

REVIEW OF JOINT IMO/IHO/WMO MANUAL ON MSI – 2003 EDITION

Submitted by AUSTRALIA

1. ACTION REQUIRED

The Commission is requested to note the following comments and review the recommendations with view to updating the Joint IMO/IHO/WMO Manual on Maritime Safety Information (MSI).

2. COMMENTS & RECOMMENDATIONS

2.1 End of Message Indicator on SafetyNET Messages

Recently a vessel reported a problem with respect to receipt of a SafetyNET MSI message where the message was perceived to be truncated. It is noted from monitoring of EGC SafetyNET MSI on the IOR and POR that there is no standard end of message indicator provided by MSI providers. Whilst the end of most MSI messages can be logically deduced it is not the case for some. Indeed the problem is most prevalent with long meteorological forecast messages. The end of SafetyNET messages, when indicated, have been noted to be of varying types and formats, example:

- ENDS
- BT
- END OF REPORT
- WEATHER ADELAIDE
- NNNN

The format of a NAVTEX message as provided in Section 8 of the NAVTEX Manual 2006 Edition has as its end of message indicator “NNNN”. This end of message indicator provides a clear and unambiguous indication of the termination of a message and is preceded by a carriage return and line feed ie. it is the last set of characters of a message. Likewise, it is suggested, that all SafetyNET messages also provide a common end of message indicator and to be consistent with the NAVTEX system, that the “NNNN” characters should be adopted.

The Joint Manual on MSI at Section 3.2 provides information on the structure of radio navigational warnings and provides a table of “standard elements” that may be included in the text of these warnings. It is suggested that this table be updated to include an end of message indicator, which MUST be included in every message.

The Table at Section 3.2.2 has been updated as provided below for consideration by the Commission and with new text in *italics* and ~~strike through~~ for old text.

STANDARD ELEMENTS		NAVAREA	COASTAL	LOCAL
Message ID*	Consecutive No. or Nr.	+	+	
Preamble	1. General Area	+		
	2. Locality	+	+	+
	3. Chart Number	+	+	
Warning	4. Key Subject	+	+	+
	5. Geographical position	+	+	+
	6. Amplifying remarks	+	+	+
<i>End of Message Indicator</i>	7. Use indicator NNNN	+	+	+
Postscript	7 8. Cancellations	+	+	+

Table 1 – Standard Elements of Radio Navigational Warnings

Note 1 – The end of message indicator must be inserted in all messages including cancellation messages.

2.2 Reference to NAVTEX Manual, paragraph 4.2.1.3.12

The note at the bottom of page 8 of the Joint Manual on MSI makes reference to the NAVTEX Manual. As indicated in section 3.1.1 it is considered that the reference should be “WWNWS Guidance Document, section 4.2.1.3.12”.

2.3 Section 3.2.2 – Standard Elements – Chart Numbers

The table requires that the chart number be provided for NAVAREA and Coastal warnings, however, in Table A1, page 10 it states that chart numbers are not normally required for coastal and local warnings. There seems to be an inconsistency in the requirements with respect to Coastal warnings.

Australia recommends that the chart number be included for all navigational warnings where a position is not specified.

2.4 Table B1: Lights – Casualties

Note B in Table B1 states that the light list number is not required. Australia is of the view that the light list number should be included, as this ensures no confusion in regard to the aid referred to and in the interpretation of the characteristics and position of the aid.

Australia recommends that Note B be deleted from Table B1.

Note G in Table B1 states that further reports not be requested for unwatched lights. Given Australia's vast and uninhabited coastline with a paucity of shipping around certain areas further reports are warranted before a commitment can be made to transport repair equipment and personnel to service the light.

Australia recommends that Note G be amended to read:

G. Request further reports on an unwatched light to facilitate restoration of the light to normal service.