

PART VII.—RADIO-COMMUNICATIONS*

The Canada Year Book, 1945, at pp. 644-646, gives an outline of the development of administrative control over radio-communication in Canada.

Section 1.—Administration

The administration and regulation of radio-communication in Canada is carried out by the Radio Division of the Department of Transport. To a very large extent the regulation of radio is made necessary by the great distances over which most radio waves are propagated, and the impossibility of confining them within national boundaries. Mobile stations, such as ships and aircraft, may move about in all parts of the world, and may create interference to radio services of other countries. For these reasons the regulation of radio-communication has been the subject of extensive international agreements. The extreme congestion of long-distance communication frequencies, and the uses of radio in connection with the safety of human life, make necessary both domestic and international regulation to ensure the most efficient utilization of the available frequencies.

The principal international radio agreements, and Canadian radio legislation can be grouped as follows:—

- (1) The International Telecommunication Convention and Regulations annexed thereto. The International obligations arising from this treaty are incorporated into The Radio Act, of 1938, which also contains radio regulations of a purely domestic nature.
- (2) The International Convention for the Safety of Life at Sea, the obligations of which are enforced through the Canada Shipping Act, which also includes additional domestic requirements. These instruments also cover ship construction and other aspects of marine safety, which are administered by other Divisions of the Department of Transport.
- (3) The North American Regional Broadcasting Agreement, and The Canadian Broadcasting Act, 1936.

International and Commonwealth Conferences.—During the year ended Mar. 31, 1949, a large number of international telecommunication conferences took place. A number of these arose from the decision made at the Atlantic City Conferences in 1947 to undertake the international reorganization of the high frequency radio frequency assignments of the world, in an effort to reduce congestion and interference in these bands.

The Provisional Frequency Board, which is charged with the task of engineering that part of the new Frequency List relating to fixed and maritime mobile services, began its work at Geneva, Switzerland, in January, 1948, and continued beyond Mar. 31, 1949. The importance of the matters involved necessitated representation throughout the course of the work by an officer of the Radio Division of the Department of Transport acting as the Canadian member on the Board, assisted by representatives of the Armed Forces as technical advisers.

In April, 1948, the International Administrative Aeronautical Radio Conference began work at Geneva on those bands in the new Frequency List set aside for communications between aircraft and aeronautical ground stations. This Conference, which recessed in September, produced a draft plan to be considered at subsequent Regional Conferences, and to be completed at a re-convening of the main conference in the latter part of 1949.

* Sections 1 and 2 of this Part have been revised by the Department of Transport.