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| **World Radiocommunication Conference (WRC-15)Geneva, 2–27 November 2015** |  |
| **INTERNATIONAL TELECOMMUNICATION UNION** |  |
|  |  |
| PLENARY MEETING | **Addendum 1 toDocument 66(Add.16)-E** |
|  | **15 October 2015** |
|  | **Original: Spanish** |
|  |
| Cuba |
| 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: Application specific message designation

Introduction

RR Appendix 18 provides for the use of channels AIS 1 and AIS 2 on the frequencies 161.975 MHz and 162.025 MHz, respectively.

These channels form part of the frequencies for distress and safety communications within the Global Maritime Distress and Safety System, and as such appear in RR Appendix 15. Carriage of the shipborne AIS is mandatory for safety of navigation under Chapter V of the International Convention for the Safety of Life at Sea (SOLAS).

The proliferation of AIS applications, message types, services and equipment types, plus the unanticipated increase in user volume, can result in significant limitations on the effective use of the AIS 1 and AIS 2 channels, making it necessary to adopt measures to ensure their efficient use by avoiding their overloading. It has, moreover, been determined that transmission on frequencies 161.525 MHz, 161.550 MHz, 161.575 MHz, and 161.600 MHz (channels 2078, 2019, 2079 and 2020) on board ships can block the AIS 1 and AIS 2 receiver, making it necessary to limit on-board transmissions in those channels.

The relevant studies have considered the desirability of designating specific frequencies within RR Appendix 18 for application-specific message (ASM) traffic that does not form part of safety communications, and channel options have been identified for such usage.

In consideration of the foregoing, the Administration of Cuba submits the following proposals.

Proposals

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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), v)* | 156.925 | 161.525 |  | x | x | x |
| 1078 |  | 156.925 | 156.925 |  | x |  |  |
| 2078 | *t), v)* | 161.525 | 161.525 |  | x |  |  |
| 19 | *t), v)* | 156.950 | 161.550 |  | x | x | x |
| 1019 |  | 156.950 | 156.950 |  | x |  |  |
| 2019 | *t), v)* | 161.550 | 161.550 |  | x |  |  |
| 79 | *t), v)* | 156.975 | 161.575 |  | x | x | x |
| 1079 |  | 156.975 | 156.975 |  | x |  |  |
| 2079 | *t), v)* | 161.575 | 161.575 |  | x |  |  |
| 20 | *t), v)* | 157.000 | 161.600 |  | x | x | x |
| 1020 |  | 157.000 | 157.000 |  | x |  |  |
| 2020 | *t), v)* | 161.600 | 161.600 |  | x |  |  |
| ... | *...* | ... | ... | ... | ... | ... | ... |
| 27 | *z)* | 157.350 | 161.950 |  |  | x | x |
| 1027 |  | 157.350 | 157.350 |  | x |  |  |
| 2027 |  | 161.950 | 161.950 |  |  |  |  |
| 87 |  | 157.375 | 157.375 |  | x |  |  |
| 28 | *z)* | 157.400 | 162.000 |  |  | x | x |
| 1028 |  | 157.400 | 157.400 |  | x |  |  |
| 2028 |  | 162.000 | 162.000 |  |  |  |  |
| 88 |  | 157.425 | 157.425 |  | x |  |  |
| AIS 1 | *f), l), p)* | 161.975 | 161.975 |  |  |  |  |
| AIS 2 | *f), l), p)* | 162.025 | 162.025 |  |  |  |  |

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*t)* These channels may be operated as single-frequency channels, subject to coordination with affected administrations. Administrations should take appropriate actions to avoid the blockage by transmissions from ships on channels 2019, 2020, 2078 and 2079 of reception on channels AIS 1, AIS 2, 2027 (ASM 1) and 2028 (ASM 2).     (WRC‑15)

**Reasons:** Necessary changes to ensure protection of the existing AIS and proposed ASM channels.

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**Reasons:** The content of this provision is covered by the proposed modification to Note *t)*.

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*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, channels 2027 and 2028, respectively designated as ASM 1 and ASM 2, are used for non-navigation ASM (application specific messages).

 The channels 2027 and 2028 are also allocated to the maritime mobile-satellite service (Earth-to-space) on a secondary basis for the reception of ASM messages from ships.     (WRC‑15)

**Reasons:** Identification of simplex channels for ASM.

SUP CUB/66A16A1/5

RESOLUTION 360 (WRC‑12)

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

**Reasons:** No longer necessary.

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