

NAVTEX Panel Report

Submitted by **Chairman, IMO International NAVTEX Co-ordinating Panel**

SUMMARY

Executive Summary: This report provides a summary of the current issues being addressed by the IMO International NAVTEX Co-ordinating Panel and its actions/activities since the ninth CPRNW Meeting

Action to be taken: See paragraph 6.

Related documents: NAVAREA I Self Assessment report

1. During the period since the last report, there have been relatively few formal applications for new services received by the NAVTEX Panel. However, steady progress has been achieved in bringing some previously reported developments into operation and pre-application advice has been provided to several countries that are considering establishing new services. Items of note, to date July 2008, include the following:
 - **Democratic People's Republic of Korea.**
 - Co-ordination discussions for proposed new NAVTEX services are ongoing with the NAVAREA XI Co-ordinator. No substantive developments have been reported since CPRNW9.
 - **Faeroes.**
 - Details of the changes to NAVTEX service areas in the North East Atlantic as a result of the new station on the Faeroes reported to the last meeting, are shown in the diagram attached to the NAVAREA I Self Assessment report.
 - **Iceland.**
 - Iceland has completed the installation of the two new NAVTEX stations, one on the northern coast at Saudanes, and the other south of Reykjavik at Grindavik. These new stations, have begun broadcasting using B₁ characters [X] for 518 kHz and [K] for 490 kHz from Grindavik and [R] for 518 kHz and [E] for 490 kHz from Saudanes respectively, for new Service Areas to the north and west of Iceland. NAVTEX messages for the south and east of Iceland will be promulgated from the new station in the Faeroe Islands, using B₁ character [D]. Details of the changes to NAVTEX service areas as a result of these new stations being established are shown in the diagram attached to the NAVAREA I Self Assessment report.
 - **Iran.**
 - A recent request by the Ports and Maritime Organization of Iran has led to the allocation of three new B₁ characters for use on the National NAVTEX frequency of 490 kHz; [D]

(DELTA) for Bushehr; [I] (INDIA) for Bandar ‘Abbas; and [J] (JULIETT) for Fereydoon Kenar.

- **Italy.**
 - The co-ordination plan for amending NAVTEX coverage and establishing new service areas in the western and central Mediterranean Sea which was developed in early 2006 has still to be fully implemented. The Italian authorities have reported that two of the three new NAVTEX Stations they had proposed (Pessaro and La Maddalena) have been established and are carrying out test broadcasts. The third station at Sellia Marina in Calabria is still to be established. The Italian administration hopes that all three stations will be operational by late 2008. In the meantime the four existing stations (Rome, Augusta, Cagliari and Trieste) remain operational.
- **Libya.**
 - The NAVAREA III Co-ordinator has circulated a proposal for a Service Area for a new NAVTEX station at Sirte. This has been passed to the administrations of Greece, Italy and Malta for comment. The Panel is content with the proposal, and is currently awaiting confirmation from all neighbouring states before formally issuing a new B1 character to Libya for this station.
- **Nigeria.**
 - Poseidon Consulting As (Norway), on behalf of the Nigerian Maritime Administration and Safety Agency (NIMASA), is installing GMDSS Coast Radio stations along the Nigerian coast. Two of these stations, at Lagos and Bonny, will be equipped with NAVTEX transmitters. NAVAREA II Co-ordinator is currently ensuring the necessary co-ordination between neighbouring administrations is undertaken, particularly with respect to agreeing Service Areas limits for these new stations.
- **Norway**
 - In preparation for the formal establishment of the new Arctic NAVAREA XIX, the Panel has agreed for **Norway** to begin trials of a NAVTEX service on 4209.5 kHz using B₁ character [G]. Initial indications are that complete coverage of the waters currently navigable i.e. free of ice, in the NAVAREA will be achieved by this service. While the NAVTEX Manual and COMSAR/Circ.28 refer to 4209.5 kHz as a frequency available principally for National NAVTEX services, the Panel considers that as there are only 2 other stations currently operating on this frequency, this may provide an optimal solution for promulgating MSI in English to sea areas outside of the coverage of either SafetyNET or the International NAVTEX service on 518 kHz in this region.

Norway has also requested to establish a new NAVTEX service area which would effectively halve the current area covered by their transmitter [L], Rogoland, and also to re-assign some of the B1 characters in NAVAREA I to allow Norwegian stations to have adjacent time slots. Both of these proposals are currently under consideration.
- **Syria.**
 - NAVTEX equipment was installed in Syria during 2007 and has been successfully tested. The National NAVTEX service on 490 kHz has yet to become operational.

- **Tunisia**
 - The delay in implementing the plan for the new NAVTEX stations for Italy has had a knock-on effect to the allocation of a B1 character for Tunisia (Cape Bon) and hence has delayed the operational date for that station.
- **Turkey**
 - Following publication of the NAVAREA III Self-Assessment report to CPRNW 9, Turkey requested guidance on how to raise a disagreement with the content of the report. This guidance was provided by the Panel chairman and the NAVAREA III Co-ordinator at a meeting in the margins of COMSAR 12. Turkey has subsequently submitted a proposal to the NAVAREA III Co-ordinator to amend NAVTEX Service Area limits for some Turkish NAVTEX Stations.
- **Venezuela**
 - Venezuela has recently made an approach to ICS Electronics for assistance in establishing a new NAVTEX station. Details have been passed to the NAVAREA IV Co-ordinator to begin the necessary steps and procedures which should be undertaken prior to the allocation of a B1 character from the NAVTEX Panel, as detailed in the NAVTEX Manual.

2. **Current operational issues.**

Ensuring that all NAVTEX stations broadcasting on 518 kHz have agreed service area limits has been an on-going issue for several years. The procedure of the Panel working with the relevant NAVAREA Co-ordinator to ensure all local issues are considered and that neighbouring administrations are consulted when establishing or amending service areas, is generally working well. The co-operation afforded by many NAVAREA Co-ordinators over the past year is much appreciated. The Panel continues its policy of not issuing B₁ characters for new stations on 518 kHz until service area limits are agreed with all concerned.

3. **National language broadcasts on the International NAVTEX Service**

This issue is becoming less significant as more countries have successfully transferred national language broadcasts from the International Service to National Services in accordance with COMSAR/Circ 28.

4. **Power output and interference**

Since the last CPRNW meeting there have been fewer reported instances of interference between stations caused by excessive power output than in previous years. If this trend continues it will significantly help to improve the overall effectiveness of the service and justify the efforts made by many over the last few years to address this issue.

5. **Wider issues associated with the promulgation of Maritime Safety Information**

The NAVTEX Panel continues to be active in a number of areas associated with improving standards and developing MSI services, this has included:

- i) Contributing to the work of the joint IMO/IHO/WMO CG on Arctic MSI services.
- ii) The Secretary of the Panel has continued to act as Secretary of the IHO WG tasked with reviewing and updating all of the joint IMO/IHO/WMO MSI documentation.
- iii) Panel members have been active in promoting and helping to run the first three MSI training courses of a series planned under the authority of the IHO Capacity Building

Programme. The courses are intended to provide practical guidance for those who are directly concerned with assessing new navigational data and drafting radio navigational warnings for promulgation either locally or through the relevant NAVAREA Co-ordinator. The next course is planned for the autumn of 2008 within in the area of the Northern Indian Ocean RHC. It is anticipated that the Secretary of the Panel will act as a tutor for this course.

6. **Recommendations**

It is recommended that the Commission notes this report