

**INTELLECT RESPONSE TO OFCOM'S Consultation:
'Proposal to exempt the use of Automotive SRR Equipment at 24GHz from WT Licensing'**

Intellect Response to Ofcom's Consultation on 24GHz SRR/Short Range Radar (Response Due Date 23rd May 2005)

Intellect very much appreciates the clarification assistance provided by Mr Russell Kent-Smith of Ofcom.

From these conversations and also from formal consultation document, Intellect would make the following comments:

1. Intellect appreciates that Ofcom has no choice but to implement the related Commission Decision now and 'to the letter', i.e. 'in full'.
 2. Intellect appreciates that a significant part of the detailed Ofcom work in formulating the proposed Regulations has been to meet the requirement at '1', namely that they must take into account National UK Law and in particular the existing WT/Wireless Telegraphy Act. In formulating this response Intellect has not attempted to replicate that work, which is clearly a fairly detailed exercise involving legal and other expertises.
 3. Intellect believes that in practical terms it is quite difficult for the Commission or Ofcom or anyone else to ascertain in advance the level of interference problems that the temporarily deployed 24GHz SRR is likely to cause. This is because it depends on so many different & in some cases unrelated factors. Because of this, *Intellect strongly recommends that Ofcom should decide now to formally review this aspect of the 24GHz SRR implementation 12 months after the first go-live date for the technology in the UK.* Intellect would welcome participating in or assisting with this review.
 4. **Moreover, Intellect recommends that the fact of such a review be included as a commitment within the proposed Regulations that are due to take effect on 1st July 2005.**
 5. The scope of the latter review should include but not be limited to:
 - undue interference aspects, and whether any additional steps need to be put in hand to counter these and what they might be,
 - the initial lessons learned as to the efficacy or otherwise of the 24GHz SRR technology in live usage on the UK's road system.
 6. On a point of clarification, we are not 100% certain from the Consultation Document as to whether the 7% limit of equipped vehicles is a)7% of all registered vehicles on the UK's roads at the time of the measurement, or instead b)7% of all *new* vehicles registered within the 12 month period of measurement. Our interpretation of the Commission's Decision of 17th January 2005, Paragraph 12 is that the latter most probably applies, given the use of the words 'national market'.
 7. Intellect considers that an early migration to the use of 79GHz based SRR should be encouraged to the maximum extent by the regulations to be implemented, commensurate with protecting the interests of those stakeholders who have invested in the temporary 24GHz based arrangements.
 8. Intellect would welcome being appraised of the specific arrangements that Ofcom plans to implement to investigate any interference allegations of a)Radio Astronomers using any of the 5 protected locations, b)operators of Fixed Microwave Links operating in the 24GHz band.
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