



MALTA COMMUNICATIONS AUTHORITY

## **Thirteenth Schedule to Decision No. MCA/D-22-4662**

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*Apparatus General Authorisation for Transport and Traffic Telematics  
Radiocommunications Apparatus*

### **Publication Date**

28 November 2025



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## Revision History of the Thirteenth Schedule

### Transport and traffic telematics radiocommunications apparatus

Date	Comments
28/11/2025	Publication

**This Schedule shall be read and construed as one with  
Part I and Part II of Decision No. MCA/D/22-4662**

**Adopted pursuant to Article 30A of the  
Electronic Communications (Regulation) Act (Cap. 399)  
establishing the radiocommunications apparatus  
general authorisation**

## **Article 1 – Applicability**

This apparatus general authorisation applies to any person installing or using radiocommunications apparatus used for transport and traffic telematics or any apparatus intended to be used as a component part of that apparatus.

## **Article 2 – Interpretation**

In this Schedule unless the context otherwise requires:

- (1) "Commission Implementing Regulation 2016/799" means Commission Implementing Regulation (EU) 2016/799 of 18 March 2016 implementing Regulation (EU) No 165/2014 of the European Parliament and of the Council laying down the requirements for the construction, testing, installation, operation and repair of tachographs and their components;
- (2) "Directive 2015/719" means Directive (EU) 2015/719 of the European Parliament and of the Council of 29 April 2015 amending Council Directive 96/53/EC laying down for certain road vehicles circulating within the Community the maximum authorised dimensions in national and international traffic and the maximum authorised weights in international traffic;
- (3) "smart tachograph, weight and dimension applications" are defined as remote enforcement of the tachograph in Appendix 14 of Commission Implementing Regulation 2016/799 and for the weights and dimensions enforcement in Article 10d of Directive 2015/719;
- (4) "TPC" means transmit power control; and
- (5) "transport and traffic telematics" means radiocommunications apparatus that is used in the fields of transport (road, rail, water or air, depending on the relevant technical restrictions), traffic management, navigation, mobility management and in intelligent transport systems.

## **Article 3 – Minimum technical parameters**

The minimum technical parameters of radiocommunications apparatus used for transport and traffic telematics shall be those specified in the Annex to this Schedule.

**Annex to the Thirteenth Schedule**  
**Minimum Technical Parameters for Radiocommunications Apparatus used for**  
**Transport and Traffic Telematics**

Frequency band	Transmit power/power density limit	Additional parameters	Other usage parameters	Frequency band reference (informative)
5795-5815 MHz	2 W e.i.r.p.	Requirements on techniques to access spectrum and mitigate interference apply <sup>[1]</sup> .	This set of usage conditions applies only to road tolling applications and smart tachograph, weight and dimension applications.	62
5855-5865 MHz	33 dBm e.i.r.p., 23 dBm/MHz e.i.r.p. density and a TPC able to reduce the total power from its maximum to 3 dB e.i.r.p.	Requirements on techniques to access spectrum and mitigate interference apply <sup>[1]</sup> .	This set of usage conditions is only available for vehicle-to-vehicle, vehicle-to-infrastructure and infrastructure-to-vehicle systems.	88
5865-5875 MHz	33 dBm e.i.r.p., 23 dBm/MHz e.i.r.p. density and a TPC able to reduce the total power from its maximum to 3 dBm e.i.r.p.	Requirements on techniques to access spectrum and mitigate interference apply <sup>[1]</sup> .	This set of usage conditions is only available for vehicle-to-vehicle, vehicle-to-infrastructure and infrastructure-to-vehicle systems.	89
24.05-24.075 GHz	100 mW e.i.r.p.			66
24.075-24.15 GHz	100 mW e.i.r.p.	Requirements on techniques to access spectrum and mitigate interference apply <sup>[1]</sup> .	This set of usage conditions is only available for ground-based vehicle radars.	69a
24.075-24.15 GHz	0.1 mW e.i.r.p.			69b
24.15-24.25 GHz	100 mW e.i.r.p.			70b

Frequency band	Transmit power/power density limit	Additional parameters	Other usage parameters	Frequency band reference (informative)
63.72-65.88 GHz	40 dBm e.i.r.p.	Apparatus used for transport and traffic telematics placed on the market before 1 January 2020 is 'grandfathered', i.e. it is permitted to use the previous frequency range 63-64 GHz, and otherwise the same conditions apply.	This set of usage conditions is only available for vehicle-to-vehicle, vehicle-to-infrastructure and infrastructure-to-vehicle systems.	77
76-77 GHz	55 dBm peak e.i.r.p. and 50 dBm mean e.i.r.p. and 23.5 dBm mean e.i.r.p. for pulse radars	Requirements on techniques to access spectrum and mitigate interference apply <sup>[1]</sup> .  Fixed transportation infrastructure radars have to be of a scanning nature in order to limit the illumination time and ensure a minimum silent time to achieve coexistence with automotive radar systems.	This set of usage conditions is only available to ground-based vehicle and infrastructure systems.	79a
76-77 GHz	30 dBm peak e.i.r.p. and 3 dBm/MHz average power spectral density	Duty cycle: $\leq 56\%/s$	This set of usage conditions is only available to obstacle detection systems for rotorcraft use.	79b
<b>Notes:</b>  <sup>[1]</sup> Techniques to access spectrum and mitigate interference that provide an appropriate level of performance to comply with the essential requirements of Directive 2014/53/EU shall be used. If relevant techniques are described in harmonised standards or parts thereof the references of which have been published in the <i>Official Journal of the European Union</i> under Directive 2014/53/EU, performance at least equivalent to these techniques shall be ensured.				