**Public Consultation**

**TRA Regulations – Maritime Radio Systems**

**Commencement Date: 04 September 2018**

**Response Date: 03 October 2018**

**Preface and Notes to Potential Respondents**

In keeping with its values of transparency and sector engagement, the TRA wishes to review and study the impact of regulatory instruments issued by it to keep abreast of developments to better involve all stakeholders. The TRA strives to meet the needs of the sector and seeks the views and feedback from the sector for the revision of the regulations. The purpose of this document is to invite comments from stakeholders regarding the TRA’s intention to revise TRA Maritime Radio Systems Regulations in accordance with the Telecom Law.

Stakeholders who wish to respond to this consultation should do so in writing to the TRA on or before the response date stated on the front cover of this document.

The comments which are contained in any response to this consultation should be clearly identified with respect to the specific question in this consultation to which such comments refer. Any comments which are of a general nature and not in response to a particular question should be clearly identified as such.

Responses to this consultation should be made in writing and provided electronically in MS Word format and Adobe PDF format, on or before the response date stated on the front cover of this document. Responses must be accompanied by the full contacts details (contact name, e-mail address and phone and fax numbers) of the respondent to:

[**spectrumconsultation@tra.gov.ae**](mailto:spectrumconsultation@tra.gov.ae);

Executive Director Spectrum Affairs

Telecommunications Regulatory Authority

P.O. Box 26662

Abu Dhabi, UAE

Respondents are advised that it will be the general intention of the TRA to publish in full the responses received to this consultation. Additionally, the TRA may, at its discretion generate and publish a “Summary of Responses” document at the conclusion of this consultation. Accordingly, the Summary of Responses may include references to and citations (in whole or in part) of comments which have been received. The TRA recognizes that certain responses may include commercially sensitive and confidential information which the respondent may not wish to be published. In the event that a response contains confidential information, it shall be the responsibility of the respondent to clearly mark any information which is considered to be of a confidential nature.

In any event the respondent shall be required to submit two versions of its response to the TRA as follows:

* A full copy of its response in MS Word format with any confidential information clearly marked. The TRA will not publish the Word document and will only use it for internal purposes.
* A publishable copy of its response in Adobe PDF format. The TRA will publish the PDF version in its entirety. Thus, the respondent should take care to redact any commercially sensitive and confidential information in the PDF version of its response.

By participating in this consultation and by providing a PDF version of its response the respondent expressly authorizes the TRA to publish the submitted PDF version of its response in full.

It should be noted that none of the ideas expressed or comments made in this consultation document will necessarily result in formal decisions by the TRA and nothing contained herein shall limit or otherwise restrict the TRA’s powers to regulate the telecommunications sector at any time.

If any person or entity seeks to clarify or discuss any part of these Regulations can request for a meeting in writing again to the above E-mail and then TRA will set the meetings in the period from **04 September 2018 to 03 October 2018** so that formal comments can still be received by **15.00 noon on 03 October 2018.**

**Consultation Schedule**

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| --- | --- | --- |
| **Milestone** | **Due Date** | **Notes** |
| |  | | --- | | Closing Date for Initial Responses | | 03 October 2018 | |  | | --- | | All responses to this consultation should be properly received by no later than 15.00 noon on the closing date. Responses are to be submitted in electronic format as set out in this consultation document. | |
| |  | | --- | | Latest date for requests for extension to the due date for Initial Responses. | | 26 September 2018 | |  | | --- | | Stakeholders wishing to secure an extension to the Closing Date for Initial Responses may apply in writing to the TRA for such an extension. The request should set out the rationale for the request.  Requests for extension should be submitted by e-mail to the e-mail address shown above.  The TRA will not consider any requests for extension which the TRA receives after 15.00 noon on the date stated here.  The TRA will consider requests to extend the Closing Date for Initial Responses and will take into account such factors as:  the number of such requests received; the rationale for such requests; and the effect on the overall time-scale of the particular project in question. In the event that the TRA extends the Closing Date for Initial Responses, the TRA will publish the revised closing date on its website. | |

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1. **Introduction**

1.1 The TRA intend to revise its Regulations on Maritime Radio Systems. As such, all readers are informed that this document outlines the draft version of these regulations in order to give this document context and to enable the TRA to ask pertinent questions. All text in this consultation document should be read and interpreted as text and not as recording decisions of the TRA.

1.2 The TRA notes that there were recent updates in frequency usage, and the applicability of MMSIs and there is a need to update relevant parts of these regulations to provide more clarity on the frequencies and associated attributes under which they can operate.

1.3 As such, the TRA seeks to consider inputs of all industry stakeholders regarding these changes, which are increasingly relevant and valuable in the TRA’s exercise of its duties and legal mandates.

1.4 Additionally, the TRA strives to follow the principles of transparency, fairness and openness in dealings with customers, partners and other stakeholders and, therefore considers that it is important to take into account the views of those who have a legitimate interest in the outcomes of the TRA’s regulation.

1.5 In the ensuing text, significant changes are marked as follows:

* Additions are highlighted in yellow
* Deletions are ~~struck-through and highlighted in grey~~

1. **Matters for Discussion and Consultation**

Article (1)

Scope of Document

1.1 These regulations are issued in accordance with the provisions of the UAE Federal Law by Decree No 3 of 2003 (Telecom Law) as amended and its Executive Order.

1.2 This document comprises technical regulations for the authorization and operation of Maritime Radio Systems. It shall be read in conjunction with the following documents available from the TRA website at [www.tra.gov.ae](http://www.tra.gov.ae):

1.2.1 Spectrum Allocation and Assignment Regulations

1.2.2 Spectrum Fees Regulations

1.2.3 Interference Management Regulations

1.2.4 National Spectrum Plan including National Table of Frequency Allocation.

1.2.5 Mobile Communications On-Board vessels Regulations

1.2.6 Earth Stations Regulations.

1.2.7 Private Mobile Radio (PMR) Systems Regulations.

1.2.8 Ultra-Wide Band (UWB) and Short Range Devices (SRD) Regulations

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| Question 1: Do you have any comments concerning the Scope of the Document? |

Article (2)

Definitions

2.1 The terms, words and phrases used in these Regulations shall have the same meaning as is ascribed to them in the Telecom Law and its Executive Order as amended (Federal Law by Decree No. 3 of 2003 as amended its Executive Order) unless these Regulations expressly provide otherwise for, or the context in which those terms, words and phrases are used in these Regulations indicates otherwise. The following terms and words shall have the meanings ascribed to them below:

2.1.1 **“Applicant”** means any Person who has applied for a License or an Authorization in accordance with the Telecom Law or other Regulatory Instruments issued by the Authority.

2.1.2 **“Application”** means the request for issuance of a License or an Authorization, received at the Authority on prescribed forms as per the procedure in vogue.

2.1.3 **“ASM”** means application specific message as described in Recommendation ITU-R M.2092.

2.1.4 **“Authorization” or “Frequency Spectrum Authorization”** means a valid frequency spectrum authorization issued by the TRA and permits the use of radio frequency subject to terms and conditions as stipulated by the TRA.

2.1.5 **“Authority”** or **“TRA”** means the General Authority for Regulating the Telecommunication Sector known as Telecommunications Regulatory Authority (TRA) established pursuant to the provisions of Article 6 of Federal Law by Decree No. 3 of 2003 as amended and its Executive Order.

~~2.1.6~~ **~~“Authorized User”~~** ~~means a Person that has been granted an Authorization by the Authority.~~

2.1.7 **“Automatic Identification System” or “AIS”** means the automatic tracking system based on recommendation ITU-R M.1371 used on ships and by vessel traffic services (VTS) for identifying and locating vessels by electronically exchanging data with other nearby ships, AIS Base Stations, and satellites.

2.1.8 **“Base Station”** means a land mobile radio which is fixed.

2.1.9 **“Baseline”** means “normal baseline”, as defined in the United Nations (UN) Convention on the Law of the Sea (UNCLOS, 1982), including fringe islands.

2.1.10 **“Coast Station”** A land Station in the Maritime Mobile Service.

2.1.11 **“Digital Selective Call”** or **“DSC”** is primarily intended to identify ship-to-ship, ship-to-shore and shore-to-ship radiotelephone and radio telex calls. DSC calls can also be made to individual Stations, groups of Stations, or “all Stations” in ones reach. Each DSC-equipped ship, shore station and group is assigned a unique 9- digits Maritime Mobile Service Identity.

2.1.12 **“Earth Station”** means a Station located either on the Earth's surface or within the major portion of the Earth's atmosphere and is intended for communication with one or more space Stations, or with one or more Stations of the same kind by means of one or more reflecting satellites or other objects in space.

2.1.13 **“Earth Station On-Board Vessels”** or **“ESV”** means Earth Stations operated on-board ships in accordance with ITU-R Resolution 902

2.1.14 **“Emergency Position- Indicating Radio Beacon”** or **“EPIRB”** means the Station in the Maritime Mobile Service, the emission of which is intended to facilitate search and rescue operations.

2.1.15 **“GMDSS”** means the Global Maritime Distress and Safety System.

2.1.16 **“ITU”** means the International Telecommunication Union, a leading United Nations agency for information and communication technologies.

2.1.17 **“Long Range Identification and Tracking** or **“LRIT”** means the system in accordance with regulation V/19-1 of the 1974 SOLAS Convention.

2.1.18 **“Maritime Mobile Service”** A mobile Radiocommunication Service between Coast Stations and Ship Stations, or between Ship Stations, or between associated on-board communication Stations: survival craft stations and emergency position-indicating radio beacon Stations may also participating in this service.

2.1.19 “**MARS Database**” means the database of the Maritime mobile Access and Retrieval System operated by the ITU.

2.1.20 **“MMSI”** Maritime Mobile Service Identity is a series of nine digits which are transmitted over the radio path in order to uniquely identified ship.

2.1.21 “**Mobile/Maritime Identification Digits”** or **“MID”** is used by radio communication facilities to identify their home country or base area in Digital Selective Calling (DSC), Automatic Transmitter Identification System (ATIS), and VDES including Automatic Identification System (AIS) messages as part of their Maritime Mobile Service Identities.

2.1.22 **“Narrow Band Direct Printing”** or **“NDPD”** means maritime teletype service as defined in Recommendation ITU-R M.688.

2.1.23 **“Person”** will include ‘juridical entities’ as well as ‘natural persons’.

2.1.24 “**Search and Rescue Transponders" (SART) and** **Personal Locator Beacons (PLBs)**” are distress radio beacons, which are tracking transmitters to aid in the detection and location of boats, aircraft, and people in distress.

2.1.25 **“Port Operation” ~~Service~~** means a Maritime Mobile Service in or near a port, between Coast Station and Ship Station, or between Ship Stations, in which messages are restricted to those relating to the operational handling, the movement and safety of ships and, in emergency to the safety of persons.

2.1.26 “**Radar**” means Radio Detection and Ranging.

2.1.27 “**Radar Beacon”** or **“RACON”** means a transmitter-receiver associated with a fixed navigational mark which, when triggered by a radar, automatically returns a distinctive signal which can appear on the display of the triggering radar, providing range, bearing and identification information.

2.1.28 **“Radio Regulations”** or **“RR”** means the Radio Regulations, which is a publication, issued by the ITU, adopted by the World Radiocommunication Conference and ratified by the UAE.

2.1.29 **“Radiocommunication Service”** means the transmitting or receiving of Radio Frequencies which may be used for the conveyance of e-Navigation or other data, correspondence using messages voice or visual images, or for the operation or control of machinery or apparatus.

2.1.30 **“Search and Rescue”** or **“SAR”** means the activities of the search for and provision of aid to people who are in distress or imminent danger.

2.1.31 **“Trunking Systems”** means land mobile radio systems with one or more radio Base Station(s)/cells where each cell offers one or several transmission channels which will be dynamically assigned to users as soon as a connection is required.

2.1.32 **“Ship Movement Service including Vessel Traffic Services”** A safety service in the Maritime Mobile Service other than a port operating service, between Coast Stations and Ship Stations, or between Ship Stations in which messages are restricted to those relating to the movement of ships.

2.1.33 **“Ship Station”** A mobile Station in the Maritime Mobile Service located on board a vessel which is not permanently moored, other than a survival Station.

2.1.34 **“Ship Station License”** means an Authorization issued by the TRA.

2.1.35 **“SOLAS”** means the International Convention for the Safety of Life at Sea, 1974 as amended.

2.1.36 **“Station”** means one or more transmitters or receivers or a combination of transmitters and receivers, including the accessory equipment, necessary at one location for carrying on a Radiocommunication Service.

2.1.37 **“UAE”** means the United Arab Emirates including its territorial waters and the airspace above.

2.1.38 “**VDES**” means VHF Data Exchange System according to ITU-R M.2092.

2.1.39 **“Wireless Equipment”** means a category of Telecommunication Apparatus used for Radiocommunication Service.

2.1.40 “**WRC**” means World Radiocommunication Conference of the ITU.

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| Question 2: Do you have any comments regarding the amendments to the definitions, or any other suggestions for modifications or updates |

Article (3)

Uses related to Maritime Radio Systems

3.1 Usage of Maritime Radio Systems is allowed but not limited to the following:

3.1.1 Shore-to-ship / Ship-to-Shore (Port Operations, Coast Station public correspondence, private agencies)

3.1.2 Inter ship communications / on board communications

3.1.3 Distress, safety and calling channels

3.1.4 Search and rescue

3.1.5 VDES including Automatic Identification System (AIS)

3.1.6 e-Navigation

3.1.7 Buoys

3.1.8 Maritime Radar including Radar Beacons (RACON) and Search And Rescue Transponders (SART)

3.2 Vessels covered by this regulation have been divided into the three following categories:

3.2.1 Fishing boats:These are vessels having a fishing boat navigation license by the Ministry of Environment and Water.

3.2.2 Pleasure Boats: These are vessels that use only maritime VHF radio channels 16, 63 and 88, ~~have no MMSI~~ and do not travel outside UAE coastal waters.

3.2.3 Ships: These are vessels that do not fall in the categories above, with or without MMSI, call sign, operating within territorial or international waters and include rigs, barges, etc.

3.3 In case a satellite Earth Station(s) on board ship (ESV) is installed, the TRA regulations for Earth Stations shall apply.

3.4 In case Base Station(s) for cellular service is installed, the TRA ~~shall decide on a case to case~~ regulations for Mobile Communications On-Board Vessels On-Board shall apply.

3.5 In case short-range devices (such as WiFi) are installed, the TRA Regulations for Ultra-Wide Band and Short Range Devices shall apply.

3.6 For Land Mobile (Ground-to-Ground) applications at ports the TRA regulations for Private Mobile Radio shall apply. Digital Trunking Systems shall be preferred for port use.

3.7 For Maritime Mobile (Shore-to-Ship) stations, the TRA Application for Private Mobile Radio shall apply.

3.8 For Maritime Mobile on-board communication as per RR 5.287, using radiated power of more than 1 Watt, the TRA Application for Private Mobile Radio shall apply.

3.9 For buoys or AIS stations the “aids to navigation authorization” shall be issued.

3.10 No broadcasting station shall be allowed on board vessels (RR 51.5 A).

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| Question 3: Do you have any comments regarding the amendments to the maritime radio uses? |

Article (4)

Technical Conditions

4.1 The following table gives guidance on authorized frequency ranges for vessels, their uses and applicable usage conditions:

| **Frequency Range** | **Use** | **Usage Conditions** |
| --- | --- | --- |
| 415 - 526.5 kHz | MF telegraphy (main use), Narrow Band Direct Printing (NDPD), Maritime Safety Information, and  NAVTEX | Use shall be in accordance with the ITU Geneva-85 Plan GE85-MM-R1, of the year 1985 |
| 1606.5 - 27500~~3800~~ kHz | MF/HF telephony  Narrow Band Direct Printing (NDPD)  Maritime Safety Information  NAVTEX  Digital Selective Calling (DSC) | Channel plan based on RR Appendix 17 and Appendix 25. |
| ~~1.6-30 MHz~~ | ~~MF/HF Radio~~ | ~~Channel plan based on RR Appendix 17 and Appendix 25~~ |
| 121.5 / 123.1 MHz | Aeronautical Search and Rescue Equipment |  |
| 121.5 MHz | Emergency Position Indicating Radio  Beacons (EPIRBs) and Personal Locator Beacons (PLBs), | Max Power: 200 mW |
| 156.000-162.0~~25~~50 MHz | VHF Radio | Channel Plan in accordance with RR Appendix 18 and the national channel plan as given in Section 2.2  Max Power:  Handheld 5 W  Installed: 25 W |
| 406 - 406.1 MHz | Emergency Position-Indicating Radio Beacons (EPIRBs) and Personal Locator Beacon (PLB) | Max Power: 5 Watt |
| 457.5125 -  457.5875 MHz  467.5125 –  467.5875 MHz | UHF Radio for on-board communications | Limited to vessels within 3 nautical miles of the UAE Baseline  RR 5.287 / ITU-R M1174  Max Power: 1 Watt |
| 1525 – 1545 MHz  1616 – 1646.5 MHz | GMDSS (Satellite) |  |
| 2900 - 3100 MHz | Radar (S-band)  Radar Beacon (RACON) | ITU-R M.1313  Max. Power: 75 kW  ITU-R M.824  Max. Power: 50 W |
| ~~5460~~5470 - 5650 MHz | Radar | ITU-R M.1313  Max. Power: 70~~100~~ kW |
| 9200 - 9500 MHz | Radar (X-band)  Radar Beacon (RACON)  Search and Rescue Transponder (SART) | ITU-R M.1313  Max. Power 50 kW  ITU-R M.824  Max. Power: 50 W  ITU-R M.628  Min. Power: 400 mW e.i.r.p. |
| 13.4 - 14 GHz | Radar | Only on a case by case evaluation |

4.2 The following VHF channel plan based on RR Appendix 18 (Annex-1) shall be used for making Assignments:

| **Application** | **Channels** |
| --- | --- |
| Automatic Ship Identification  and Surveillance & AIS SART | AIS-1, AIS-2 |
| Coastal Stations  (Public correspondence) | 1 - 5, 7, 20, 60 – 66  ~~21 - 23, 80 – 83 (until 1.1.2017)~~  28 (Data and direct telegraphy)  24 – 26, 84 - 86 (until 1.1.2019) |
| Distress Safety and calling | 16 (Emergency and distress calling only)  70 (Digital Selective Calling (DSC) only) |
| Inter-ship | 6, 8 – 10, 13, 67, 69, 72 - 73 |
| ~~Navigation related communication~~  Satellite AIS | 75, 76  ~~(Radiated power less than 1 Watt)~~ |
| Port Operations | 11 – 14 (simplex operation)  5, 18 - 21 (duplex operation)  87 - 88 ,1027, 1028 (simplex, after 1.1.2019) |
| Safety of Navigation (Inter ship) | 13 |
| Reserved for Special events and testing | ~~83 – 86 (until 1.1.2017)~~  27, 28, 1027, 1028  2027, 2028 (until 1.1.2019) |
| Search and Rescue (Air-ship) | 6 , 70, 16, AIS 1, AIS 2 |
| Ship (on-board) | 15, 17 (Transmit power limited to 1 Watt) |
| Ship Movement | 11 - 13, 68, 69, 71 (simplex operation)  61, 62, 64, 65, 79 (duplex operation)  80 ~~(duplex until 1.1.2017)~~ |
| Shore –to-ship (shipping agencies) | 22 |
| Small boat communication | 63, 88 |
| Exchange of Data and electronic mail (ITU-R. M.1842) | 21 - 23, 80 - 83 ~~(after 1.1.2017)~~ |
| VHF Data Exchange  (VDES / ITU-R M.2092) | 24, 25, 26, 84, 85, 86 ~~(after 1.1.2017)~~  ~~26, 86,~~ ASM-1, ASM-2 (after 1.1.2019) |

4.3 Frequencies for distress and safety communications

4.3.1 The frequencies to be used for the Global Maritime Distress and Safety System (GMDSS) shall be in accordance with RR Appendix 15.

4.3.2 The frequencies to be used for non-GMDSS distress and safety communications are 4125 kHz and 6215 kHz. Details of their use are specified in RR Appendix 17.

4.4 All Ship Stations are encouraged to install GMDSS. It shall be mandatory for Ship Stations with a gross tonnage of 300 GT or more to carry operational GMDSS equipment as set forth in the International Convention for the Safety of Life at Sea (SOLAS) 1974 as amended. The carriage requirements include the long range identification and tracking (LRIT) and EPIRB.

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| The primary changes to the technical conditions concern tidying up changes that have applied since 2017 plus the addition of satellite GMDSS frequencies.  Question 4: Do you have any comments concerning the technical conditions? Are there any systems that are missing or incorrect information? |

Article (5)

Spectrum Coordination and Notification

5.1 Coordination of radio frequencies for the radio Stations at the national, regional and international levels shall be made through the Authority, as it is the sole body responsible for radio frequency coordination.

5.2 Notifying and registering of Radio Frequencies of these Stations in the ITU shall be made through the Authority according to the procedures outlined in the Radio Regulations.

5.3 Applicant shall support the coordination procedures.

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| Question 5: Do you have any comments regarding spectrum notification and coordination? |

Article (6)

Wireless Equipment on Board Vessels

6.1 Fishing boats and pleasure boats Authorization:

6.1.1 It is mandatory for fishing boats and pleasure boats having length greater than 35 feet to carry at least one VHF radio; for shorter fishing boats and pleasure boats it is optional to carry VHF radios.

6.1.3 The fishing boats and pleasure boats Authorization may include one or two, fixed or portable VHF Stations.

6.1.4 Fishing boats registered with the Ministry of Environment and Water and operating within 15 nautical miles of the UAE Baseline with gross tonnage less than 300 GT, and not requiring a call sign ~~or MMSI~~ shall apply for Fishing Boats Authorization.

6.1.5 Pleasure boats registered with the Federal Transport Authority and operating within 15 nautical miles of the UAE Baseline with gross tonnage less than 300 GT, and not requiring a call sign ~~or MMSI~~ shall apply for Pleasure Boat Authorization.

6.2 Ships Authorization

6.2.1 Vessel registered with the Federal Transport Authority and operating beyond 15 nautical miles of the UAE Baseline, or with gross tonnage of 300 GT or more, or requiring a call sign ~~or MMSI~~ shall apply for Ships Authorization. All barges, rigs, plat-forms, requiring MMSI shall also apply for Ships Authorization.

6.2.2 While applying for the Ships Authorization, a valid navigation License and coordination paper shall be submitted with the Application.

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| As some smaller vessels may now require an MMSI, the option to include this as part of the pleasure boat of fishing boat authorization has been added (see also article 3.2.2).  Question 6: Do you have any comments regarding the proposed changes to the applicability of MMSI, or other comments on this article? |

Article (7)

Call Sign and MMSI

7.1 The Call Sign for Ship Stations shall be assigned by the TRA. All trans-missions from the Ship Stations shall be identified by the Call Sign. The call sign series for UAE start with A6 (assigned by ITU) and Mobile Identification Digits (MID) for UAE is 470.

7.2 The Call Sign for ship shall be A6E followed by four digits for Ship Stations having telephony service.

7.3 The Call Sign for ship shall be A6 followed by two alphabets for Ship Stations having only telegraphy service.

7.4 The Call Sign for ship’s survival craft shall be the Call Sign of the parent Ship Station followed by two digits (other than 0 or 1 immediately after letter).

7.5 The Call Sign for EPIRB shall be the Morse letter B and /or the Call Sign of the parent Ship Station.

7.6 The Maritime Mobile Service Identity (MMSI) for Ship Station shall be 470XXXXXX (470 followed by 6 digits). Ship Stations equipped with mobile-satellite systems participating in the global maritime distress and safety system (GMDSS) shall be assigned MMSI ending with three zeroes.

7.7 The Maritime Mobile Service Identity (MMSI) for Coast Stations and other stations on land participating in the maritime search and rescue and using DSC shall be 00470XXXX (00 470 followed by 4 digits).

7.8 The Maritime Mobile Service Identity (MMSI) for aircraft participating in the maritime search and rescue and using DSC shall be 1114701XXX (for fixed wing) and 1114705XXX (for helicopters).

7.9 The Maritime Mobile Service Identity (MMSI) for Aids to Navigation (A to N) shall be 99470XXXX.

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| Question 7: Do you have any comments regarding call signs or MMSI or other comments relating to this article? |

~~Article (8)~~

~~Accounting Authority~~

~~8.1 At present TRA has authorized Etisalat as the accounting authority and assigned the Accounting Authority Identification Code ‘AAIC’ of EM01. Etisalat as accounting authority will be authorized to assign the accounts to the ship stations to connect to its Public Telecommunications Network through its coastal stations. The TRA may authorize additional entities to be accounting authorities in the UAE.~~

~~8.2 The Accounting Authority will be authorized to maintain and operate coastal stations to cover to the maximum extent possible the UAE coastline. In addition to the traffic channels, each coastal station shall operate Channel 28 (Ship station transmit at 157.40 MHz, Coastal station transmit at 162.00 MHz) as calling channel, Channel 16 (156.80 MHz simplex) for DSC and Channel 70 (156.525 MHz simplex) for DSC. Channel 16 and 70 shall be routed to the UAE Search and Rescue center.~~

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| It is proposed to remove details of the accounting authority from this regulation, as it is not a spectrum matter.  Question 8: Do you have any comments regarding the removal of the information concerning the accounting authority from this regulation? |

Article (8)

Documents to be carried

8.1 All authorized vessels shall carry the TRA Authorization.

8.2 All Ship Stations shall carry the certificates of the equipment operators; log with summary of safety and distress communications; the List of Ship Stations and Maritime Mobile Service Identity Assignments (printed or electronic format); the List of Coast Stations and Special Service Stations (printed or electronic format) and the Manual for Use by the Maritime Mobile and Maritime Mobile-Satellite Services (printed or electronic format).

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| --- |
| Question 9: Do you have any comments regarding the documents to be carried, or any other comments regarding this article? |

Article (9)

List of Ship and Coastal Stations

9.1 The ITU maritime database currently contains information concerning:

• Ship stations (including those that participate in the Global Maritime Distress and Safety System (GMDSS));

• Coast Stations

• Addresses of Accounting Authorities;

• Addresses of Administrations which notify information;

• MMSI assigned to Search and Rescue (SAR) aircraft; and

• MMSI assigned to AIS Aids to Navigation (A to N).

9.2 The TRA shall provide ITU with the electronic notification for all ship station and coastal station data to keep the MARS database and the List of Coast station (List IV) and the List of Ship station (List V) updated.

9.3 The TRA shall provide ITU with the electronic notification for all MMSI assigned to Search and Rescue (SAR) aircraft and AIS Aids to Navigation data.

|  |
| --- |
| Question 10: Do you have any comments regarding the list of ship and coastal stations, or any other comments regarding this article? |

**3. General comments**

3.1 Further to the specific matters discussed, and questions asked above, please identify any additional issues which you feel are relevant for consideration in this consultation. Please provide specific support and/or explanation of your viewpoints as well as recommendations regarding how such issues might be resolved.