

[DRAFT] EUROPEAN COMMON PROPOSAL

Proposal submitted by the following administrations

[.....]

Agenda Item 1.14 - to review the operational procedures and requirements of the Global Maritime Distress and Safety System (GMDSS) and other related provisions of the Radio Regulations, taking into account Resolutions 331 (Rev.WRC-03) and 342 (Rev.WRC-2000) and the continued transition to the GMDSS, the experience since its introduction and the needs of all classes of ships.

Introduction

Appendix 18 requires revision, in order to provide more capacity to meet the increasing spectrum demand and responds to the needs of data communications.

The intention of the changes is to facilitate the use of Appendix 18 channels to provide bands for new technologies, and at the same time to alleviate immediate spectrum needs by allowing the use of 12.5 kHz channel spacing. Also the proposed extension of the use of footnote m) (splitting of duplex channels into simplex channels) will provide more channels than are available at present

Furthermore CEPT proposes some amendments to Appendix 18 to correct some anomalies in the table and in the footnotes.

Proposals**APPENDIX 18 (WRC-2007)**

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Table of transmitting frequencies in the VHF maritime mobile band

(See Article 52)

NOTE [A](#) – For assistance in understanding the Table, see Notes a) to [p](#)) below.

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ADD NOTE B – The Table below defines the channel numbering for conventional maritime VHF based on 25 kHz channel spacing and use of several duplex channels but allows also the use of 12.5 kHz channel spacing. The channel numbering for 12.5 kHz channels and the conversion of two-frequency channels for single-frequency operation shall be in accordance with Recommendation ITU-R M.1084-4 Annex 4, Tables 1 and 3.

CPG07(2007)055 Annex VI 15

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

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Notes referring to the Table

General Notes

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- e) Administrations may apply 12.5 kHz channel interleaving on a non-interference basis to 25 kHz channels, in accordance with the most recent version of Recommendation ITU-R M.1084, provided:
- it shall not affect the 25 kHz channels of the present Appendix maritime mobile distress and safety frequencies, especially the channels 06, 13, 15, 16, 17, and 70, nor the technical characteristics set forth in Recommendation ITU-R M.489-2 for those channels;
 - implementation of 12.5 kHz channel interleaving and consequential national requirements shall be subject to prior agreement between the implementing administrations and administrations whose ship stations or services may be affected.

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Specific notes

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- f) The frequencies 156.300 MHz (channel 06), 156.525 MHz (channel 70), 156.800 MHz (channel 16), 161.975 MHz (AIS1) and 162.025 MHz (AIS2) may also be used by aircraft for the purpose of search and rescue operations and other safety related communication.

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- l) These channels (AIS 1 and AIS 2) are used for an automatic identification system capable of providing worldwide operation in accordance with ITU-R Recommendations, unless other frequencies are designated on a regional basis for this purpose.

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- m) These channels may be operated as single frequency channels, subject to prior agreement between interested and affected administrations. (WRC-2000)

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- o) These channels may be used to provide bands for new technologies, subject to prior agreement between interested and affected administrations. Stations using these channels or bands for new technologies shall not cause harmful interference to, and shall not claim protection from, other stations operating in accordance with Article 5. (WRC-2000)

ADD

- p) Additionally, AIS 1 and AIS 2 may be used by the maritime mobile-satellite service (Earth-to-space) for the reception of AIS transmissions from ships.