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| **World Radiocommunication Conference (WRC-15)Geneva, 2–27 November 2015** |  |
| **INTERNATIONAL TELECOMMUNICATION UNION** |  |
|  |  |
| PLENARY MEETING | **Addendum 1 toDocument 25(Add.16)-E** |
|  | **10 September 2015** |
|  | **Original: Arabic** |
|  |
| Arab States Common Proposals |
| Proposals for the work of the conference |
|  |
| Agenda item 1.16 |

1.16 to consider regulatory provisions and spectrum allocations to enable possible new Automatic Identification System (AIS) technology applications and possible new applications to improve maritime radiocommunication in accordance with Resolution **360** **(WRC‑12)**;

Issue A

Introduction

Pursuant to the results of ITU-R studies on the provision of a VHF data exchange system for the maritime community, the Arab States administrations propose the following:

Channels 27 and 28 of RR Appendix 18 will be split into four simplex channels, channels 1027, 1028, 2027 and 2028. Channels 2027 and 2028 will be identified for ASM applications. This will be achieved through a transitional period and a proposed effective implementation date of 1 January 2019.

To prevent blocking of the reception of channels AIS 1, AIS 2, 2027 and 2028, the transmission from ship on channels 2078, 2019, 2079 and 2020 will not be permitted.

Proposals

MOD ARB/25A16A1/1

APPENDIX 18 (REV.WRC‑15)

Table of transmitting frequencies in the
VHF maritime mobile band

(See Article 52)

.../...

| Channeldesignator | Notes | Transmittingfrequencies (MHz) | Inter-ship | Port operations and ship movement | Publiccorres-pondence |
| --- | --- | --- | --- | --- | --- |
| From ship stations | From coast stations | Single frequency | Two frequency |
| 15 | *g)* | 156.750 | 156.750 | x | x |  |  |
| 75 | *n), s)* | 156.775 | 156.775 |  | x |  |  |
| 16 | *f)* | 156.800 | 156.800 | DISTRESS, SAFETY AND CALLING |
| 76 | *n), s)* | 156.825 | 156.825 |  | x |  |  |
| 17 | *g)* | 156.850 | 156.850 | x | x |  |  |
| 77 |  | 156.875 |  | x |  |  |  |
| 18 | *m)* | 156.900 | 161.500 |  | x | x | x |
| 78 | *t), u), v)* | 156.925 | 161.525 |  | x | x | x |
| 1078 |  | 156.925 | 156.925 |  | x |  |  |
| 2078 | *t), u), v)* |  | 161.525 |  | x |  |  |
| 19 | *t), u), v)* | 156.950 | 161.550 |  | x | x | x |
| 1019 |  | 156.950 | 156.950 |  | x |  |  |
| 2019 | *t), u), v)* |  | 161.550 |  | x |  |  |
| 79 | *t), u), v)* | 156.975 | 161.575 |  | x | x | x |
| 1079 |  | 156.975 | 156.975 |  | x |  |  |
| 2079 | *t), u), v)* |  | 161.575 |  | x |  |  |
| 20 | *t), u), v)* | 157.000 | 161.600 |  | x | x | x |
| 1020 |  | 157.000 | 157.000 |  | x |  |  |
| 2020 | *t), u), v)* |  | 161.600 |  | x |  |  |
| .../... | .../... | .../... | .../... | .../... | .../... | .../... | .../... |
| 27 | *z)* | 157.350 | 161.950 |  |  | x | x |
| 1027 | *z)* | 157.350 |  |  |  |  |  |
| 2027 | *z)* | 161.950 | 161.950 |  |  |  |  |
| 87 |  | 157.375 | 157.375 |  | x |  |  |
| 28 | *z)* | 157.400 | 162.000 |  |  | x | x |
| 1028 | *z)* | 157.400 |  |  |  |  |  |
| 2028 | *z)* | 162.000 | 162.000 |  |  |  |  |
| 88 | *z)* | 157.425 | 157.425 |  | x |  |  |
| AIS 1 | *f), l), p)* | 161.975 | 161.975 |  |  |  |  |
| AIS 2 | *f), l), p)* | 162.025 | 162.025 |  |  |  |  |

**Reasons:** Introduction of the VDES in the RR Appendix 18 as follow:

 Channels ASM 1 (161.950) and ASM 2 (162.000) are used for non-navigation ASM.

 Uplinks SAT Up1 (161.950) and SAT Up2 (162.000) are used for receiving ASM by satellite.

**Notes referring to the Table**

*General notes*

NOC ARB/25A16A1/2

Notes *a)* to *e)*

*Specific notes*

NOC ARB/25A16A1/3

Notes *f)* to *s)*

MOD ARB/25A16A1/4

*t)* These channels may be operated as single-frequency channels, subject to coordination with affected administrations. Channels 2078, 2019, 2079 and 2020 are not available for transmitting from ships.     (WRC‑15)

**Reasons:** To prevent blocking of the reception of AIS and ASM transmissions from other stations, the transmission from ships on 2078, 2019, 2079 and 2020 is prohibited. Due to the rising number of AIS installations and of voluntary fittings, an exemption of ships not fitted with AIS to use these frequencies also with lower power has been discarded because this requires reprogramming of the communication equipment on board the vessel and a high administrative burden to ensure this.

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*u)* In Region 2, these channels may be operated as single-frequency channels, subject to coordination with affected administrations. Channels 2078, 2019, 2079 and 2020 are not available for transmitting from ships.     (WRC‑15)

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*v)* After 1 January 2017, in the Netherlands, these channels may continue to be operated as duplex frequency channels, subject to coordination with affected administrations. Channels 2078, 2019, 2079 and 2020 are not available for transmitting from ships.     (WRC‑15)

**Reasons:** The split of the channels 78, 19, 79 and 20 and the use of the upper legs of these channels could block the AIS equipment. Therefore it is proposed that channels 2078, 2019, 2079 and 2020 will not be available for transmitting from ships.

NOC ARB/25A16A1/7

Notes *x)* and *y)*

MOD ARB/25A16A1/8

*z)* Until 1 January 2019, these channels may be used for possible testing of future AIS applications without causing harmful interference to, or claiming protection from, existing applications and stations operating in the fixed and mobile services.

 From 1 January 2019, these channels are split into two simplex channels. The upper legs, 2027 and 2028, respectively designated as ASM 1 and ASM 2, are used for non-navigation ASM (application specific messages) as described in the most recent version of Recommendation ITU‑R M.[VDES].

 Channels 2027 and 2028 are also allocated to the maritime mobile-satellite service (Earth-to-space) for the reception of ASM messages from ships as described in the most recent version of Recommendation ITU‑R M.[VDES], in which they are denominated respectively as SAT Up1 and SAT Up2.     (WRC‑15)

**Reasons:** Identification of two channels dedicated to the ASM applications not necessary for the security of the navigation in order to secure the VDL of the channels AIS 1 and AIS 2.

SUP ARB/25A16A1/9

RESOLUTION 360 (WRC‑12)

Consideration of regulatory provisions and spectrum allocations for
enhanced Automatic Identification System technology applications
and for enhanced maritime radiocommunication

**Reasons:** It is proposed to suppress Resolution 360 (WRC-12) since it will become superfluous after the studies are completed and the identification of frequencies in order to enhance maritime radiocommunications has been made by WRC-15.

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