

**UNITED STATES OF AMERICA**  
**PROPOSALS FOR THE WORK OF THE CONFERENCE**

**Agenda Item 1.16:** *to consider regulatory provisions and spectrum allocations to enable possible new Automatic Identification System (AIS) technology applications and possible new applications to improve maritime radiocommunication in accordance with Resolution 360 (WRC-12);*

**Resolution 360 (WRC-2012):** *Consideration of regulatory provisions and spectrum allocations for enhanced Automatic Identification System technology applications and for enhanced maritime radiocommunication*

**Background Information:** This agenda item addresses regulatory provisions and spectrum allocations for use by maritime safety systems for ships and ports.

Automatic Identification System (AIS) is a maritime communication and safety of navigation system operating in the VHF band and is used for vessel collision avoidance as well as the delivery of information about specific details of the vessel. Further, consequential to the introduction of the AIS-SART for search and rescue operations, the AIS channels were added to Appendix 15 of the International Radio Regulations.

With increasing demand for maritime VHF data communications, AIS has become heavily used for maritime safety, maritime situational awareness and port security. As a result, overloading of AIS1 and AIS2 has created a need for additional AIS channels. International Maritime Organization (IMO) Resolution MSC 74(69) required that AIS, "...improve the safety of navigation by assisting in the efficient navigation of ships, protection of the environment, and operation of Vessel Traffic Services (VTS), by satisfying the following functional requirements: 1) in a ship-to-ship mode for collision avoidance; 2) as a means for littoral States to obtain information about a ship and its cargo; and 3) as a VTS tool, i.e. ship-to-shore (traffic management)". The International Association of Marine Aids to Navigation and Lighthouse Authorities (IALA) has advised in its Maritime Radio Communication Plan (MRCP) that additional AIS channels are required for ship-to-ship and ship-to-shore maritime safety information (MSI) and general data communications (i.e. Area Warnings, Meteorological and Hydrological Data, Channel Management of AIS, future VHF Digital Data Channels, and Ship-shore Data Exchange).

Although satellite detection of AIS on AIS 1 and AIS 2 was proven to be possible, its effectiveness was determined to be unacceptably limited where VHF Data Link (VDL) loading is high. The need for a separate dedicated service on separate dedicated channels was confirmed by WRC-12 and two additional channels were designated. While this new designation solves the problem for satellite detection, AIS VDL loading remains a serious issue to an increasing degree in many parts of the world due to the proliferation of AIS applications, message types, services and equipment types plus the unanticipated increase in user volume. To solve this problem and protect the integrity of the AIS VDL, AIS subject matter experts recommend a revision to the AIS system which would move Application Specific Messages (ASM) to two additional channels. WRC-12 facilitated this concept in a revision of Appendix 18 and provided four candidate channels (27, 87, 28, and 88) on an experimental basis for this evaluation. Application Specific Messages are defined in Recommendation ITU-R M.1371-5, taking into account the international application identifier branch, as specified in IMO SN Circ. 289, maintained and published by IMO.

The United States supports the continued development of an international standard for the prospective new VHF Data Exchange System (VDES) and notes the progress of various international forums, which have comprehensively addressed terrestrial and satellite component configurations required for new Automatic Identification System (AIS) technology applications.

VHF Public Correspondence permits maritime vessels to interconnect with the public switched telephone network using 156-162 MHz band frequencies to provide short-range communications not more than 30 nautical miles from shore. It should be noted that in the U.S. and in some parts of the world, maritime VHF public correspondence between coast stations and vessels is still used. Therefore, a country footnote is proposed for Appendix 18 to reflect the continued use of public correspondence for those administrations.

To achieve these objectives for AIS, the United States proposes modifications to Appendix 18 of the Radio Regulations that would allow ASM supporting AIS applications while preserving the provisions for public correspondence in Appendix 18 for administrations.

**Proposal:**

**MOD** USA/1.16/1

APPENDIX 18 (Rev.WRC-15)

Table of transmitting frequencies in the  
VHF maritime mobile band

(see Article 52)

Channel designator	Notes	Transmitting frequencies (MHz)		Inter-ship	Port operations and ship movement		Public correspondence
		From ship stations	From coast stations		Single frequency	Two frequency	
...		...	...		...	...	
27	⇒ <u>zx</u>	157.350	161.950			x	x
1027	<u>za</u>	<u>161.950</u>	<u>161.950</u>		<u>x</u>		
87	z	157.375	157.375		x		
28	⇒ <u>zx</u>	157.400	162.000			x	x
2028	<u>za</u>	<u>162.00</u>	<u>162.000</u>		<u>x</u>		
88	⇒	157.425	157.425		x		
AIS 1	<i>f), l), p)</i>	161.975	161.975				
AIS 2	<i>f), l), p)</i>	162.025	162.025				

**Reasons:** AIS VDL loading remains a serious issue to an increasing degree in many parts of the world due to the proliferation of AIS applications, message types, services and equipment types plus the unanticipated increase in user volume. To solve this problem and protect the integrity of the AIS VDL, AIS subject matter experts alternatively recommend a revision to the AIS system which would move Application Specific Messages (ASM) to channels 1027 and 2028. However, in some countries, channels 27 and 28 are used for public correspondence and those provisions should be maintained.

**MOD** USA/AI 1.16/2

**SUP**

z)

**Reason:** This footnote applies to the designation by WRC-12 for interim experimental use of the channels, to be finally decided by WRC-15.

**MOD** USA/AI 1.16/3

**ADD**

za) From 1 January 20XX, these channels may be used for Application Specific Messages (ASM) supporting AIS applications as described in Recommendation ITU-R M.1371 subject to the national regulations of the administration concerned.

**Reason:** This footnote provides these channels for ASM, effective date TDB by WRC-15.

zx) In the United States, these channels are used for communication between ship stations and coast stations for the purpose of public correspondence.

**Reason:** In some countries, these channels are used for VHF public correspondence and those provisions should be maintained for Channels 27 and 28.