



**Memorandum of Understanding between
American Radio Relay League (ARRL)
and
Radio Relay International (RRI)**

Background:

ARRL, established in 1914, is the nation's leading advocacy organization for the Amateur Radio Service. In addition to representing the interests of the radio amateur in both regulatory and international affairs, ARRL sponsors various field service programs operating in the public interest. Historically, ARRL volunteers have also maintained a message handling system commonly known as the "National Traffic System™" (NTS).

Radio Relay International (RRI) was established in 2016 to modernize, promote, and enhance the NTS messaging system and emergency communications capabilities in general. Since its founding, RRI has developed an extensive work product consisting of a wide variety of training documents, a tested and evolved National Response Plan, and PowerPoint presentations and videos, designed to improve the NTS. RRI also conducts periodic disaster telecommunications exercises both independently and in conjunction with other agencies, in addition to conducting training and certification classes in the field of emergency communications.

Purpose:

Both ARRL and RRI recognize the training and emergency communications value of an effective National Traffic System. It is therefore beneficial for both organizations to collaborate to further develop and maintain the NTS.

Whereas RRI coordinates the operation of various portions of the NTS network system, provides training in communications procedures and emergency communications, and operates allied public service communications programs, and;

Whereas ARRL has an extensive field services infrastructure consisting of both Amateur Radio Emergency Service® (ARES®) organizations and Section (state) traffic networks, cooperation between ARRL and RRI is essential to maintaining a seamless and effective emergency communications capability.

Outline of Cooperation:

- A. ARRL retains responsibility, in cooperation with RRI, for the development of Section and local traffic networks. The ARRL Section Manager (SM) will be responsible for the appointment of the Section Traffic Manager (STM). ARRL and RRI will collaborate to develop and maintain the job description for the STM position. RRI will support the ARRL Field Services organization by providing training and assistance to STMs.
- B. The ARRL STM will be responsible for the day-to-day management of Section and local nets and coordination with the ARRL SM and Section Emergency Coordinator (SEC). RRI will have the opportunity to offer feedback regarding an STM appointment that may hinder constructive cooperation between ARRL and RRI.
- C. ARRL and RRI will share responsibility for coordinating the infrastructure level of the NTS via the Eastern, Central, and Western Area Chairs and their respective staff (Area Staff). Chair and Staff membership will be by net member election with official appointments made by both ARRL and RRI. Net statistics and other reporting data from both the Section and infrastructure levels will be shared between both organizations and this data will be published under an "ARRL-RRI heading" by both organizations to be led by a chair designated by RRI.
- D. RRI will be responsible for the management of the Digital Traffic Network (formerly NTSD). RRI agrees to maintain communications with ARRL via Area Staff and other NTS resources to facilitate continued DTN evolution and to ensure effective interoperability with the overall NTS structure
- E. ARRL and RRI will cooperate to promulgate, develop, and implement operating standards and training programs applicable to net operations. These training materials and operating standards will serve as the default standard for all traffic network operations. Both organizations will form a standards committee to manage this process with equal representation by both organizations.
- F. Responsibility for NTS emergency communications planning will be shared equally by both organizations. RRI will expand its existing emergency communications committee to include the ARRL Director of Emergency Management or designee, as well as other ARRL-selected representatives in a manner that ensures equal and effective representation. This arrangement does not affect the ARRL ARES program or other non-NTS programs operated by ARRL.
- G. In order to prevent conflicting operational directives adversely affecting the traffic system in time of emergency, the two entities agree to this general arrangement: The ARRL Field Organization (e.g. SM, SEC, STM and Section staff) will serve as the lead agency for NTS emergency operations for any disaster event contained within a state or Section. RRI will serve as the lead agency for NTS emergency operations during regional or national disaster event affecting multiple sections or states. Both organizations agree to develop a cohesive process to emergency

planning and operations to ensure effective interoperability throughout the NTS, which will be documented by the standards committee and posted on both the ARRL and RRI websites.

H. ARRL and RRI forms and documents utilized in association with the NTS (e.g., radiogram forms, radiogram-ICS213 forms, PowerPoint slides, etc.) will be “rebranded” to incorporate both the ARRL and RRI logos and corporate identities.

I. RRI will host a regular column in ARRL’s e-newsletter *The NTS Letter* on matters affecting the National Traffic System, the purpose of which is to publicize the traffic system and encourage new participation. The column will be neutral with respect to both organizations and the tone will engender cooperation and mission success. Likewise, ARRL will host a regular column in the *QNI Newsletter* when published.

J. RRI retains full control over its National SOS Radio Network Program, Neighborhood Radio Watch (Neighborhood Hamwatch) program, and the Boy Scout Radio Watch Program. Participation in these programs by ARRL affiliated radio clubs and local ARES organizations is optional but encouraged.

K. ARRL and RRI recognize that both organizations may maintain ongoing relationships with external agencies. Both entities will endeavor to respect these individual relationships. Where overlap occurs, both entities will seek to avoid conflict of interest.

L. The above agreements pertain only to the ARRL National Traffic System™. They do not affect ARES or other ARRL field service programs.

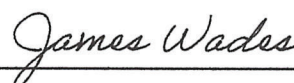
Termination:

This Memorandum of Understanding is an outline of desired cooperation. It is an at-will agreement and may be terminated at any time by either party.

Signatures:

For ARRL:  PRESIDENT

Date: July / 17 / 2025

For RRI:  RRI Board Chair

Date: July / 13 / 2025