



Thailand

PRELIMINARY VIEW ON WRC-19 AGENDA ITEMS 1.8, 1.9.1, 1.9.2, 1.10 AND 9.1 (ISSUE 9.1.4)

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)”

Background

This agenda item 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 additional satellite systems into the GMDSS, covered under *resolves to invite ITU-R 2* of Resolution 359 (Rev.WRC-15). The introduction of an additional satellite system into the GMDSS is referred to as “Issue B.”

Two methods have been developed to satisfy issue A and five methods have been developed to satisfy issue B.

Preliminary View

- (i) For issue A, Thailand supports 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 APT views to consider 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.

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)”

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.

Four methods have been developed to satisfy this agenda item. One method considers allowing AMRD Group A, which enhances the safety of navigation, to operate on certain channels. Three methods consider the harmonization of the spectrum use for AMRD Group B, which does not enhance the safety of navigation (AMRD which deliver signals or information which do not concern the vessel can distract or mislead the navigator and degrade the safety of navigation).

Preliminary View

- (i) Thailand supports 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 operation of AMRD Group B using AIS-technology, Thailand suggests using frequency 160.900 MHz (channel 2006). Thailand is also of the view that any identification of additional spectrum for AMRD Group B should not cause harmful interference or any impact on the existing services within the frequency band and the adjacent bands.

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)”

Background

In accordance with Resolution 360 (Rev.WRC-15), the ITU-R has undertaken studies for possible new allocation 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 Radio Regulations (RR) Appendix 18.

The results of the sharing studies are contained in Recommendation ITU-R M.2092-0 which has been developed during the last study cycle and WDPDN Report ITU-R M.[VDES-SAT].

Based on the results of the studies, six methods have been developed to satisfy this agenda item.

Preliminary View

Thailand suggests 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 Thailand is also 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.

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)”

Background

In accordance with Resolution 426 (WRC-15), ITU-R considered spectrum needs and regulatory provisions for the introduction and the use of the global aeronautical distress and safety system (GADSS).

Two methods were developed, both of which state that no changes to Radio Regulations (RR) Article 5 are required in addition to suppression of Resolution 426 (WRC-15).

Preliminary View

Thailand supports APT views that no additional spectrum allocations and no changes to Article 5 of the Radio Regulations are required. Thailand also supports modification of the Radio Regulations to (i) include GADSS as a distress and safety communications system in RR Chapter VII – Distress and safety communications and (ii) to contain the details of the GADSS elements in Annexes to the ICAO Convention. The modification of the Radio Regulations includes Article 30 and Article 34A.

Agenda Item 9.1 (Issue 9.1.4):

“to consider and approve the Report of the Director of the Radiocommunication Bureau, in accordance with Article 7 of the Convention: on the activities of the Radiocommunication Sector since WRC-15)”

Issue 9.1.4 is related to Stations on board sub-orbital vehicles in accordance with Resolution 426 (WRC-15)

Background

ITU-R is studying the impact of the future deployments of sub-orbital vehicles on radiocommunication regulations and some aspects would require further consideration. Thus, there is no identification of any change to the Radio Regulations at WRC-19.

Preliminary View

Thailand is of the view that no change to the Radio Regulations is proposed for WRC-19 and further operational, technical and regulatory issues may need to be addressed.
