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| **UNITED STATES OF AMERICA**  WRC-19 Agenda Item 1.8 |
| **Issue A –**  **Modernization of GMDSS** |

**Agenda Item 1.8** *to consider possible regulatory actions to support Global Maritime Distress Safety Systems (GMDSS) modernization and to support the introduction of additional satellite systems into the GMDSS, in accordance with Resolution* ***359*** *(****Rev.WRC-15****)*;

Introduction

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” and is addressed in this proposal 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” but is addressed separately.

The GMDSS was adopted as part of the 1988 amendments to the International Convention for the Safety of Life at Sea, 1974 (SOLAS). It was fully implemented in 1999. It has served the mariner and the maritime industry well since its inception, but some of the GMDSS technologies used have not reached their full potential, and some GMDSS functions could be performed by more modern technologies.

The International Maritime Organization (IMO) has adopted a modernization plan for the GMDSS containing a high-level review and a detailed review. The detailed review and the plan show that the use of some existing analog services is declining while other new digital technologies are being introduced such as VHF data exchange system (VDES) and the NAVDAT system. The terrestrial component of VDES was previously addressed by WRC-15 and WRC-19 will consider the satellite component of VDES seperately under agenda item 1.9.2.

The used of navigational text (NAVTEX) was incorporated into the regulations for the GMDSS under Chapter V of the SOLAS regulations for disseminating maritime safety information. The ITU-R performed studies which resulted in the adoption of Recommendation ITU-R M.2010 *“Characteristics of a digital system, named Navigational Data for broadcasting maritime safety and security related information from shore-to-ship in the 500 kHz band”* and Recommendation ITU‑R M.2058 **“*Characteristics of a digital system, named navigational data for broadcasting maritime safety and security related information from shore-to-ship in the maritime HF frequency band”.***  NAVDAT is considered as an enhancement of existing NAVTEX and could be considered as a potential replacement of NAVTEX as part of the continued modernization of the GMDSS.

Taking into account the studies performed during this study period under the resolves 1 of Resolution **359** (**Rev.WRC-15**) and noting the information and requirements provided by IMO, in order to determine the regulatory provisions to support GMDSS modernization, this proposal contains some regulatory provisions to facilitate the introduction of NAVDAT and progress the modernization of the GMDSS which will be further addressed at **WRC-23** under Resolution **361** (**Rev.WRC-15**).

Proposals

ARTICLE 5

Frequency allocations

Section IV – Table of Frequency Allocations  
(See No. 2.1)

MOD USA/1.8A/1

5.79 The use of the allocations to the maritime mobile service in the frequency bands 415-495 kHz and 505-526.5 kHz (505-510 kHz in Region 2 is limited to radiotelegraphy. These bands may also be used for the NAVDAT system as described in the most recent version of Recommendation ITU-R M.2010. (rev WRC-19)

**Reasons:** These two bands are used currently by the NAVTEX system. This new NAVDAT addition will complement the current NAVTEX system capabilities as described in Recommendation ITU-R M.2010.

MOD USA/1.8A/2

495-1 800 kHz

|  |  |  |
| --- | --- | --- |
| Allocation to services | | |
| Region 1 | Region 2 | Region 3 |
| 495-505 MARITIME MOBILE ADD 5.A18 | | |

ADD USA/1.8A/3

5.A18 The band 495-505 kHz is reserved exclusively for the international NAVDAT system as described in the most recent version of Recommendation ITU-R M.2010.

**Reasons:** This new footnote secure the usage of this frequency bands solely for the NAVDAT system.

MOD USA/1.8A/4

APPENDIX 17 (REV.WRC‑19 )

Frequencies and channelling arrangements in the  
high-frequency bands for the maritime mobile service

(See Article **52**)

**Reasons:** These notes have been overcome by events are no longer needed.

SUP USA/1.8A/5

Annex 1[[1]](#footnote-1)\*     (WRC‑15)

Frequencies and channelling arrangements in the high-frequency   
bands for the maritime mobile service, in force   
until 31 December 2016     (WRC‑12)

**Reasons:** Annex 1 of Appendix **17** was only in force unit 31 December 2016, therefore it is no longer needed.

MOD USA/1.8A/6

Frequency and channelling arrangements in the high-frequency   
bands for the maritime mobile service, which   
enter into force on 1 January 2017     (WRC‑12)

**Reasons:** Annex 2 title header is no longer needed since Annex 1 has been suppressed.

**[USA NOTE: WRC-19 may also need to consider any consequential editorial changes to RR AP 17 e.g. Footnote *w)* of Annex 2 Part A Table. This footnote makes reference to Annex 1 of AP17.]**

MOD EUR/1.8A/7

PART A  –  Table of subdivided bands     (WRC‑19)

*In the Table,* where appropriate[[2]](#footnote-2)1, the assignable frequencies in a given band for each usage are:

– indicated by the lowest and highest frequency, in heavy type, assigned in that band;

– regularly spaced, the number of assignable frequencies (*f.*) and the spacing in kHz being indicated in italics.

Table of frequencies (kHz) to be used in the band between 4 000 kHz and 27 500 kHz  
allocated exclusively to the maritime mobile service

|  |  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- | --- |
| Band (MHz) | 4 | 6 | 8 | 12 | 16 | 18/19 | 22 | 25/26 |
| … | … | … | … | … | … | … | … | … |
| Limits (kHz) | 4 221 | 6 332.5 | 8 438 | 12 658.5 | 16 904.5 | 19 705 | 22 445.5 | 26 122.5 |
| Frequencies assignable for wide‑band systems, facsimile, special and data transmission systems and direct-printing telegraphy systems  *m) p) pp) s)* |  |  |  |  |  |  |  |  |
| Limits (kHz) | 4 351 | 6 501 | 8 707 | 13 077 | 17 242 | 19 755 | 22 696 | 26 145 |
| … | … | … | … | … | … | … | … | … |

*…*

*pp)* These sub-bands are also designated for digitally modulated emissions in the maritime mobile service for the transmission of NAVDAT type information as described in the most recent version of Recommendation ITU‑R M.2058.

*…*

**Reasons:** Identification in the RR Appendix **17** of the frequencies which could be used for the NAVDAT system in HF. Those frequencies are described in Recommendation ITU-R M.2058.

SUP USA/1.8A/8

RESOLUTION 359 (REV.WRC‑15)

Consideration of regulatory provisions for updating and modernization of the   
Global Maritime Distress and Safety System

**Reasons:** This Resolution is proposed to be suppressed considering the finalization of the studies on WRC-19 Agenda item 1.8 covered by the resolves 1(modernization of the GMDSS). Any further action regarding the modernization of the GMDSS will be covered by the Resolution **361** (**WRC-15**) for WRC-23. The parts of this resolution that are relevant to WRC-19 Agenda item 1.8 covered by the resolves 2 are considered in the appropriate European Proposals submitted to this conference.

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1. \* *Note by the Secretariat*: Annex 1 contains the entire text of Appendix **17**     (REV.WRC‑07) [↑](#footnote-ref-1)
2. 1 Within the non-shaded boxes. [↑](#footnote-ref-2)