|  |  |
| --- | --- |
| **Radiocommunication Assembly (RA-19)Geneva, 21-25 October 2019** |  |
|  |  |
|  |  |
| **PLENARY** | CPG(19)143 ANNEX VII-02**Document RA19/ -E** |
| **30 August 2019** |
| **Original: English** |
| European Common Proposal |
| Proposal for the work of the assembly |
|  |
| NEW RESOLUTION ITU-R [RSTT] |

Introduction

The results of the studies regarding RSTT within ITU-R (Working Party 5A and CPM19-2) as well as the considerations of other regional groups regarding the practical issues of WRC-19 agenda item 1.11 have been carefully analysed within CEPT.

It has been noted that the overall work in ITU-R Working Party 5A is still under progress and it seems to be unlikely that all necessary elements for a complete implementation of future RSTT will be finalised within this study cycle. Additionally many ITU Members are interested in this outcome and its practical implementation aspects.

However, the proposed methods to satisfy the agenda item 1.11 in the CPM Report to WRC-19 are concentrated on the international (regional and global) regulatory harmonisation of specific frequency bands of the mobile service, whereas the aspect of the evolvement of future RSTT and their availability is not fully addressed.

Background

ITU-R, Working Party 5A, was tasked to develop the draft CPM text and other ITU-R deliverables related to WRC-19 agenda item 1.11. During the CPM19-2 all three methods have been controversially discussed, indicating that any regional and or global harmonisation of frequency bands needs to take full account of the availability of technology for RSTT purposes. In that regard, further studies are needed to provide practical guidance to ITU administrations and regulatory certainty to vendors and operators.

Proposal

CEPT proposes the consideration of a new ITU-R Resolution as outlined below.

**ADD** EUR/XX/1

Draft NEW RESOLUTION ITU-R [RSTT]

Studies related to the further development of RSTT

(2019)

The ITU Radiocommunication Assembly,

considering

*a)* that railway transportation systems are growing and evolving;

*b)* that railway radiocommunications systems between train and trackside (RSTT) are vital to provide improved railway traffic control, passenger safety, and improved security for train operations;

*c)* that many administrations wish to facilitate RSTT interoperability, for both national and cross-border operations;

*d)* that some national and international railway organizations and standards bodies have begun investigating new technologies for railway radiocommunication systems;

*e)* that there is a need to integrate different technologies in order to facilitate various functions, for instance dispatching commands, operating control and data transmission, into railway train and trackside systems to also meet the needs of a high-speed railway environment;

*f)* that continuing development of new technologies may be able to serve, support or supplement RSTT;

*g)* that administrations may have different requirements for railway operations depending on their national needs, spectrum requirements, policy objectives, and operating environments;

*h)* that cooperation between administrations and railway organizations will facilitate greater levels of spectrum harmonization;

*i)* that usage of harmonized frequency bands will enable administrations to benefit from harmonization while continuing to meet national planning requirements;

*j)*  that international standards and harmonized frequency spectrum would facilitate worldwide deployment of RSTT and provide for economies of scale in railway transportation;

*k)* the continuing need for development of regionally harmonized frequency arrangements for the purposes of implementing RSTT;

*l)* that the frequency bands to be harmonized are allocated to a variety of services in accordance with the relevant provisions of the Radio Regulations, especially to the mobile service on primary basis,

recognizing

*a)* Recommendation ITU-R M.[FRQ];

*b)* Recommendation [ITU-R SM.1896](https://www.itu.int/rec/R-REC-SM.1896/en) – *Frequency ranges for global or regional harmonization of short-range devices*;

*c)* Report [ITU-R M.2418](https://www.itu.int/pub/R-REP-M.2418) – *Description of Railway Radiocommunication Systems between Train and Trackside*;

*d)* Report [ITU-R M.2442](https://www.itu.int/pub/R-REP-M.2442) – *Current and future usage of railway radiocommunication systems between train and trackside (RSTT)*,

resolves

1 to continue studies regarding possible solutions and implementation for global/regional harmonization of frequency bands for RSTT focused on bands already allocated to the Mobile Service, taking into account:

– current and future technologies to maximize efficient and flexible use of spectrum;

– system characteristics and operational requirements which facilitate the implementation;

– the capability of operating the applications of the four RSTT categories in specific frequency bands;

– already existing results of studies in ITU‑R Recommendations and/or ITU‑R Reports (e.g., *recognizing a* to *d*), as appropriate;

2 the further development of the existing ITU-R Recommendation [FRQ] based on the aforementioned studies, as appropriate,

invites Member States

to consider the results of the studies with the view to take necessary actions in relation with their national regulations for RSTT, as appropriate,

instructs the Director of the radiocommunication Bureau

1 to bring this Resolution to the attention of [UIC and other RSTT interested organisations];

2 to maintain the exchange of information on RSTT between ITU‑R members and other organizations, as per Resolution ITU‑R 9.

\_\_\_\_\_\_\_\_\_\_\_\_\_\_