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| **The APT Conference Preparatory Group for WRC-15**  |  |
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Source: APG15-4/OUT-12

**preliminary views on WRC-15 agenda item 1.15 developed by apg15-4**

**Agenda item 1.15:**

*to consider spectrum demands for on-board communication stations in the maritime mobile service in accordance with Resolution* ***358******(WRC-12)***

APT Preliminary Views

APT supports ITU-R studies on the spectrum demands for on-board communication stations in the maritime mobile service in accordance with Resolution **358 (WRC-12**).

APT supports the single Method to address this Agenda item in the Draft CPM Report to WRC-15 and the draft revision of Recommendation ITU-R M.1174-2.

APT members agree the following:

* The identification of new frequencies for on-board communications in UHF is not justified and therefore not necessary.
* However the importance of on-board communications for ship safety operations is fully recognized, together with the congestion in some geographical areas.
* A more efficient usage of the existing frequencies could be achieved with the systematic utilization of both 12.5 kHz and 6.25 kHz channel spacing for all the channels identified for on-board communications. The numbering of these channels should be clearly harmonized worldwide.
* The implementation of digital technology will open the possibility for additional operational features and a number of different standards are available.
* For analogue technology the use of Continuous Tone Coded Squelch Systems (CTCSS) and Digital Coded Squelch (DCS) constitute an effective means to mitigate the impression of congestion to the user.
* For digital technology the use of DCS or a similar operational system could be used as a way to mitigate the impression of congestion to the user. The Listen Before Talk (LBT) technology should be used.
* To achieve this, amendments to provision RR No. **5.287** and Recommendation ITU-R M.1174 are necessary. Provision is made for 25 kHz, 12.5 kHz and 6.25 kHz channel spacing.
* To achieve a higher degree of flexibility for the use of systems, it is proposed to indicate two frequency bands in RR No.**5.287**.
* No constraints should be placed on the existing 25 kHz analogue on-board communication systems with the least modification to existing equipment being preferable.
* That digital systems may impact analogue communication especially when operating on lower channels.

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