

Dossier del BHI No. S3/3079

**CIRCULAR No. 31/2000
12 de Julio del 2000**

**IMPLEMENTACION DEL SISTEMA MUNDIAL DE SOCORRO Y
SEGURIDAD MARITIMOS (SMSSM)**

Referencia: Circular del BHI No. 26/1998

Muy Señor nuestro,

1. En su 4ª reunión de Febrero de 1998, se invitó a la Comisión sobre la Promulgación de Radioavisos a la Navegación (CPRNW) a tratar el tema de la definición e implementación de zonas de avisos costeros para NAVTEX o, alternativamente, SafetyNET, en lugar de las difusiones NAVTEX, como importante requerimiento en el Sistema Mundial de Socorro y Seguridad Marítimos. En la Circular No.26/1998, se llamó la atención de los Estados Miembros de la OHI sobre los puntos observados por el CPRNW durante esa reunión.

2. Durante su 5ª reunión, en Junio del 2000, el CPRNW volvió a estudiar este importante tema y decidió que se llamaría la atención de los Estados Miembros sobre los siguientes puntos:

- 2.1 Según el Plan Estratégico de la OHI, Apartado 3.5, todos los aspectos regionales de las difusiones de los avisos a la navegación deberán ser un punto pendiente del orden del día para las Comisiones Hidrográficas Regionales.
- 2.2 Los Coordinadores NAVAREA tienen la responsabilidad subrayada en el punto 1 anterior, párrafo 6.2.1 del Documento Guía del Servicio Mundial de Avisos a la Navegación de la OMI/OHI, Publicación Especial de la OHI No. S-53.
- 2.3 Se proporciona una orientación adicional sobre este asunto en la Resolución de la OMI A705 (17), Anexo 1, adjunta a la presente.

3. Tras una cuidadosa consideración de los temas implicados, el CPRNW recomienda que los puntos siguientes sean considerados al desarrollar, definir, implementar y revisar las zonas del servicio de avisos costeros:

- 3.1 Deberá emprenderse un estudio, al mismo tiempo que el Coordinador NAVAREA y los estados vecinos, de los servicios de difusión costera disponibles en la zona o planeados.

3.2 Oportunidades de cooperación para la información/coordinación de las Zonas de Servicio entre los estados vecinos.

3.3 Actualización del Plan General del SMSSM.

4. Se recomienda además intentar obtener una participación activa, asesoramiento y asistencia del CPRNW, la OMM, la OMI y de otras partes interesadas, incluyendo Coordinadores Nacionales para la MSI, procedentes de países de y adyacentes a la NAVAREA, y enviar las propuestas al Presidente del CPRNW, para su revisión antes de la implementación.

5. El Comité Directivo ve esto como un tema extremadamente importante que tiene un impacto directo e inmediato sobre la seguridad de la vida y la navegación en el mar y anima a los Estados Miembros a reconocer la necesidad de tratar este tema de forma activa o de adoptar las medidas apropiadas en su momento.

6. Puede ser interesante en este contexto que el representante de la IMSO informase a la reunión sobre la disponibilidad de la 3ª edición del Manual del Utilizador de SafetyNET, en el Sitio Web de INMARSAT, <http://www.inmarsat.org/support/index.html>. Se encuentra bajo el icono "Tools" y el volumen del fichero es de 545 kb.

En nombre del Comité Directivo,
Atentamente,

Contralmirante Giuseppe ANGRISANO
Presidente

Anexo: Anexo 1 (Resolución de la OMI A 705 (17), Anexo 1)
(Inglés únicamente).

Note: Although Inmarsat was privatized about a year ago (now called Inmarsat Ltd.) and a new international organization, called International Mobile Satellite Organization (IMSO), was established to ascertain intergovernmental oversight of public services (GMDSS services) which are now provided by Inmarsat Ltd., it was for formal reasons not possible to make the corresponding changes in this IMO Resolution.

IMO Resolution A.705 (17)

RECOMMENDATION ON PROMULGATION OF MARITIME SAFETY INFORMATION

1. INTRODUCTION

- 1.1 The maritime safety information service is an internationally coordinated network of radio broadcasts containing information which is necessary for safe navigation, received in all ships by equipment which automatically¹ monitors the appropriate frequencies and prints out in simple English only that information which is relevant to the ship. This concept is illustrated in figure 1.
- 1.2 Maritime safety information is of vital concern to all vessels. It is therefore essential that common standards are applied to the collection, editing and dissemination of this information. Only by doing so will the mariner be assured of receiving the information he needs, in a form which he understands, at the earliest possible time.
- 1.3 The purpose of this Recommendation is to set out the organization, standards and methods which should be used for the promulgation and reception of maritime safety information.

2. DEFINITIONS

- 2.1 For the purposes of this Recommendation, the following definitions apply :
 - .1 Maritime safety information means navigational and meteorological warnings, meteorological forecasts and other urgent safety-related messages.
 - .2 Maritime safety information service means the co-ordinated service of navigational and meteorological warnings, meteorological forecasts and distress alerts.
 - .3 World-wide navigational warning service (WWNWS) means the internationally co-ordinated service for the promulgation of navigational warnings as set out in resolution A . 706 (17) .
 - .4 Meteorological information means the marine meteorological warning and forecast information described in regulation V/4 (b) (i) and (ii) of the 1974 SOLAS Convention.

¹ The Organization has decided that manual operation will be acceptable for receiving broadcasts of MSI via the operational HF NBDP system (where available) until the full implementation of the GMDSS on 1 February 1999.

- .5 Distress alert means the initial shore-to-ship distress message broadcast in accordance with the Radio Regulations.
- .6 NAVTEX means the system for the broadcast and automatic reception of maritime safety information by means of narrow-band direct-printing telegraphy.
- .7 International NAVTEX service means the co-ordinated broadcast and automatic reception on 518 kHz of maritime safety information by means of narrow-band direct-printing telegraphy using the English language, as set out in the NAVTEX Manual, published by IMO.
- .8 National NAVTEX service means the broadcast and automatic reception of maritime safety information by means of narrow-band direct-printing telegraphy using frequencies and languages as decided by the Administrations concerned.
- .9 International SafetyNET service means the area-addressable global broadcast system, provided by INMARSAT, through the geostationary maritime communications satellite network for promulgation of maritime safety information.

3. BROADCAST SERVICES

- 3.1 Two systems are used for broadcasting maritime safety information. They are provided specifically to serve the requirements of chapter V of the 1974 SOLAS Convention in the areas covered by these systems, as follows :
 - .1 the international NAVTEX service transmissions in coastal regions; and
 - .2 the international SafetyNET service transmissions which cover all the waters of the globe, except for Polar Regions.
- 3.2 Information should be provided for unique and precisely defined sea areas, each being served only by the most appropriate of the above systems. Although there will be some duplication to allow a vessel to change from one system to another, the majority of messages will only be broadcast on one system.
- 3.3 NAVTEX transmissions should be made in accordance with the standards and procedures set out in the NAVTEX Manual. These transmissions are subject to approval by the Maritime Safety Committee. The means of obtaining this approval is described in the NAVTEX Manual.
- 3.4 International SafetyNET service transmissions should be made in accordance with the standards and procedures set out in the International SafetyNET Manual ².
- 3.5 Member Governments may also choose to provide supplementary equivalent broadcasts of maritime safety information in other modes using other frequencies. These may include national NAVTEX services on 4,209.5 kHz and 490 kHz and HF NBDP broadcasts.

4. RECEPTION FACILITIES

- 4.1 Ships are required to be capable of receiving maritime safety information broadcasts for the area in which they operate. This requirement is set out in chapter IV of the 1974 SOLAS Convention, as amended.

² Reference is made to COM/Circ.102/Rev.1 , as it may be amended.

- 4.2 The international SafetyNET service receiving facility should conform to part A of the INMARSAT design and installation guidelines for the EGC SafetyNET equipment and should meet the performance standards adopted by the Organization by resolution A.664 (16).
- 4.3 The NAVTEX receiver should operate in accordance with the technical specifications set out in CCIR Recommendation 540, as amended, and should meet the performance standards adopted by the Organization by resolution A.525 (13).

5. PROVISION OF INFORMATION

- 5.1 Navigational warnings should be provided in accordance with the standards, organization and procedures of the WWNWS under the functional guidance of the International Hydrographic Organization through its Commission on Promulgation of Radio Navigational Warnings.
- 5.2 Meteorological information should be provided in accordance with the technical regulations and recommendations of the World Meteorological Organization (WMO).
- 5.3 Distress alerts should be provided by the various authorities responsible for co-ordinating maritime search and rescue operations in accordance with the standards and procedures established by the Organization.

6. CO-ORDINATION PROCEDURES

- 6.1 In order to make the best use of automated reception facilities and to ensure that the mariner receives the minimum information necessary for safe navigation, careful co-ordination is required.
- 6.2 In general, this requirement for co-operation and coordination will be met by the standard operational procedures of IHO, WMO, ITU and INMARSAT.
- 6.3 Cases of difficulty should be referred, in the first instance, to the most appropriate parent body.
- 6.4 Member States wishing to provide maritime safety information services should nominate a national coordinator for each type of information concerned, informing the Organization of such nominations as they are made. The Organization will maintain and, through the Maritime Safety Committee, publish a list of the nominated coordinators.
- 6.5 The establishment of transmissions in the international NAVTEX service is coordinated by the Maritime Safety Committee. Detailed guidance on the provision of NAVTEX services is contained in the NAVTEX Manual.
- 6.6 The use of satellite maritime safety information services is coordinated by the Maritime Safety Committee.
- 6.7 The designation of service areas is an important part of the coordination process since it is intended that a vessel should be able to obtain all the information relevant to a given area from a single source. Information coordinators should, therefore, design their broadcasts to suit a particular service area. The Maritime Safety Committee will designate service areas for the international SafetyNET service and the international NAVTEX service. In doing so, the Committee will take full account of the character and volume of information and the pattern of maritime traffic in the region and the advice of IHO and WMO.

7. SYSTEM MANAGEMENT

- 7.1 Proposals for amendment or enhancement of maritime safety information services should be submitted to the Maritime Safety Committee for evaluation.
- 7.2 The agreement of the International Hydrographic Organization, the World Meteorological Organization and the International Telecommunication Union, as appropriate, and the active participation of other bodies should be sought, according to the nature of the proposed amendments.
- 7.3 The active participation of IHO, WMO, ITU and INMARSAT is considered necessary for the coordination of broadcasts of all maritime safety information.
- 7.4 Amendments adopted by the Maritime Safety Committee will be notified to all concerned, will provide at least 12 months' notification and will come into force on 1 January of the following year.
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