

## Appendix 18 Notes – Changes made at WRC-12

WRC-07 App. 18 Notes	WRC-12 Actions	Appendix 18 Notes (as per WRC-12 Provisional Final Acts)
a)	NOC	Administrations may designate frequencies in the inter-ship, port operations and ship movement services for use by light aircraft and helicopters to communicate with ships or participating stations in predominantly maritime support operations under the conditions specified in Nos <b>51.69, 51.73, 51.74, 51.75, 51.76, 51.77</b> and <b>51.78</b> . However, the use of the channels which are shared with public correspondence shall be subject to prior agreement between interested and affected administrations.
b)	NOC	The channels of the present Appendix, with the exception of channels 06, 13, 15, 16, 17, 70, 75 and 76 may also be used for high-speed data facsimile transmissions, subject to special arrangement between interested and affected administrations.
c)	<b>MOD</b>	The channels of the present Appendix, with the exception of channels 06, 13, 15, 16, 17, 70, 75 and 76, may be used for direct-printing telegraphy and data transmission, subject to special arrangement between interested and affected administrations.
d)	NOC	The frequencies in this table may also be used for radiocommunications on inland waterways in accordance with the conditions specified in No. <b>5.226</b> .
e)	<b>MOD</b>	<p>Administrations may apply 12.5 kHz channel interleaving on a non-interference basis to 25 kHz channels, in accordance with the most recent versions of Recommendation ITU-R M.1084, provided:</p> <ul style="list-style-type: none"> <li>- it shall not affect the 25 kHz channels of the present Appendix maritime mobile distress and safety, automatic identification system (AIS), and data exchange frequencies, especially the channels 06, 13, 15, 16, 17, 70, AIS 1 and AIS 2, nor the technical characteristics set forth in Recommendation ITU-R M.489-2 for those channels;</li> <li>- implementation of 12.5 kHz channel interleaving and consequential national requirements shall be subject to coordination with affected administrations. (WRC-07)</li> </ul>
f)	NOC	The frequencies 156.300 MHz (channel 06), 156.525 MHz (channel 70), 156.800 MHz (channel 16), 161.975 MHz (AIS 1) and 162.025 MHz (AIS 2) may also be used by aircraft stations for the purpose of search and rescue operations and other safety-related communication. (WRC-07)
g)	NOC	Channels 15 and 17 may also be used for on-board communications provided the effective radiated power does not exceed 1 W, and subject to the national regulations of the administration concerned when these channels are used in its territorial waters.
h)	NOC	Within the European Maritime Area and in Canada, these frequencies (channels 10, 67 and 73) may also be used, if so required, by the individual administrations concerned, for communication between ship stations, aircraft stations and participating land stations engage in coordinated search and rescue and anti-pollution operations in local areas, under the conditions specified in Nos <b>51.69, 51.73, 51.74, 51.75, 51.76, 51.77</b> and <b>51.78</b> .
i)	NOC	The preferred first three frequencies for the purpose indicated in Note <i>a</i> ) are 156.450 MHz (channel 09), 156.625 MHz (channel 72) and 156.675 MHz (channel 73).
j)	NOC	Channel 70 to be used exclusively for DSC distress, safety and calling.
k)	NOC	Channel 13 designated for use on a worldwide basis as a navigation safety communications channel primarily for intership navigation safety communications. It may also be used for ship movement and port operations subject the national regulations of the administrations concerned.

<i>l)</i>	<b>NOC</b>	These channels (AIS 1 and AIS 2) are used for an automatic identification system (AIS) capable of providing worldwide operations, unless other frequencies designated on a regional basis. Such use should be in accordance with the most recent version of Recommendation ITU-R M.1371. (WRC-07)
<i>m)</i>	<b>NOC</b>	These channels may be operated as single frequency channels, subject to coordination with affected administrations. (WRC-07)
<i>n)</i>	<b>MOD</b>	The use of these channels (75 and 76) should be restricted to navigation-related communications only and all precautions should be taken to avoid harmful interference to channel 16, e.g. by limiting the output power to 1 W or by means of geographical separation.
<i>o)</i>	<b>SUP</b>	May be used for new technologies, no interference to AIS 1 and AIS 2. This note is suppressed.
<i>p)</i>	<b>NOC</b>	Additionally, AIS 1 and AIS 2 may be used by the mobile-satellite service (Earth-to-space) for reception of AIS from ships. (WRC-07)
<i>q)</i>	<b>NOC</b>	When using these channels (10 & 11), all precautions should be taken to avoid harmful interference to channel 70. (WRC-07)
<i>XXX)</i>	<b>ADD</b>	In the maritime mobile service, this frequency is reserved for experimental use for future applications or systems (e.g. new AIS applications, man overboard systems, etc). If authorized by administrations for experimental use, the operation shall not cause harmful interference to, or claim protection from, stations operating in the fixed and mobile services.
<i>X1)</i>	<b>ADD</b>	Channels 75 and 76 are also allocated to the mobile-satellite service (Earth-to-space) for reception of long-range AIS broadcast messages from ships (Message 27; see the most recent version of Recommendation ITU-R M.1371).
<i>A1)</i>	<b>ADD</b>	Until 1 January 2017, in Regions 1 and 3, the existing duplex channels 78, 19, 79 and 20 can continue to be assigned. These channels may be operated as single-frequency channels, subject to coordination with affected administrations. From that date, these channels shall only be assigned as single-frequency channels. However, existing duplex assignments may be preserved for coast stations and retained for vessels, subject to coordination with affected administrations.
<i>A2)</i>	<b>ADD</b>	In Region 2, these channels may be operated as single-frequency channels, subject to coordination with affected administrations.
<i>A3)</i>	<b>ADD</b>	After 1 January 2017, in the Netherlands, these channels may continue to be used as duplex frequency channels, subject to coordination with affected administrations.
<i>B1)</i>	<b>ADD</b>	In Regions 1 and 3; Until 1 January 2017, the frequency bands 157.025-157.325 MHz and 161.625-161.925 MHz (corresponding to channels: 80, 21, 81, 22, 82, 23, 83, 24, 84, 25, 85, 26 and 86) may be used for new technologies, subject to coordination with affected administrations. Stations using these channels or frequency bands for new technologies shall not cause harmful interference to, or claim protection from, other stations operating in accordance with Article 5.  From 1 January 2017, the frequency bands 157.025-157.325 MHz and 161.625-161.925 MHz (corresponding to channels: 80, 21, 81, 22, 82, 23, 83, 24, 84, 25, 85, 26 and 86) are identified for the utilization of the digital systems described in the most recent version of Recommendation ITU-R M.1842. These bands could also be used for analogue modulation described in the most recent version of Recommendation ITU-R M.1084 by an administration that wishes to do so, subjected to not claiming protection from other stations in the maritime mobile service using digitally modulated emissions and subject to coordination with affected administrations.
<i>C1)</i>	<b>ADD</b>	In Region 2, the frequency bands 157.200-157.325 and 161.800-161.925 MHz (corresponding to channels: 24, 84, 25, 85, 26 and 86) are designated for digitally modulated emissions in accordance with the most recent version of Recommendation ITU-R M.1842.
<i>D1)</i>	<b>ADD</b>	From 1 January 2017, in Angola, Botswana, Lesotho, Madagascar, Malawi, Mauritius, Mozambique, Namibia, Democratic Republic of the Congo, Seychelles, South Africa, Swaziland, Tanzania, Zambia and Zimbabwe, the frequency band 157.125-157.325 and 161.750-161.925 MHz (corresponding to channels: 82, 23, 83, 24, 84, 25, 85, 26 and 86) are designated for digitally-modulated emissions.
<i>E1)</i>	<b>ADD</b>	These channels may be operated as single or duplex frequency channels, subject to coordination with affected administrations.
<i>YYY)</i>	<b>ADD</b>	These channels may be used for possible testing of future AIS applications without causing harmful interference to, or claiming protection from, existing applications and stations operating in the fixed and mobile service.