



Thailand

**PROPOSAL FOR PRELIMINARY APT COMMON PROPOSALS ON WRC-19
AGENDA ITEMS 1.8, 1.9.1, 1.9.2 AND 1.10**

Agenda Item 1.8:

“to consider possible regulatory actions to support Global Maritime Distress Safety System (GMDSS) modernization and to support the introduction of additional satellite systems into the GMDSS, in accordance with Resolution 359 (Rev.WRC-15)”

1. Background

WRC-19 agenda item 1.8 encompasses two separate items. The first is global maritime distress and safety system (GMDSS) modernization addressed under resolves to invite ITU-R 1 of Resolution 359 (Rev.WRC-15). In this chapter, GMDSS modernization is referred to as “Issue A.” The second is the introduction of an additional satellite system into the GMDSS. This is covered under resolves to invite ITU-R 2 of Resolution 359 (Rev.WRC-15). The introduction of additional satellite systems into the GMDSS is referred to as “Issue B.”

Three methods are proposed to satisfy Issue A, while 4 methods are proposed to satisfy Issue B.

2. Views and Proposals

- (i) For issue A, Thailand supports Method A2 of the CPM Report for modification of the Radio Regulations to allow the frequency band 495-505 kHz to be used for the international MF NAVDAT system and to allow the frequency bands described in the most recent version of Recommendation ITU-R M.2058 to be used for the HF NAVDAT system.
- (ii) For issue B, Thailand supports considering possible modifications to the provisions of the Radio Regulations to provide for additional satellite systems into the GMDSS, taking into consideration the activities of IMO, while ensuring no additional impact on the existing services, particularly RAS, within the frequency band and the adjacent bands under study.



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Agenda Item 1.9.1:

“to consider, based on the results of ITU-R studies: regulatory actions within the frequency band 156-162.05 MHz for autonomous maritime radio devices to protect the GMDSS and automatic identifications system (AIS), in accordance with Resolution 362 (WRC-15)”

1. Background

The aim of this agenda item is to prevent unregulated operation of autonomous maritime radio devices (AMRD) in order to enhance safety of navigation and to ensure the integrity of the global maritime distress and safety system (GMDSS) which is the only system for distress, urgency, safety and routine communication for general shipping. Furthermore, the integrity of the collision avoidance system, automatic identification system (AIS), including the AIS VHF data link needs to be ensured.

Method A considers amendments to the footnote *f*) in RR Appendix 18 to allow AMRD Group A, which enhances the safety of navigation, to operate on certain channels. Under Method B, there are three approaches to consider the harmonization of the spectrum use for AMRD Group B, which does not enhance the safety of navigation.

2. Views and Proposals

- (i) For AMRD Group A, Thailand supports Method A of the CPM Report for modification of the Radio Regulations to allow AMRD Group A to operate on frequency 156.525 MHz (channel 70), 161.975 MHz (AIS 1) and 162.025 MHz (AIS 2).
- (ii) For AMRD Group B, Thailand supports Method B1 of the CPM Report for modification of the Radio Regulations to allow AMRD Group B using AIS-technology to operate on frequency 160.900 MHz (channel 2006).



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Agenda Item 1.9.2:

“to consider, based on the results of ITU-R studies: modifications of the Radio Regulations, including new spectrum allocations to the maritime mobile-satellite service (Earth-to-space and space-to-Earth), preferably within the frequency bands 156.0125-157.4375 MHz and 160.6125-162.0375 MHz of Appendix 18, to enable a new VHF data exchange system (VDES) satellite component, while ensuring that this component will not degrade the current terrestrial VDES components, applications specific messages (ASM) and AIS operations and not impose any additional constraints on existing services in these and adjacent frequency bands as stated in recognizing d) and e) of Resolution 360 (Rev.WRC-15)”

1. Background

In accordance with Resolution 360 (Rev.WRC-15), the ITU-R has undertaken studies for possible new allocations to the maritime mobile-satellite service (MMSS) (Earth-to-space) and (space-to-Earth), preferably within the frequency bands 156.0125-157.4375 MHz and 160.6125-162.0375 MHz of RR Appendix 18, to support the digital evolution of maritime radio communications.

The results of the sharing and compatibility studies are contained in Recommendation ITU-R M.2092-0 which was developed in the WRC-15 study cycle, and Report ITU-R M.2435-0, which has been developed in this study cycle.

Based on the results of these studies, six methods have been developed to satisfy WRC-19 agenda item 1.9.2.

2. Views and Proposals

Thailand is of the view that:

- Existing services in the same and adjacent bands should be protected from harmful interference, and no any additional constraints are imposed; and
- In order to protect the RAS, Annex 1 to Resolution 739 (Rev.WRC-15) should be revised.

Thailand supports Method F of the CPM Report for a new primary allocation for the MMSS (Earth-to-space) in the frequency band 157.1875-157.3375 MHz and a new primary allocation for the MMSS (space-to-Earth) in the frequency band 161.7875-161.9375 MHz.



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Agenda Item 1.10:

“to consider spectrum needs and regulatory provisions for the introduction and use of the Global Aeronautical Distress and Safety System (GADSS), in accordance with Resolution 426 (WRC-15)”

1. Background

Thailand supports Method A of the CPM Report. This method is supported as 1) require no future WRC action for any regulatory modification to update or modify GADSS requirements/ systems, 2) does not require changes to Article 5 and 3) GADSS is included as a distress and safety communications system in Chapter VII – Distress and safety communications (addition of Article 34A) in the Radio Regulations.

2. Views and Proposals

Thailand supports Method A of the CPM Report. This method is supported as 1) require no future WRC action for any regulatory modification to update or modify GADSS requirements/ systems, 2) does not require changes to Article 5 and 3) GADSS is included as a distress and safety communications system in Chapter VII – Distress and safety communications (addition of Article 34A) in the Radio Regulations.



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