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| Saudi Arabia (Kingdom of) |
| Guidelines on assignment and use of frequencies by stations in maritime, aeronautical and ancillary to them services  |

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# 1 Background

Ensuring the safety of life at sea and safety of maritime navigation have remained paramount since early days, underscored by numerous international treaties. In today's era of globalization and burgeoning international trade, the imperative of safety has gained even greater prominence. Approximately 25 percent of Articles in the Radio Regulations are dedicated to governing maritime radio usage, spanning across various articles (Articles 30-34, 46-57) and appendices (Appendices 15-18, 25). These regulations not only bolster safety and security but also enhance the overall comfort of maritime operations.

Similarly, the safety of air navigation and the regularity of flights represent indispensable facets akin to maritime safety. Within the Radio Regulations, an entire chapter (Chapter VIII) along with appendices (Appendix 26 and 27) is exclusively devoted to aeronautical services. Moreover, the Radio Regulations incorporate provisions enabling aeronautical services to utilize frequencies or channels designated for maritime services in specific circumstances.

The United Nations' specialized agencies - the International Maritime Organization (IMO) and the International Civil Aviation Organization (ICAO), play pivotal roles in setting forth standards, regulations, technical and administrative procedures, related to safety and security of maritime and international civil aviation respectively.

A series of handbooks have been meticulously crafted to streamline comprehension of a myriad of rules and guidelines. These invaluable resources include the Manual for Use by the Maritime Mobile and Maritime Mobile-Satellite Services (Maritime Manual), the Handbook for Marine Radio Communication, the Handbook on Radio Frequency Spectrum Requirements for Civil Aviation. These publications complement the established conventions and regulations set forth by prominent organizations such as ITU, IMO, and ICAO. In essence, they are tailored to cater the needs of specific industries, lacking the scope to encompass broader spectrum management matters spanning across diverse industries and organizations. Navigating through diverse regulatory landscape and frameworks governing spectrum use for maritime and aeronautical services becomes convoluted. Administrations encounter significant challenges in effectively authorizing frequencies/channels to stations within these services and ancillary to them (e.g. radionavigation, radiodetermination, meteorological) while ensuring full compliance with an array of international treaties, regulations, procedures, and standards established by authoritative bodies such as the ITU, IMO, ICAO, and other relevant competent entities.

# 2 Proposals

We refer to provision 160F PP-98 of Article 11A of the Convention of the International Telecommunication Union (ITU), highlight the crucial role of the Radiocommunication Advisory Group (RAG) in uniting the collaborative endeavors of the ITU, IMO, and ICAO.

By harnessing the collective expertise and competencies of these organizations, comprehensive guidelines could be developed which would define the best practices, harmonize administrative and technical procedures and regulatory requirements to promote consistency and coherence in spectrum management practices across different regions and administrations that adhere to established treaties, regulations, procedures, and standards.

In this regard, the Administration of Saudi Arabia proposes that the RAG advise the Director of the BR to investigate various options to develop the guidelines (e.g. through the website) for administrations, effectively addressing the aforementioned challenges through collaborative initiatives with esteemed organizations such as ITU, IMO, and ICAO.

In thorough detail, the guidelines should encompass all related existing efforts including:

1) The mandatory radiocommunication, radionavigation, meteorological and other equipment aboard boats, vessels, ships, airplanes, rotorcrafts, gliders, balloons etc. alongside the necessary set of frequencies and channels designated for varied purposes,

2) Methods for assigning frequencies and channels for maritime and aeronautical communications, navigation, and surveillance systems (e.g. coast and port stations, air traffic services, air traffic control, aeronautical operational control etc.).

3) Foundational principles governing the assignment of frequencies and channels as mentioned in (1) and (2), including assignment methodologies such as "first come, first served" or the assignment of same frequencies and channels to multiple stations,

4) Procedures ensuring coexistence among assignments made by national administrations in scenarios where mandatory coordination is not stipulated by the Radio Regulations, methods for coexistence in exclusive and shared bands.

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