

Working Party 5

PRELIMINARY VIEW ON WRC-19 AGENDA ITEMS 1.8, 1.9.1, 1.9.2 and 1.10

Agenda Item 1.8: Global Maritime Distress and Safety System

“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)”

Issue A: Global Maritime Distress and Safety System modernization

Preliminary View

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.

Issue B: Introduction of additional satellite systems into the Global Maritime Distress and Safety System

Preliminary View

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.

Agenda Item 1.9.1: Autonomous Maritime Radio Devices

“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)”

An AMRD is a *mobile station*; operating at sea and transmitting independently of a *ship station* or a *coast station*. Two groups of AMRD are identified:

Group A: AMRD that enhance the safety of navigation

Preliminary View

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).

Group B: AMRD that do not enhance the safety of navigation

Preliminary View

Thailand supports modification of the Radio Regulations to allow AMRD Group B using AIS-technology to operate on 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: Satellite component of VHF Data Exchange System

“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)”

Preliminary View

Thailand supports 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: Global Aeronautical Distress and Safety System

“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)”

Preliminary View

Thailand supports no change to Article 5 and supports modification of Article 30 to the Radio Regulations. Thailand also supports that (i) GADSS be included as a distress and safety communications system in Chapter VII – Distress and safety communications (addition of Article 34A) in the Radio Regulations and (ii) details of the GADSS elements and technical characteristics be contained in the Annexes to the ICAO Convention.
