

**IWG-1 Modifications to RCS Draft Proposal on
A.I. 7.2 “Enhanced Maritime Ship and Port Security”**

United States of America

DRAFT PROPOSAL FOR THE WORK OF THE CONFERENCE

Agenda Item 7.2: to recommend to the Council items for inclusion in the agenda of the next WRC, and to give its views on the preliminary agenda for the subsequent conference and on possible agenda items for future conferences, taking into account Resolution **802 (WRC-03)**;

Enhanced Maritime Ship and Port Security

Background Information: There is a growing global requirement for application of wireless technology to enhanced security of ships and ports. The International Maritime Organization (IMO) recognized this need by its adoption of the Code on International Ship and Port Facility Security (ISPS), implemented as treaty by amendment to the Safety of Life at Sea (SOLAS) Convention, with the understanding “that the establishment of such measures will further enhance and positively contribute towards the international efforts to ensure maritime security and to prevent and suppress acts threatening the security in the maritime transport sector”, and invited contracting governments “to establish, as they may consider necessary, and to disseminate, as they deem fit, appropriate measures to enhance the security of ships and of port facilities”¹. The IMO Sub-Committee on Radiocommunications and Search and Rescue² (COMSAR) has actively supported terrestrial and satellite communication and data exchange systems to enhance maritime safety and port security. IMO’s Maritime Safety Committee (MSC 81) approved new provisions in Chapter V (Safety of Navigation) of SOLAS for Long Range Identification and Tracking following the adoption of the ISPS Code which also introduced a requirement for a Ship Security Alert System (SSAS). COMSAR 10 noted that integration of satellite and terrestrial technologies enhance vessel and personal safety. As a result, additional channels may be required for Automatic Identification (AIS) purposes which, with the existing AIS channels, may require protection and also authorization to operate in the mobile satellite service.

There is a need for improved identification, tracking, and surveillance of international shipping and its cargo. Some administrations as well as the International Standards Organization (ISO) are studying the spectrum and standardization requirements for electronic seals used on freight containers to provide a more secure international transportation system.³

IMO has also addressed measures to enhance maritime security and has drafted performance standards and functional requirements and adopted SOLAS Convention carriage requirements for the Long-Range Identification and Tracking of Ships (LRIT) and the Ship Security Alerting

¹ IMO CONFERENCE OF CONTRACTING GOVERNMENTS TO THE INTERNATIONAL CONVENTION FOR THE SAFETY OF LIFE AT SEA, 1974, SOLAS/CONF.5/5/Rev.1, SOLAS chapter XI has been amended to include special measures for maritime security (XI-1 and XI-2)

²IMO COMSAR 10/16, Report to the Maritime Safety Committee, dated 27 March 2006.

³ International Organization for Standardization Technical Committee 104 – Freight Containers (ISO TC 104) letter to ITU-R dated 21 May, 2003.

System (SSAS), noting that the integration of satellite and terrestrial technologies enhance vessel and personal safety. The implementation of communication systems in the VHF/UHF, MF/HF, and Satellite spectrum will enable the LRIT and SSAS functions. Changes to the Radio Regulations, and in particular the spectrum allocation table, are expected to be necessary in order to ensure enhanced safety and security of ships and ports.

Proposal:

USA/ /1 MOD

RESOLUTION 803 (WRC-~~03~~07)

Preliminary Agenda for the 2010 World Radiocommunication Conference

The World Radiocommunication Conference (Geneva, 20037),

USA/ /2 ADD

2.XF to consider spectrum requirements and possible additional spectrum allocations to support enhanced ship and port security in accordance with Resolution **Enhanced Port and Ship Security (WRC-07)**.

Reasons: Meet international maritime shipping need for ship and cargo identification, tracking, and surveillance, and ship and port facility security.

USA/ /3 ADD

RESOLUTION [Enhanced Port and Port Security] (WRC-07)

Consideration of spectrum allocations for use by maritime ship and port security systems

The World Rdiocommunication Conference (Geneva, 2007),

considering

- a) that there is increasing need, on a global basis, to enhance ship and cargo identification, tracking, and surveillance as well as ship and port security;
- b) that IMO adoption of the International Ship and Port Facility Security (ISPS) Code, specifically Safety of Life at Sea (SOLAS) Convention Chapter XI-2 on special measures to enhance maritime security requires long range spectrum dependent systems;

- c) that the introduction of the shipborne universal Automatic Identification System (AIS) (ITU-R Rec. M.1371 series) offers potential enhancements to ship safety and port security;
- d) that studies within ITU-R WP 8B indicate that additional AIS channels in the mobile satellite service may be required to enhance global ship tracking capabilities;
- e) that advanced maritime HF data systems may be used to deliver security alerts and safety information to global regions not under satellite coverage,

noting

- a) that Resolution **342 (Rev. WRC-2000)** has considered new technologies to provide improved efficiency in the use of the bands in **Appendix 18** by stations in the maritime mobile service;
- b) that Resolution **351 (WRC-03)** has reviewed the frequencies and channelling arrangements in the MF and HF bands, of **Appendix 17**, with a view to improving efficiency by considering the use of new digital technology,

recognizing

- a) that there is a global requirement to enhance ship and port security via spectrum dependent systems;
- b) that existing and future technologies for Ship Security and Alerting Systems (SSAS) will require long range communications links and networks between mobile ships and shorebased stations;
- c) that due to the importance of these radio links in ensuring the safe and secure operation of international shipping and commerce, they must be resilient to interference;
- d) that studies will be required to provide a basis for considering regulatory changes, including additional allocations and recommendations, designed to accommodate spectrum requirements of ship and port security, consistent with the protection of incumbent services and ensuring that incumbent services are not unduly constrained,

resolves

- 1 that WRC-10 consider the spectrum requirements for the operation of ship and port security systems;
- 2 that WRC-10 consider additional allocations to the maritime mobile and/or maritime mobile-satellite service to support the requirements identified in *resolves 1* taking into account the need to protect and not impose undue constraints on existing services, with a view towards using

existing maritime mobile allocations where practicable, particularly where international interoperability is required,

further resolves to invite the ITU-R

1 to conduct, as a matter of urgency, studies to determine the spectrum requirements and potential frequency bands suitable to support ship safety and port security systems;

2 that the studies referred to in *further resolves* 1 should include sharing and compatibility studies with services already having allocations in potential spectrum for ship safety and port security systems,

further invites

all members of the Radiocommunications Sector, the International Maritime Organization (IMO) and the International Association of Marine Aids to Navigation and Lighthouse Authorities (IALA) to contribute to these studies,

instructs the Secretary-General

to bring this Resolution to the attention of the International Maritime Organization (IMO), the International Association of Marine Aids to Navigation and Lighthouse Authorities (IALA) and other international and regional organizations concerned.
