

Following text taken from the International Telecommunication Union, ITU, website.

PRELIMINARY DRAFT NEW REPORT ITU-R M.[SNAP]

Current usage of RR Appendix 18 of the Radio Regulations for the maritime mobile service to identify a possible solution of agenda item 1.10 (Resolution 357 (WRC-07))

Next, and probably the most recent change in RR Appendix **18**, was the creation and identification of the two channels for the use of the service referred to as; Automatic Identification System (AIS). Channels AIS 1 and AIS 2, were formally identified at WRC-97. That saw the splitting of the VHF channels 87 and 88 into four single frequencies with the “high” frequencies being used for AIS and the lower two frequencies retained for simplex operation. This change has facilitated the use of AIS which has proved to be a useful and valuable system that assists the management of shipping fleets by companies and those who interact with them around the world. As a consequence of the AIS channel changes, at WRC-97, two additional single frequencies were identified in RR Appendix **18**.

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	
60	<i>m), o)</i>	156.025	160.625			x	x
01	<i>m), o)</i>	156.050	160.650			x	x
61	<i>m), o)</i>	156.075	160.675		x	x	x
02	<i>m), o)</i>	156.100	160.700		x	x	x
62	<i>m), o)</i>	156.125	160.725		x	x	x
03	<i>m), o)</i>	156.150	160.750		x	x	x
63	<i>m), o)</i>	156.175	160.775		x	x	x
04	<i>m), o)</i>	156.200	160.800		x	x	x
64	<i>m), o)</i>	156.225	160.825		x	x	x
05	<i>m), o)</i>	156.250	160.850		x	x	x
65	<i>m), o)</i>	156.275	160.875		x	x	x
06	<i>f)</i>	156.300		x			
66	<i>m), o)</i>	156.325	160.925			x	x
07	<i>m), o)</i>	156.350	160.950			x	x
67	<i>h)</i>	156.375	156.375	x	x		
08		156.400		x			
68		156.425	156.425		x		
09	<i>i)</i>	156.450	156.450	x	x		
69		156.475	156.475	x	x		
10	<i>h), q)</i>	156.500	156.500	x	x		
70	<i>f), j)</i>	156.525	156.525	Digital selective calling for distress, safety and calling			
11	<i>q)</i>	156.550	156.550		x		
71		156.575	156.575		x		
12		156.600	156.600		x		
72	<i>i)</i>	156.625		x			
13	<i>k)</i>	156.650	156.650	x	x		
73	<i>h), i)</i>	156.675	156.675	x	x		
14		156.700	156.700		x		
74		156.725	156.725		x		
15	<i>g)</i>	156.750	156.750	x	x		
75	<i>n)</i>	156.775	156.775		x		
16	<i>f)</i>	156.800	156.800	DISTRESS, SAFETY AND CALLING			
76	<i>n)</i>	156.825	156.825		x		
17	<i>g)</i>	156.850	156.850	x	x		
77		156.875		x			
18	<i>m)</i>	156.900	161.500		x	x	x
78	<i>m)</i>	156.925	161.525			x	x
19	<i>m)</i>	156.950	161.550			x	x
79	<i>m)</i>	156.975	161.575			x	x
20	<i>m)</i>	157.000	161.600			x	x
80	<i>m)</i>	157.025	161.625			x	x
21	<i>m)</i>	157.050	161.650			x	x
81	<i>m)</i>	157.075	161.675			x	x

22	<i>m)</i>	157.100	161.700		x	x	x
82	<i>m), o)</i>	157.125	161.725		x	x	x
23	<i>m), o)</i>	157.150	161.750		x	x	x
83	<i>m), o)</i>	157.175	161.775		x	x	x
24	<i>m), o)</i>	157.200	161.800		x	x	x
84	<i>m), o)</i>	157.225	161.825		x	x	x
25	<i>m), o)</i>	157.250	161.850		x	x	x
85	<i>m), o)</i>	157.275	161.875		x	x	x
26	<i>m), o)</i>	157.300	161.900		x	x	x
86	<i>m), o)</i>	157.325	161.925		x	x	x
27		157.350	161.950			x	x
87		157.375	157.375		x		
28		157.400	162.000			x	x
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				