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| **World Radiocommunication Conference (WRC-15) Geneva, 2–27 November 2015** |  |
| **INTERNATIONAL TELECOMMUNICATION UNION** |  |
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| PLENARY MEETING | **Addendum 15 to Document 25-E** |
|  | **10 September 2015** |
|  | **Original: Arabic** |
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| Arab States Common Proposals | |
| Proposals for the work of the conference | |
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| Agenda item 1.15 | |

1.15 to consider spectrum demands for on-board communication stations in the maritime mobile service in accordance with Resolution **358 (WRC‑12)**;

Introduction

The use of UHF frequencies for on-board communication is considered very important, without these, critical functions of the ship in restricted waters could not effectively take place.

These functions include anchoring, berthing, control of firefighting/damage control parties, security patrols, terrorism threats etc. Whilst these are of significant concern to those operating the ship the consequences of failure affect not only the seafarer but have significant implication for the immediate environment the ship is operating in.

Six frequencies, in the frequency range 450-470 MHz, are currently identified in RR No. 5.287 for on-board communication stations using 25 kHz channel spacing. These frequencies are 457.525 MHz, 457.550 MHz, 457.575 MHz, 467.525 MHz, 467.550 MHz and 467.575 MHz.

Stressing the importance of on-board communications to safe ship operations and in view of the current congestion of the channels identified in RR No. 5.287 in certain geographical areas, the Arab States administrations propose increasing efficiency in usage of the existing frequencies with the systematic utilization of 12.5 kHz and 6.25 kHz channel spacing for all the channels identified for on-board communications. The numbering of these channels should be clearly harmonized worldwide.

The implementation of digital technology will open the possibility for additional operational features and a number of different standards are available. Consequently, there is no justification for identifying a new spectrum for on-board communication in the UHF band.

For analogue technology the use of CTCSS and DCS could be used as a way to mitigate the impression of congestion to the user. For digital technology the use of DCS or an operational equivalent system could be used as a way to mitigate the impression of congestion to the user. The LBT protocol should be used as a possible mitigation technique, in both analogue and digital technology systems.

To achieve this, amendments to provision RR No. 5.287 are necessary, in accordance with the Recommendation ITU-R M.1174 which has been revised to allow for 25 kHz, 12.5 kHz and 6.25 kHz channel spacing.

Proposals

ARTICLE 5

Frequency allocations

Section IV – Table of Frequency Allocations  
(See No. 2.1)

MOD ARB/25A15/1

5.287 Use of the frequency bands 457.5125-457.5875 MHz and 467.5125-467.5875 MHz by the maritime mobile service is limited to on-board communication stations. The characteristics of the equipment and the channelling arrangement shall be in conformity with Recommendation ITU‑R M.1174‑3. The use of these frequency bands in territorial waters may also be subject to the national regulations of the administration concerned.     (WRC‑15)

**Reasons:** Stressing the importance of on-board communications to safe ship operations and in view of the current congestion of the channels identified in RR No. 5.287 in certain geographical areas, a more efficient use of the existing frequencies could be achieved with the systematic utilization of 12.5 kHz and 6.25 kHz channel spacing for all the channels identified for on-board communications in accordance with Recommendation ITU‑R M.1174.

SUP ARB/25A15/2

RESOLUTION 358 (WRC‑12)

Consideration of improvement and expansion of on-board communication stations in the maritime mobile service in the UHF bands

**Reasons:** There is no need for this Resolution.

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