|  |  |
| --- | --- |
| **World Radiocommunication Conference (WRC-15) Geneva, 2–27 November 2015** |  |
| **INTERNATIONAL TELECOMMUNICATION UNION** |  |
|  |  |
| **PLENARY MEETING** | **Addendum 1 to Document 9(Add.16)-E** |
|  | **24 June 2015** |
|  | **Original: English** |
|  | |
| European Common Proposals (CEPT) | |
| 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

Taking into account the studies performed during this study period, this ECP proposes the following in order to introduce the VHF data exchange system (VDES) for the maritime community:

RR Appendix 18 channels 27 and 28 will be split into four simplex channels, channels 1027, 1028, 2027 and 2028. Channels 2027 and 2028 will be assigned for the ASM application, and that the channels 1027, 1028, 87 and 88 will be used by analogue voice. This will be achieved through an effective date of implementation. Europe proposed 1 January 2019 for the date of implementation.

To prevent blocking of the reception of the channels AIS1, AIS 2, 2027 and 2028, the transmission from ship on channels 2078, 2019, 2079 and 2020 will not be permitted.

Recommendation ITU-R M.[VDES] describes the concept and characteristics of VDES has been developed during the study period.

These European Proposals are based on Method A1 of the CPM Report.

Proposals

MOD EUR/9A16A1/1

APPENDIX 18 (REV.WRC‑15)

Table of transmitting frequencies in the  
VHF maritime mobile band

(See Article 52)

| Channel designator | Notes | Transmitting frequencies  (MHz) | | Inter-ship | Port operations  and ship movement | | Public corres-pondence |
| --- | --- | --- | --- | --- | --- | --- | --- |
| From ship stations | From coast stations | Single frequency | Two frequency |
| 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 | *zz)* | 157.350 | 157.350 |  | x |  |  |
| 2027 | *z)* | 161.950 | 161.950 |  |  |  |  |
| 1087 | *zz)* | 157.375 | 157.375 |  | x |  |  |
| 28 | *z)* | 157.400 | 162.000 |  |  | x | x |
| 1028 | *zz)* | 157.400 | 157.400 |  | x |  |  |
| 2028 | *z)* | 162.000 | 162.000 |  |  |  |  |
| 1088 | *zz)* | 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 Appendix 18 as follows:

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

SAT up1 (161.950) and SAT up2 (162.000) are used for receiving ASM by satellite.

**Notes referring to the Table**

*Gerenal notes*

*...*

*Specific notes*

*...*

MOD EUR/9A16A1/2

*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)

MOD EUR/9A16A1/3

*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)

MOD EUR/9A16A1/4

*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, 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.WRC-15 could consider to merge the footnote *t)*, *u)* and *v)* in a single footnote.

MOD EUR/9A16A1/5

*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 channels 2027 and 2028 designated as ASM 1 and ASM 2 are used for application specific messages (ASM) as described in the most recent version of the Recommendation ITU-R M.[VDES].

The 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 describe in the most recent version of the 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 non necessary for the security of the navigation in order to secure the VDL of the channels AIS1 and AIS2.

ADD EUR/9A16A1/6

*zz)* From 1 January 2019, the channels 1027,1028, 1087 and 1088 are used as simplex channels for port operation and ship movement.

**Reasons:** Identification of two channels dedicated to the ASM applications non necessary for the security of the navigation in order to secure the VDL of the channels AIS1 and AIS2. Due to the splitting of the four simplex channels noted under *zz)* a clear definition of the usage is required.

SUP EUR/9A16A1/7

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 radiocommunication has been made by WRC-15.

\_\_\_\_\_\_\_\_\_\_\_\_\_\_