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| **The APT Conference Preparatory Group for WRC-15**  |  |
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Source: APG15-3/OUT-29

**preliminary views on WRC-15 agenda item 1.15**

**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 consensus which has been made in ITU-R Working Party 5B (WP 5B) meeting, and the single Method to address this Agenda item in draft CPM text.

APT also supports 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 in the RR 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 CTCSS and DCS could be used as a way to mitigate the impression of congestion to the user.
* For digital technology the use of DCS or an operational equivalent system could be used as a way to mitigate the impression of congestion to the user. The 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.

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