

Consultation document issued by Ofcom 21st April with a closing date of 23rd May 2005

Notice of Ofcom's proposal to exempt the use of automotive short-range radar equipment at 24 GHz from Wireless Telegraphy licensing

Comment: - EU Parliament.

Last week I was in Brussels in the EU Parliament and was impressed at the level of debate. I witnessed a Vote. I was also somewhat depressed at the lack of support the UK MEPs received from the UK Government and the lack of UK Press present.

I would be interested to know what involvement Ofcom had in drafting the EU Car Radar legislation?

What advice did Ofcom give to those UK MEPs involved with this proposal to put Car Radar on 24GHz.

Did Ofcom advise the EU & UK MEPs that the 24GHz band was a Primary Allocation given to "Amateur Service & Amateur Satellite Service".

Reading the Ofcom information it seems as though those debating the Car Radar Proposals were completely unaware that the Radio Amateur existed at all.

History.

May I respectfully point out that the 24GHz Band is only now being used because Radio Amateurs proved it was possible to use!. Throughout history this has been the case. Having proved it is viable, commercial interests then "want them out".

According to my records, 24 to 24.050 GHz were allocated to Radio Amateurs in 1977, but may have been much earlier. They also had 24.050 to 24.250 GHz on a Secondary Basis. 400 Watts PEP was allowed. This may well be before some of the present day commercial designers of 24GHz were born!

Comment on Ofcom Information

I am not going to spend hours nit picking on the Ofcom Presentation, sufficient to say I believe it is flawed.

I believe that there is no mandatory requirement for the UK Government to provide 24 GHz Band as a "Stop Gap". I believe 79GHz equipment is already being marketed for use on "top of the range cars".

There is enough equipment already using the 24GHz-band e.g. Speed Cameras, without giving a blanket nod that everyone else can use it in a transitory

manner. Maybe this is how the dreadful Car Alarm frequency of 433.92MHz was allocated.

Before I accept the EU figures of how many 1,000s of lives will be saved using Car Radar I would like a breakdown of "Crash per cost of car". They are not "Accidents" to start with; they are predicable crashes, caused mainly due to human error.

Most of the crashes I have witnessed have not been with "top of the range cars" - who are the only ones capable of paying for Car Radar - but often unlicensed, uninsured heaps driven by young, inexperienced people.

Personally, I have a sneaking suspicion that Car Radar will raise the average speed in the upper car class rather than saving lives. This may be in a similar way people drive more on their brakes when their car is fitted with ABS in the mistaken idea that their normal braking is better.

Ofcom have "released most of the Interference Detection personal" who used to be employed by the RA. How do Ofcom think they are going to catch a Rolls Royce with an interfering Car Radar near to a Radio Telescope or a Radio Amateur happily communicating via the Moon? It is totally out of the question. DF is something Ofcom is not geared up to do. Since the Car Radar is "Unlicensed" I cannot ever see them spending even the time to reply to a letter on the subject, let alone allocate resources to the event.

Chelmsford Amateur Radio Society Recommendation

Allocate Car Radar to the 79Ghz Band and have no involvement with 24GHz.

End of Comment.

John Bowen.