance requirements, methods of test and required test results*, published by the International Electrotechnical Commission;
- IEC 62287.1, *Maritime navigation and radiocommunication equipment and systems – Class B shipborne equipment of the automatic identification system (AIS) Part 1: Carrier-sense time division multiple access (CSTDMA) techniques*, published by the International Electrotechnical Commission;
- IEC 62287.2, *Maritime navigation and radiocommunication equipment and systems – Class B shipborne equipment of the automatic identification system (AIS) – Part 2: self-organising time division multiple access (SOTDMA) techniques*, published by the International Electrotechnical Commission;

- the Manual for Use by the Maritime Mobile and Maritime Mobile-Satellite Services, published by the ITU;
- the National Search and Rescue Manual, published by the Australian Maritime Safety Authority (AMSA);
- the Radio Regulations.

Each of IEC 61993-2, IEC 62287.1 and IEC 62287.2 is available, for a fee, from the International Electrotechnical Commission's website at www.iec.ch. These documents are also available to be viewed, on prior request, at an ACMA office, subject to licensing conditions.

The Manual for Use by the Maritime Mobile and Maritime Mobile-Satellite Services and the Radio Regulations are available, free of charge, from the ITU's website at www.itu.int.

The National Search and Rescue Manual is available, free of charge, from AMSA's website at www.amsa.gov.au.

Consultation

Before the Maritime Ship Licence Determination was made, the ACMA was satisfied that consultation was undertaken to the extent appropriate and reasonably practicable, in accordance with section 17 of the LA.

The ACMA published a draft of the Maritime Ship Licence Determination alongside a related instrument and an accompanying consultation paper on the ACMA website on 1 November 2024 for a period of 6 weeks. The consultation paper invited comments on the proposed draft of the Maritime Ship Licence Determination. The ACMA used its bulletin subscription service to notify interested stakeholders and the public about the publication. AMSA and relevant State and Territory authorities were advised of the publication directly.

The ACMA received 2 submissions in response to the consultation paper. A submission received from AMSA supported making the Maritime Ship Licence Determination as proposed. The ACMA consulted with AMSA throughout the remaking process to ensure that the Maritime Ship Licence Determination reflects current international practices used in maritime communications. The second submission did not provide comment on the Maritime Ship Licence Determination.

No changes were made to the Maritime Ship Licence Determination arising from consultation.

Regulatory impact assessment

The ACMA considered whether a regulatory impact analysis process is required by undertaking a preliminary assessment. Based on this preliminary assessment, the Office of Impact Analysis (OIA) has determined that the proposed regulatory change effected by the Maritime Ship Licence Determination is minor or machinery in nature and has therefore verified that no further regulatory impact analysis is required (OIA24-08474).

Statement of compatibility with human rights

Subsection 9(1) of the *Human Rights (Parliamentary Scrutiny) Act 2011* requires the rule-maker in relation to a legislative instrument to which section 42 (disallowance) of the LA applies to cause a statement of compatibility with human rights to be prepared in respect of that legislative instrument.

The statement of compatibility with human rights set out below has been prepared to meet that requirement.

Overview of the instrument

The Maritime Ship Licence Determination specifies the conditions regarding the operation of maritime ship stations, including the operating frequencies for some maritime ship stations, and the maximum power that may be used for various technologies or purposes. Several of these conditions provide for the domestic implementation of requirements from international law, conventions and agreements.

The Maritime Ship Licence Determination, in conjunction with other maritime radiocommunication instruments, is intended to ensure that maritime ship stations use the appropriate maritime frequencies, transmitter output power and protocols to minimise the potential for interference to maritime radiocommunications. These frequencies, powers and protocols are set internationally and used by all commercial shipping and recreational boaters around the world.

Human rights implications

The ACMA has assessed whether the Maritime Ship Licence Determination is compatible with human rights, being the rights and freedoms recognised or declared by the international instruments listed in subsection 3(1) of the *Human Rights (Parliamentary Scrutiny) Act 2011* as they apply to Australia.

Having considered the likely impact of the Maritime Ship Licence Determination and the nature of the applicable rights and freedoms, the ACMA has formed the view that the Maritime Ship Licence Determination does not engage any of those rights or freedoms.

Conclusion

The Maritime Ship Licence Determination is compatible with human rights as it does not raise any human rights issues.

Notes to the *Radiocommunications Licence Conditions (Maritime Ship Licence) Determination 2025*

Part 1—Preliminary

Section 1 Name

This section provides for the Maritime Ship Licence Determination to be cited as the *Radiocommunications Licence Conditions (Maritime Ship Licence) Determination 2025*.

Section 2 Commencement

This section provides for the Maritime Ship Licence Determination to commence at the start of the day after the day it is registered on the Federal Register of Legislation.

The Federal Register of Legislation may be accessed free of charge at www.legislation.gov.au.

Section 3 Authority

This section identifies the provision of the Act that authorises the making of the Maritime Ship Licence Determination, namely subsection 110A(2) of the Act.

Section 4 Repeal

This section provides that the 2015 Determination is repealed.

Section 5 Interpretation

This section defines a number of key terms used throughout the Maritime Ship Licence Determination. A number of other expressions used in the instrument are defined in the Act, by a determination made under subsection 64(1) of the *Australian Communications and Media Authority Act 2005*, or by the Radio Regulations.

This section also provides that unless the contrary intention appears, no condition imposed by the Maritime Ship Licence Determination limits any other condition so imposed.

Section 6 Reference to other instruments

This section provides that in the Maritime Ship Licence Determination, unless the contrary intention appears:

- a reference to any other legislative instrument is a reference to that other legislative instrument as in force from time to time; and
- a reference to any other kind of instrument is a reference to that other instrument or writing as in force, or existing, from time to time.

Part 2—Conditions – maritime ship licences

Section 7 Application and interpretation of Part 2

Section 7 provides that every maritime ship licence is subject to the conditions specified in Part 2, except when a condition is specified in the licence under paragraph 107(1)(g) of the Act, or imposed on the licence under paragraph 111(1)(a) of the Act that is inconsistent with a condition in Part 2.

Section 8 Condition – compliance with particular documents

Section 8 provides that a person must not operate a radiocommunications device that is part of a maritime ship station, unless the device complies with any of IEC 61993-2, IEC 62287.1 or IEC 62287.2, to the extent the document applies to the device, as existing on the ‘device compliance day’. The device compliance day for a maritime ship station is the day the station was manufactured in Australia, imported into Australia, or modified or altered in Australia in a material respect.

Section 9 Condition – water use only

Section 9 provides that a maritime ship station must not be operated on land.

Section 10 Condition – qualifications

Section 10 provides that a person who operates a maritime ship station, other than on some frequencies around 27 MHz, must be, or must be under the supervision of, the holder of one of the following (depending on the particular frequency):

- a specified certificate of proficiency issued by the ACMA under the Act;
- a GMDSS radio operator certificate, issued by AMSA under the *Navigation Act 2012*; or
- a qualification recognised by AMSA under *Marine Order 70 (Seafarer certification) 2014* as an equivalent qualification to the GMDSS radio operator certificate.

Section 11 Conditions – beyond the Australian territorial sea

Section 11 provides that the operation of a maritime ship station, under a maritime ship licence, outside the Australian territorial sea must generally comply with:

- international law requirements; and
- if the station is in the territorial sea of another country – the requirements of that country.

Generally speaking, the Act applies outside Australia in relation to Australian vessels and members of the crew of Australian vessels (see section 16 of the Act).

Section 12 Condition – identification of station

Section 12 requires a person operating a maritime ship station to identify the station, by the station’s call sign, by another form of identification or, in some cases, by the use of a maritime mobile service identity (**MMSI**) issued by AMSA.

An MMSI is a unique international identity that is entered into certain marine radiocommunications equipment. Certain transmissions, including those using digital select calling for distress communications, will include the embedded MMSI, which assists emergency services to identify the vessel in distress. Issuance and management of MMSIs is a requirement of the Radio Regulations. The use of equipment that makes transmissions with embedded MMSI is a requirement for some licences through Marine Orders made by AMSA under the *Navigation Act 2012*, which reflect requirements of the SOLAS Convention.

A Memorandum of Understanding (**MOU**) between AMSA and the ACMA facilitates cooperation between the agencies regarding search and rescue operations. The MOU has been in place since December 2005 and includes processes regarding AMSA issuing MMSI.

The ACMA notes guidance provided by the Administrative Review Council regarding the provision of merits review for administrative decisions. The ACMA considers that a decision regarding the issuing MMSI by AMSA is a decision that is unsuitable for merits review.

In practice AMSA has limited discretion whether or not to issue an MMSI. AMSA's decision will need to accord with international processes and obligations derived from the Radio Regulations, the International Maritime Organization and the SOLAS Convention. In practice, it is largely an 'automatic' decision, in that if a person applies for an MMSI, AMSA will almost always issue an MMSI. Where a decision is made by AMSA not to issue an MMSI, it is expected that this would be due to either a lack of information provided in the application, or the unlikely event that Australia exhausts its MMSI allocation from the ITU. The Radio Regulations include provisions for seeking additional marine identification digits used in MMSI, prior to the exhaustion of a country's allocation. There is no cost to an applicant in applying for an MMSI. AMSA currently maintains a register of MMSIs, and issues MMSIs free of charge. Where a decision is made not to issue an MMSI, the applicant could continue to work with AMSA to provide missing details or submit a new complete application.

Section 13 Condition – Automatic Identification System (AIS)

Section 13 imposes a condition on the operation of a maritime ship station for Automatic Identification System (AIS) purposes. This is a system recognised by the Radio Regulations that uses automatic tracking technology in particular frequencies. The condition requires the use of specific frequencies and a maximum power.

Section 14 Condition – VDES communications

Section 14 imposes a condition on the operation of a maritime ship station for VHF Data Exchange System (VDES) purposes. This is a system recognised by the Radio Regulations that integrates the Automatic Identification System (AIS) and other systems in particular frequencies. The condition requires the use of specific frequencies and a maximum power, and operation for specific purposes, set out in Schedule 1. Other limitations also apply to the use of particular frequencies.

Section 15 Condition – ASM

Section 15 imposes conditions on the operation of a maritime ship station for Application Specific Messages (ASM) purposes. These are messages recognised by the Radio Regulations and developed to allow for added functionality in the exchange of information using the Automatic Identification System (AIS). The conditions require the use of specific frequencies and a maximum power.

Section 16 Condition – listening watch

Section 16 provides that a person that operates a maritime ship station on a ship specified in Schedule 9 while at sea must operate the station to maintain a listening watch. The kind of listening watch, the required frequencies and other requirements are specified in Schedule 9. Generally speaking, a 'listening watch' is a continuous monitoring of frequencies used for emergency transmissions.

Section 17 Conditions – responding to distress communications, urgency communications or safety communications, and record-keeping

Section 17 requires a person that operates a maritime ship station that receives a specified kind of emergency transmission recognised by the Radio Regulations to respond to the transmission, to forward the substance of the transmission on to an appropriate search and rescue organisation, and to make and keep a record of the transmission.

Part 3—Conditions – maritime ship licences (ship station Class B non assigned)

Section 18 Application and interpretation of Part 3

Section 18 provides that every maritime ship licence (ship station Class B non assigned) is subject to the conditions specified in Part 3, except when a condition is specified in the licence under paragraph 107(1)(g) of the Act, or imposed on the licence under paragraph 111(1)(a) of the Act that is inconsistent with a condition in Part 3.

A ship station Class B non assigned is a maritime ship station, other than a ship station Class C, that is operated only on the frequencies specified in the Maritime Ship Licence Determination (i.e., it shares frequencies with other ship stations Class B non assigned).

Section 19 Condition – commercial operations

Section 19 imposes a condition applicable to the operation of a ship station Class B non assigned for the purpose of commercial operations. The permitted frequencies, maximum transmitter output power and other limitations are specified in Schedule 2.

Section 20 Conditions – distress communications, urgency communications, safety communications, or calling, on medium and high frequencies, and on very high and ultra high frequencies

Section 20 imposes the conditions applicable to the operation of a ship station Class B non assigned for the purpose of distress communications, urgency communications, safety communications, or calling operations or activities. The permitted frequencies, maximum transmitter output power and other conditions are specified in Schedule 3.

Section 21 Condition – non-commercial operations

Section 21 imposes a condition applicable to the operation of a ship station Class B non assigned for radiotelephony for the purposes of non-commercial operations. The permitted frequencies, maximum transmitter output power and other limitations are specified in Schedule 4.

Section 22 Condition – on-board communications

Section 22 imposes a condition applicable to the operation of a ship station Class B non assigned for on-board communication purposes, including the permitted frequencies and maximum transmitter output power.

Section 23 Condition – port operations

Section 23 imposes a condition applicable to the operation of a ship station Class B non assigned for radiotelephony for the purposes of port operations. The permitted frequencies, maximum transmitter output power and other limitations are specified in Schedule 5.

Section 24 Condition – professional fishing operations

Section 24 imposes a condition applicable to the operation of a ship station Class B non assigned for radiotelephony for the purposes of professional fishing operations. The permitted frequencies, maximum transmitter output power and other limitations are specified in Schedule 6.

Section 25 Condition – public correspondence by radiotelephony

Section 25 imposes a condition applicable to the operation of a ship station Class B non assigned for the purposes of public correspondence by radiotelephony. The permitted frequencies, maximum transmitter output power and other limitations are specified in Schedule 7.

Section 26 Condition – public correspondence by narrow-band direct-printing telegraphy or TOR

Section 26 imposes a condition applicable to the operation of a ship station Class B non assigned for the purposes of public correspondence by narrow-band direct-printing telegraphy, including the maximum transmitter output power. The permitted frequencies are specified in Schedule 8.

Section 27 Condition – radiodetermination

Section 27 imposes a condition applicable to the operation of a ship station Class B non assigned for radiodetermination purposes, including the permitted frequencies and maximum transmitter output power.

Part 4—Conditions – maritime ship licences (ship station Class C non assigned)

Section 28 Application and interpretation of Part 4

Section 28 provides that every maritime ship licence (ship station Class C non assigned) is subject to the conditions specified in Part 4, except when a condition is specified in the licence under paragraph 107(1)(g) of the Act, or imposed on the licence under paragraph 111(1)(a) of the Act that is inconsistent with a condition in Part 4.

A ship station Class C non assigned is a maritime ship station that is:

- equipped in accordance with Marine Orders made under the *Navigation Act 2012*;
- operated only on the frequencies specified in the Maritime Ship Licence Determination (i.e., it shares frequencies with other ship stations Class C non assigned).

Marine Orders are legislative instruments and are available, free of charge, from the Federal Register of Legislation at www.legislation.gov.au.

Section 29 Condition – permitted communications

Section 29 imposes a condition that a ship station Class C non assigned can only be operated for the purposes of specified activities and operations.

Section 30 Conditions – distress communications, urgency communications, safety communications, or calling, on medium and high frequencies, and on very high and ultra high frequencies

Section 30 imposes the conditions applicable to the operation of a ship station Class C non assigned for the purpose of distress communications, urgency communications, safety communications, or calling operations or activities. The permitted frequencies, maximum transmitter output power and other conditions are specified in Schedule 3.

Section 31 Condition – on-board communications

Section 31 imposes a condition applicable to the operation of a ship station Class C non assigned for on-board communication purposes, including the permitted frequencies and maximum transmitter output power.

Section 32 Condition – port operations

Section 32 imposes a condition applicable to the operation of a ship station Class C non assigned for radiotelephony for the purposes of port operations. The permitted frequencies, maximum transmitter output power and other limitations are specified in Schedule 5.

Section 33 Condition – professional fishing operations

Section 33 imposes a condition applicable to the operation of a ship station Class C non assigned for radiotelephony for the purposes of professional fishing operations. The permitted frequencies, maximum transmitter output power and other limitations are specified in Schedule 6.

Section 34 Condition – public correspondence by radiotelephony

Section 34 imposes a condition applicable to the operation of a ship station Class C non assigned for the purposes of public correspondence by radiotelephony. The permitted frequencies, maximum transmitter output power and other limitation are specified in Schedule 7.

Section 35 Condition – public correspondence by radiotelephony for narrow-band direct-printing telegraphy or TOR

Section 35 imposes a condition applicable to the operation of a ship station Class C non assigned for the purposes of public correspondence by narrow-band direct-printing telegraphy, including the maximum transmitter output power. The permitted frequencies are specified in Schedule 8.

Section 36 Condition – radiodetermination

Section 36 imposes a condition applicable to the operation of a ship station Class C non assigned for radiodetermination purposes, including the permitted frequencies and maximum transmitter output power.

Schedule 1–VHF Data Exchange System (VDES)

This Schedule specifies the permitted receive and transmit frequencies, the maximum transmitter output power, and the purpose and limitations relating to the operation of maritime ship stations for VHF Data Exchange System (VDES) purposes.

Schedule 2–Commercial operations

This Schedule specifies the permitted receive and transmit frequencies, the maximum transmitter output power, the stations that may be communicated with, and the purpose and limitations relating to the operation of a ship station Class B non assigned for the purposes of commercial operations.

Schedule 3–Distress, urgency or safety communications, or calling

This Schedule specifies the permitted receive and transmit frequencies, the maximum transmitter output power, the stations that may be communicated with, method of communication, and the purpose and limitations relating to the operation of a ship station Class B non assigned or ship station class C non assigned for the purposes of distress, urgency or safety communications, or calling.

Schedule 4–Non-commercial operations

This Schedule specifies the permitted frequencies, the maximum transmitter output power, the stations that may be communicated with, and the purpose and limitations relating to the operation of a ship station Class B non assigned for the purposes of non-commercial operations.

Schedule 5–Port operations

This Schedule specifies the permitted receive and transmit frequencies, the maximum transmitter output power, the stations that may be communicated with, and the purpose relating to the operation of a ship station Class B non assigned or a ship station Class C non assigned for the purposes of port operations.

Schedule 6—Professional fishing operations

This Schedule specifies the permitted frequencies, the maximum transmitter output power, the stations that may be communicated with, and the purpose relating to the operation of a ship station Class B non assigned or a ship station Class C non assigned for the purposes of professional fishing operations.

Schedule 7—Public correspondence by radiotelephony

This Schedule specifies the permitted receive and transmit frequencies, the maximum transmitter output power, the stations that may be communicated with, and the limitations relating to the operation of a ship station Class B non assigned or a ship station Class C non assigned for the purposes of public correspondence by radiotelephony.

Schedule 8—Public correspondence by radiotelephony for narrow-band direct printing telegraphy or TOR

This Schedule specifies the permitted receive and transmit frequencies relating to the operation of a ship station Class B non assigned or a ship station Class C non assigned for the purposes of public correspondence by radiotelephony for narrow-band direct printing telegraphy, or other text-based communications.

Schedule 9—Maintaining watch

This Schedule specifies the kind of listening watch to be maintained on particular ships, and associated requirements for each class of ship.