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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 toDocument 9-E** |
|  | **24 June 2015** |
|  | **Original: English** |
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| European Common Proposals |
| Proposals for the work of the conference |
|  |
| 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 communications is considered very important. Without these communications, 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.

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

However the importance of on-board communications to safe ship operations is fully recognized, together with the congestion in some geographical area.

A more efficient usage 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 in the Radio Regulations 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. The identification of new frequencies for on-board communications in UHF is therefore not necessary.

For analogue technology the use of Continued Tone Coded Squelch System (CTCSS) and Digital Coded Squelch (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. Furthermore the Listen Before Talk (LBT) technology could be used.

To achieve this, amendments to RR provision No. 5.287 are necessary, notably to refer to the last version of Recommendation ITU-R M.1174, which has been revised during the 2012-2015 study period. To achieve a higher degree of flexibility for the use of systems, it is proposed to indicate the frequencies in RR No. 5.287 as two frequency bands.

These European Proposals are fully in line with the relevant method of the CPM Report.

ARTICLE 5

Frequency allocations

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

MOD EUR/9A15/1

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 used shall be in conformity with Recommendation ITU‑R M.1174‑3. y bands     (WRC‑15)

**Reasons:** At present only a limited number of frequencies are available for on-board communications in the UHF band. New technologies offer additional possibilities to increase flexibility in the use of frequencies for on-board communications. Characteristics and the channelling arrangement is given in the revised Recommendation ITU-R M.1174.

SUP EUR/9A15/2

RESOLUTION 358 (WRC‑12)

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

**Reasons:** Europe proposes to suppress Resolution 358 (WRC-12) since it will become superfluous after the studies are completed and RR provision No. 5.287 has been modified by WRC-15.

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