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| **XXIII MEETING OF PERMANENT****CONSULTATIVE COMMITTEE II:****RADIOCOMMUNICATIONS****INCLUDING BROADCASTING****March 17 to 21, 2014****Cartagena, Colombia** | **OEA/Ser.L/XVII.4.2****CCP.II-RADIO/doc. XXXX/YY****20 February 2014****Original: English** |
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|  | **AGENDA ITEM 1.16****PRELIMINARY PROPOSAL FOR WRC-15** |  |
|  | **(Item on the Agenda: 3.1 (SGT2))** |  |
|  | **(Document submitted by the delegation of the United States of America)** |  |

**Agenda Item 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 [COM6/21]******(WRC‑12)***

Resolution **360 (WRC‑2012)**:*Consideration of regulatory provisions and spectrum allocations for enhanced Automatic Identification System technology applications and for enhanced maritime radiocommunication*

**Background Information**: This agenda item addresses regulatory provisions and spectrum allocations for use by maritime safety systems for ships and ports.

Since AIS 1 and AIS 2 are very close in frequency to channels 2078, 2019, 2079 and 2020, the use of these channels for radio communications by ships will block the ship’s AIS receiver, consequentially causing the ship’s AIS to be unable to update the location of other ships nearby, resulting in a navigation safety hazard and possible collision. This problem should be solved, not only to protect the AIS channels, but also to protect the additional channels that may be allocated to support AIS technology applications.

**Proposals**:

**MOD** USA/AI 1.16/1

APPENDIX 18 (Rev.WRC-12)

Table of transmitting frequencies in the VHF maritime mobile band

(See Article **52**)

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| **Channeldesignator** | **Notes** | **Transmittingfrequencies (MHz)** | **Inter-ship** | **Port operations and ship movement** | **Publiccorres-pondence** |
| --- | --- | --- | --- | --- | --- |
| **From ship stations** | **From coast stations** | **Single frequency** | **Two frequency** |
| 60 | *m)* | 156.025 | 160.625 |  | x | x | x |
| 01 | *m)* | 156.050 | 160.650 |  | x | x | x |
| 61 | *m)* | 156.075 | 160.675 |  | x | x | x |
| 02 | *m)* | 156.100 | 160.700 |  | x | x | x |
| 62 | *m)* | 156.125 | 160.725 |  | x | x | x |
| 03 | *m)* | 156.150 | 160.750 |  | x | x | x |
| 63 | *m)* | 156.175 | 160.775 |  | x | x | x |
| 04 | *m)* | 156.200 | 160.800 |  | x | x | x |
| 64 | *m)* | 156.225 | 160.825 |  | x | x | x |
| 05 | *m)* | 156.250 | 160.850 |  | x | x | x |
| 65 | *m)* | 156.275 | 160.875 |  | x | x | x |
| 06 | *f)* | 156.300 |  | x |  |  |  |
| 2006 | *r)* | 160.900 | 160.900 |  |  |  |  |
| 66 | *m)* | 156.325 | 160.925 |  | x | x | x |
| 07 | *m)* | 156.350 | 160.950 |  | x | x | x |
| 67 | *h)* | 156.375 | 156.375 | x | x |  |  |
| 08 |  | 156.400 |  | x |  |  |  |
| 68 |  | 156.425 | 156.425 |  | x |  |  |
| 09 | *i)* | 156.450 | 156.450 | x | x |  |  |
| 69 |  | 156.475 | 156.475 | x | x |  |  |
| 10 | *h), q)* | 156.500 | 156.500 | x | x |  |  |
| 70 | *f), j)* | 156.525 | 156.525 | Digital selective calling for distress, safety and calling |
| 11 | *q)* | 156.550 | 156.550 |  | x |  |  |
| 71 |  | 156.575 | 156.575 |  | x |  |  |
| 12 |  | 156.600 | 156.600 |  | x |  |  |
| 72 | *i)* | 156.625 |  | x |  |  |  |
| 13 | *k)* | 156.650 | 156.650 | x | x |  |  |
| 73 | *h), i)* | 156.675 | 156.675 | x | x |  |  |
| 14 |  | 156.700 | 156.700 |  | x |  |  |
| 74 |  | 156.725 | 156.725 |  | x |  |  |
| 15 | *g)* | 156.750 | 156.750 | x | x |  |  |
| 75 | *n), s)* | 156.775 | 156.775 |  | x |  |  |
| 16 | *f)* | 156.800 | 156.800 | DISTRESS, SAFETY AND CALLING |
| 76 | *n), s)* | 156.825 | 156.825 |  | x |  |  |
| 17 | *g)* | 156.850 | 156.850 | x | x |  |  |
| 77 |  | 156.875 |  | x |  |  |  |
| 18 | *m)* | 156.900 | 161.500 |  | x | x | x |
| 78 | *t), u), v)* | 156.925 | 161.525 |  | x | x | x |
| 1078 |  | 156.925 | 156.925 |  | x |  |  |
| 2078 | *tt)* |  | 161.525 |  | x |  |  |
| 19 | *t), u), v)* | 156.950 | 161.550 |  | x | x | x |
| 1019 |  | 156.950 | 156.950 |  | x |  |  |
| 2019 | *tt)* |  | 161.550 |  | x |  |  |
| 79 | *t), u), v)* | 156.975 | 161.575 |  | x | x | x |
| 1079 |  | 156.975 | 156.975 |  | x |  |  |
| 2079 | *tt)* |  | 161.575 |  | x |  |  |
| 20 | *t), u), v)* | 157.000 | 161.600 |  | x | x | x |
| 1020 |  | 157.000 | 157.000 |  | x |  |  |
| 2020 | *tt)* |  | 161.600 |  | x |  |  |
| 80 | *w), y)* | 157.025 | 161.625 |  | x | x | x |
| 21 | *w), y)* | 157.050 | 161.650 |  | x | x | x |
| 81 | *w), y)* | 157.075 | 161.675 |  | x | x | x |
| 22 | *w), y)* | 157.100 | 161.700 |  | x | x | x |
| 82 | *w), x), y)* | 157.125 | 161.725 |  | x | x | x |
| 23 | *w), x), y)* | 157.150 | 161.750 |  | x | x | x |
| 83 | *w), x), y)* | 157.175 | 161.775 |  | x | x | x |
| 24 | *w), ww), x), y)* | 157.200 | 161.800 |  | x | x | x |
| 84 | *w), ww), x), y)* | 157.225 | 161.825 |  | x | x | x |
| 25 | *w), ww), x), y)* | 157.250 | 161.850 |  | x | x | x |
| 85 | *w), ww), x), y)* | 157.275 | 161.875 |  | x | x | x |
| 26 | *w), ww), x), y)* | 157.300 | 161.900 |  | x | x | x |
| 86 | *w), ww), x), y)* | 157.325 | 161.925 |  | x | x | x |
| 27 | *z)* | 157.350 | 161.950 |  |  | x | x |
| 87 | *z)* | 157.375 | 157.375 |  | x |  |  |
| 28 | *z)* | 157.400 | 162.000 |  |  | x | x |
| 88 | *z)* | 157.425 | 157.425 |  | x |  |  |
| AIS 1 | *f), l), p)* | 161.975 | 161.975 |  |  |  |  |
| AIS 2 | *f), l), p)* | 162.025 | 162.025 |  |  |  |  |

**Notes referring to the Table**

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**ADD** USA/1.16/2

*tt)* Channels 2078, 2019, 2079 and 2020 are not available for transmitting from ships.

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