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| A close up of a sign  Description automatically generated | **World Radiocommunication Conference (WRC-23) Dubai, 20 November - 15 December 2023** | |  |
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| PLENARY MEETING | | **Addendum 1 to Document 111(Add.11)-E** | |
|  | | **29 October 2023** | |
|  | | **Original: Chinese** | |
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| China (People's Republic of) | | | |
| PROPOSALS FOR THE WORK OF THE CONFERENCE | | | |
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| Agenda item 1.11 | | | |

1.11to consider possible regulatory actions to support the modernization of the Global Maritime Distress and Safety System (GMDSS) and the implementation of e‑navigation, in accordance with Resolution **361 (Rev.WRC‑19)**;

Introduction

Noting the development of maritime radiocommunication technologies and equipment, the International Maritime Organization (IMO) made significant changes to its regulations and requirements on maritime radiocommunications during the modernization of the Global Maritime Distress and Safety System (GMDSS). Following the completion of GMDSS modernization, regulatory actions are needed in ITU to satisfy adjusted needs for maritime radiocommunications

The second session of the 2023 Conference Preparatory Meeting (CPM 23-2) for the 2023 World Radiocommunications Conference (WRC-23) finalized the methods to satisfy this agenda item and related regulatory actions. Regarding the usage of the frequency band 1 645.5-1 646.5 MHz, it is well noted that the usage of satellite Emergency Position Indicator Radio Beacons (EPIRBs) within this frequency band has been withdrawn, while there are no sufficient studies conducted during this study cycle on the future usage of this frequency band.

Proposal

The administration of China supports regulatory and procedural considerations on the GMDSS modernization and implementation of e-navigation.

China supports the unique Method A for *resolves*1 of agenda item 1.11 as follows:

– the deletion of narrowband direct-printing (NBDP) for distress and safety communications from GMDSS;

– the implementation of an automatic connection system (ACS) for MF and HF;

– the introduction of MF and HF NAVDAT frequencies into Appendix **15** of the Radio Regulations; and

– the implementation of automatic identification system search and rescue transmitters (AIS-SART) as locating equipment as an alternative to radar SART.

Regarding the frequency band 1 645.5-1 646.5 MHz, China agrees with regulatory actions to reflect the withdrawal of satellite EPIRBs from this frequency band but supports NOC for any regulations regarding future usage of this frequency band.

China supports the unique Method B for *resolves* 2 of agenda item 1.11, according to which no additional frequency allocation is necessary in RR Article **5** for e-navigation.

ARTICLE 5

Frequency allocations

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

NOC CHN/111A11A1/1#1684

5.375

**Reasons:** The change of use from EPIRBs to other applications in the frequency band 1 645.5-1 646.5 MHz (Earth-to-space) falls outside the scope of this agenda item. Noting that there have not been sufficient studies on the future use of this frequency band, even the operation of satellite EPIRBs (uplink transmission) is removed from this frequency band. The corresponding downlink frequency band and service allocations are still unknown. To protect frequency resources for maritime, cautions and further studies are needed to ensure efficient and reasonable use of the frequency band. It is inappropriate to take any regulatory action at this stage.

ARTICLE 19

Identification of stations

Section I − General provisions

MOD CHN/111A11A1/2#1685

19.11 5) All transmissions by satellite emergency position‑indicating radiobeacons (EPIRBs) operating in the band 406‑406.1 MHz shall carry identification signals.     (WRC‑23)

**Reasons:** No EPIRB operation in L band and VHF DSC.

ARTICLE 32

Operational procedures for distress communications in the  
global maritime distress and safety system (GMDSS)     (WRC‑07)

Section I − General

MOD CHN/111A11A1/3#1689

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1 32.7.1The use of the Standard Marine Communication Phrases (SMCP) and, where language difficulties exist, the International Code of Signals, both published by the International Maritime Organization (IMO), is also recommended. It should be noted that the pronunciations for figures in Appendix**14** and IMO SMCP are different.     (WRC‑23)

**Reasons:** To avoid the risk of confusion, mariners and administrations of the differences between the way figures are pronounced in RR Appendix **14** and in IMO SMCP.

APPENDIX 15 (REV.WRC‑19)

Frequencies for distress and safety communications for the Global  
Maritime Distress and Safety System

NOC CHN/111A11A1/4#1766

TABLE 15-2     (WRC‑19)

Frequencies above 30 MHz (VHF/UHF)

**Reasons:** The change of use from EPIRBs to other applications in the frequency band 1 645.5-1 646.5 MHz (Earth-to-space) falls outside the scope of this agenda item and requires further studies to ensure proper and efficient use of this valuable frequency band. It has become known recently that this frequency band has been unused for many years. In order to be cautious, proper studies should be carried out to make best use of the band.

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