

**10<sup>th</sup> MEETING of the IHO COMMISSION ON THE PROMULGATION  
OF RADIO NAVIGATIONAL WARNINGS  
Directorate of Hydrography and Navigation, Niteroi, Brazil  
25 – 29 August 2008**

**SUMMARY REPORT**

*Note: Paragraph numbering corresponds to Agenda Item numbering (Annex A), and not necessarily to the order in which matters were discussed.*

## **1 OPENING REMARKS AND ADMINISTRATIVE ARRANGEMENTS**

### **1.1 Opening Remarks and Introductions**

The Chairman of the Commission (Mr. Peter Doherty, United States (NGA)) opened the 10<sup>th</sup> CPRNW Meeting at 0900 on Monday 25 August 2008 welcoming the 33 delegates from 15 IHO Member States, the International Hydrographic Bureau (IHB) the World Meteorological Organization (WMO) and Inmarsat. These included representatives of 13 NAVAREA Co-ordinators and 1 Sub-Area Co-ordinator. The list of participants at the meeting is given in Annex B. Apologies for non attendance had been received from New Zealand (NAVAREA XIV), the Russian Federation (NAVAREAs XIII, XX and XXI), Ukraine, the International Maritime Organization (IMO) and the International Mobile Satellite Organization (IMSO).

### **1.2 Welcome by Brazilian Directorate of Hydrography and Navigation (DHN) and the IHB**

Vice Admiral Palmer, Director of the DHN, welcomed all participants to the meeting. He said that this was the first time that Brazil had hosted CPRNW, a very important body within IHO, which made significant contributions to the Safety of Life at Sea and the protection of the marine environment. He informed the meeting that his staff was on hand to provide all the assistance that they could in order to facilitate the work of the meeting.

The Chairman thanked Admiral Palmer for his kind words and the excellent arrangements which had been made. He also thanked Cdr Briones for the close liaison which had been made during the preparations for the meeting and especially for the first class arrangements for meeting delegates at the airport and transporting them to their hotels.

The Chairman read out a letter from Vice Admiral Maratos, President of the IHB, who had been unable to attend the meeting due to other commitments. Admiral Maratos noted the importance of the work of CPRNW, the extensive agenda and list of documents to be considered during the meeting and wished the meeting well. In concluding Admiral Maratos noted with sorrow the news he had received of the imminent retirement of Cdr Steve Godsiff, NAVAREA I Co-ordinator and Chairman of the IMO NAVTEX Co-ordinating Panel. He thanked Cdr Godsiff for his extensive contribution to the maritime community through his work for CPRNW and the NAVTEX Panel and noted that his deep knowledge and conscientious work would be missed. Lt Cdr Shipman presented Cdr Godsiff with an IHO crest on behalf of the IHO.

### **1.3 Working Arrangements**

It was agreed that normal working hours would be from 0830 to 1300 and 1430 to 1800 with a short morning and afternoon tea break. The members were reminded that all meeting documents were available from the CPRNW section of the IHO web site and they were referenced by CPRNW10 followed by the Agenda Item (AI) number and, where necessary, a sequential number.

### **1.4 Administrative Arrangements**

Cdr Briones (DHN) and Lt Cdr Shipman (IHB-Secretary) reviewed the local and administrative arrangements for the meeting.

### **1.5 Adoption of the Agenda**

The Chairman stated that the meeting agenda was very full and encouraged active participation by all delegates in the discussion of key items where their individual knowledge, experience, and expertise would be valuable to that particular agenda item. He also noted that in order to complete each item on the agenda that it would be beneficial to all delegates if everyone would keep their comments brief, concise and pertinent to the issue being discussed.

The Commission adopted the agenda. A copy of the meeting agenda and a listing of all the papers submitted are attached at Annexes A and C respectively.

### **1.6 Review of Action Items from CPRNW9**

The Secretary reviewed the list of outstanding action items and briefly discussed the current status of each identifying where it would be addressed further as part of the agenda for this meeting. The updated list of all outstanding Action Items - and their current status are attached at Annex D. Those items marked "Complete" or "Delete" will subsequently be removed from the list once this report has been approved.

Regarding Action Item CPRNW8 3.1.2, in response to a question from Australia it was noted that it was not really "templates" that were being prepared but rather "examples" and that these would be included in the Joint MSI Manual which was being reviewed under AI 4.2.

## **2 MATTERS RELATING TO THE GMDSS MASTER PLAN**

The Chairman noted that the IMO representative was unable to attend this meeting; consequently a full update on the GMDSS could not be presented. The Secretary noted that the IMO had just released an updated version of the GMDSS Master Plan (GMDSS-1/Circ.10) which was now available for download from the CPRNW section of the IHO web site.

### **3 PROMULGATION OF MARITIME SAFETY INFORMATION (MSI)**

#### **3.1 Results from the Twelfth Session of the International Maritime Organization's Sub-Committee on Communications and Search and Rescue (COMSAR12)**

The Chairman and Secretary reviewed the matters considered and decisions taken during COMSAR12. It was noted that the draft revisions of resolutions A.705(17) as amended and A.706(17) as amended, prepared by CPRNW were adopted by COMSAR 12 with one minor amendment. This reflected well on the excellent work undertaken by CPRNW in the preceding two years.

##### **3.1.1 Joint IMO/IHO/WMO Correspondence Group on Arctic MSI Services**

The Chairman briefly reviewed the activities of the CG and noted that this matter would be considered further under AI 3.4.1.

##### **3.1.2 Update on IMO Assembly Resolution A.705(17)**

As reported at AI 3.1 this revised resolution was approved by COMSAR 12 and is now on the Agenda of the 85<sup>th</sup> session of the IMO Maritime Safety Committee (MSC) in late 2008 for approval.

##### **3.1.3 Update on IMO Assembly Resolution A.706(17)**

As reported at AI 3.1 this revised resolution was approved by COMSAR 12 and is now on the Agenda of the 85<sup>th</sup> session of the IMO Maritime Safety Committee (MSC) in late 2008 for approval.

##### **3.1.4 Update on Long Range Identification and Tracking (LRIT)**

The Secretary reported that this matter had continued to be discussed at length during meetings of the IMO MSC. There had also been several meetings of an Ad-hoc LRIT WG to resolve technical issues. Further work was required at MSC85 in late 2008 with LRIT due to be operational on 1 January 2009.

##### **3.1.5 Liaison Statement from IMO COMSAR 12**

The Secretary reported on the liaison statement that the IHO had received from IMO COMSAR. In view of the imminent meeting of the IMO/ITU Group of Experts the Chairman and Secretary had prepared and sent a response which is included in document CPRNW10/3.1.1. Given that this group were due to meet again in 2009 it was possible to make a further response. Following a question from Australia it was concluded that the transmission of security related matters only concerned Port Security States issued in accordance with the International Ship and Port Facility Security Code (ISPS). Following a proposal from NAVAREA I it was agreed that he and the Secretary would prepare a new liaison statement for consideration later in the meeting. The text of the liaison statement was subsequently agreed and is attached at Annex G. The IHB is requested to forward it to the IMO.

## 3.2 NAVAREA Assessments of Navigational Warnings Services by Co-ordinators

### 3.2.1 Individual Assessments

All NAVAREA Co-ordinators were asked to submit a NAVAREA Self Assessment report based on a template provided by the Chairman. Reports were received from all NAVAREAs with the exception of NAVAREAs XIV (New Zealand) and XVI (Peru). During the meeting those NAVAREA Co-ordinators present were given the opportunity to present their reports and highlight any particular aspects of significance.

Three NAVAREAs raised concerns regarding the inclusion of T and P corrections and their inclusion in ENC's. This matter was discussed and it was concluded that whilst this was a matter of genuine concern it did not fall under the remit of CPRNW, which is responsible for the dissemination of navigational warnings and not Notice to Mariners. CPRNW supported a proposal from France that France would seek to have this matter included on the agenda of Committee on the Hydrographic Requirements of Information Systems (CHRIS) but did not support the suggestion that CHRIS should refer it back to CPRNW. CPRNW asked the Secretary to bring this aspect of the CPRNW report to the attention of the IHB staff with responsibilities for CHRIS.

All submitted NAVAREA reports are available on the CPRNW web site and the following is a brief synopsis provided by the NAVAREA Co-ordinators:

**NAVAREA I:-** United Kingdom presented their report, document CPRNW10/3/2/I. The key operational issues addressed during the last year were associated with the withdrawal of telex facilities by telecommunications companies and the resulting requirement to introduce new technology and processes to access the SafetyNET CES and hence maintain the integrity of the NAVAREA Warning Service.

**NAVAREA I Sub-Area Baltic:-** Sweden presented their report, document CPRNW10/3/2/I\_Sub-area highlighting the following items:

- a. a regional meeting is held every two years with representatives from the Sub-area co-ordinator, National co-ordinators, Meteorological institutes and Coast radio stations.
- b. the lack of T- and P-information in ENC is a threat to the safety at sea.
- c. he further invited the meeting to a discussion on the subject "how to include MSI into ECDIS".

Following discussion on this document the meeting agreed that the Chairman should investigate inviting ECDIS manufacturers to make a presentation at the next meeting demonstrating ways in which SafetyNET messages could be displayed on ECDIS.

**NAVAREA II:-** France presented their report CPRNW10/3/2/II, highlighting the MSI activities for the past year and provided updated information. In addition France proposed:

- a. that CPRNW inform CHRIS IHO Committee that CPRNW is ready to collaborate and evaluate availability and possible use of SafetyNET and NAVTEX networks for broadcasting nautical information and particularly information contained in T and P Notices; and
- b. to translate the MSI course into French in order to have a French text to assist francophone students as the courses are provided in English.

NAVAREA II was requested to send a CD containing the graphics in their MSI brochures to CPRNW members.

**NAVAREA III:-** Spain presented their report, document CPRNW10/3/2/III.Rev1 (*Please note that there was an error in document CPRNW10/3.2.III and it had been replaced by Revision 1 on the CPRNW web site.*) During this period of time since the last CPRNW meeting, several countries in the Central Mediterranean have been working in order to accomplish the plan agreed in Monaco, January 2006, establishing new stations in Italy and Tunisia. It is expected that shortly all these stations will become operational. Libya is also doing its best in order to establish a new station in Surt that will give full NAVTEX coverage to the Mediterranean. Discussions about the creation of new Sub-areas in the Black and Caspian Seas went on during this year and will go on during next year until a final agreement is reached. The 3rd MSI Training course took place in Cadiz, Spain in March 2008 with the objective of increasing the knowledge on the procedures of the WNWNS among the countries of this region.

**NAVAREA IV:-** The USA presented their report, document CPRNW10/3/2/IV-XII The NAVAREA IV and XII Coordinator noted that all broadcast messages that are promulgated during the previous 24 hours are posted to a website each day. He stated that NAVAREA IV and XII does have a true business continuity plan as there is a secondary site that is manned and from which messages are promulgated on a routine basis totally transparent to the shipboard user. He also highlighted the utilization of Google Earth technology for a visual presentation of message content that is used for a validation and quality assurance practice and internal watchstander use only today. He then further noted that hopefully it will in the future become a more dynamic web interface for external users. He then reported on capacity building efforts underway at the IHO and that the USA has fully supported during the past year.

France raised the matter of there being an overlap of coverage areas between coastal broadcasts from French Guyana (within NAVAREA IV) and Brazil (NAVAREA V). It was agreed that NAVAREA II Co-ordinator would put the French Guyana national Co-ordinator and NAVAREA V Co-ordinator in touch in order to remove this overlap.

**NAVAREA V:-** Brazil presented their report, document CPRNW10/3/2/V. NAVAREA V coordinator has been making efforts to comply with international rules for the “World-Wide Navigational Warning Service” for the SafetyNET service and give users more facility to use the information. As of 1 August 2008, a significant change in operational procedures have been put in force as set out below:

- a) the new scheduled time for transmission of NAVAREA V Radio Navigational Warnings will be 0030 UTC and 1230 UTC;
- b) new geographic limits of the NAVAREA V Coastal areas will be adopted;
- c) each NAVAREA warning will be transmitted as individual messages codified as "1.1.31.05.01.00";
- d) each Coastal warning will be transmitted as individual messages codified as "1.1.13.05B1A.01.00" (being B1 “I”, “N”, “E” or “S” according to the Coastal area the Warning refers to). Users are supposed to select the corresponding letter to receive these warnings.

Some details about Meteorological Information broadcast for METAREA V were also presented in this Report.

**NAVAREA VI:-** Argentina presented their report, document CPRNW10/3/2/VI. The NAVAREA website address will change from mid September 2008 onwards, although the current address will remain valid for some time. New address [www.hidro.gob.ar/nautical/radioav.asp](http://www.hidro.gob.ar/nautical/radioav.asp) (i.e goy becomes gob). Email addresses will continue to use “gov” until further notice.

**NAVAREA VII:-** South Africa presented their report, document CPRNW10/3/2/VII. The Commission was invited to note the following:

- a. The lack of NAVTEX Stations to the north of the South African international borders.
- b. The lack of adequate MSI implementation by states in the Great Rift Valley region.
- c. MSI is a standing agenda item at SAIHC meetings where member states are kept informed of the importance of maritime safety and encouraged to implement MSI measures.

Following discussion on some of the issues raised NAVAREA VII were asked to clarify a request from Namibia concerning MSI dissemination. On the final day of the meeting NAVAREA VII were given the opportunity to make a presentation on the status of MSI on Lake Victoria. The presentation outlined the conclusions of a report prepared by IMO consultants some years ago highlighting navigational issues on the lake and the lack of MSI in particular. It was concluded that, as set out in Document CPRNW9/3/4/4 Lake Victoria like the Caspian Sea, should not at present be considered as coming under the SOLAS Convention. The establishment of a co-ordinated MSI service would require the agreement of the coastal States concerned. The IHB reminded the meeting that the IMO, IHO and IALA had established a joint group looking at “Safety of Navigation on Lake Victoria” but that it had not been able to achieve very much. The meeting agreed that this was a matter of concern but would await IMO direction before deciding on what action it should take.

**NAVAREA VIII:-** India presented their report, document CPRNW10/3/2/VIII. NAVAREA and Coastal Warnings are broadcast by SafetyNET and coastal warnings are broadcast by NAVTEX although the Indian Navtex stations are currently non-operational whilst maintenance is carried out. All NAVAREA warnings are available from the Indian HO web site which is updated daily.

Several delegates questioned the routine adopted by NAVAREA VIII whereby warnings were broadcast in every schedule for 3 days, then on the 3<sup>rd</sup> and 5<sup>th</sup> days and subsequently every 4<sup>th</sup> day for 42 days or until cancelled. The Joint MSI manual considers that all active messages should be broadcast on every schedule. It was agreed that India should send some examples of messages to the Chairman of the SafetyNET Panel in order that this matter could be considered further.

**NAVAREA IX:-** The NAVAREA IX report was delivered to the members at the meeting and has subsequently been placed on the IHO web site. Pakistan presented their report document CPRNW10/3/2/IX. Coastal warnings are effectively broadcast by NAVTEX and NAVAREA warnings by SafetyNET. Pakistan is investigating the possibility of establishing NAVTEX stations to cover the South Western part of NAVAREA IX which is the only part not currently covered.

**NAVAREA X:-** Australia presented their report, document CPRNW10/3/2/X highlighting the MSI activities for the past year and provided updated information. In addition Australia recommended, for quality management purposes, that a basic survey be undertaken of NAVAREA coordinators in the provision of certain aspects of MSI promulgation and as stated in resolution A.706(17), as amended.

All NAVAREAs present were invited to complete the questionnaire prepared by Australia in order that this matter could be considered later in the meeting. The questionnaire, as completed by those NAVAREAs present, is attached at Annex H. It was agreed that this table would be included in the Self Assessment template for future meetings. CPRNW members are invited to suggest improvements to the questionnaire. The Self Assessment template will also include the question "Do you have ISO 9001 Quality Management System accreditation." During further discussion it was considered inappropriate for CPRNW to conduct a quality oversight function. The Secretary gave a short report on the actions taken by the IHO with regard to the Voluntary IMO Member State Audit Scheme. IHO had offered to partake in or assist in the conduct of audits and/or assist in the training of auditors with respect to the provision of hydrographic services in accordance with SOLAS V/9.

**NAVAREA XI:-** The Chairman presented document CPRNW10/3/2/XI as Japan were not present. Information was provided on Contingency planning and the procedures used to test the plans. The Co-ordinator raised concerns regarding the number of warnings issued that were "until further notice" and covered large areas of sea and were thereby sometimes restricting safe navigation unnecessarily.

CPRNW took this point into consideration during its discussion on the revision of the MSI Manual (AI 4.2).

**NAVAREA XII:-** See under NAVAREA IV.

**NAVAREA XIII:-** The Chairman presented document CPRNW10/3/2/XIII as the Russian Federation were not present. The key operational issue in the report identified that a NAVAREA XIII web site was under development and that the Russian Federation supported the introduction of Sub-Areas of NAVAREA III for the Black and Caspian Seas.

**NAVAREA XIV:-** No report submitted.

**NAVAREA XV:-** The Chairman presented document CPRNW10/3/2/XV as Chile were not present. The document submitted reported on the SafetyNET and NAVTEX services provided. The report indicated that broadcasts from 6 NAVTEX stations were being made in English and Spanish on 518 kHz. CPRNW expressed concern that NAVAREA XV was still transmitting NAVTEX messages in the Spanish Language on the International NAVTEX Frequency (518 kHz) and urges Chile to move such broadcasts to one of the national frequencies (490 or 4209.5 kHz) established for broadcasts in a national language. It was agreed that the Chairman would write to Chile on this matter and that it should also be raised in the CPRNW report to be submitted to IMO COMSAR.

**NAVAREA XVI:-** No report submitted.

**NAVAREAs XVII and XVIII:-** The NAVAREA XVII / XVIII report was delivered to the members at the meeting and has subsequently been placed on the IHO web site. Canada

presented document CPRNW10/3/2/XVII-XVIII reporting on the activities being undertaken to establish these two new NAVAREAs in the Arctic.

**NAVAREA XIX:-** Norway provided information on activities to establish this new NAVAREA in the Arctic in documents: CPRNW10/3/3 and CPRNW10/3/4/1.

**NAVAREA XX and XXI:-** Whilst not a Self Assessment a letter to the Chairman from the approved Co-ordinator for these NAVAREAs was included in the meeting documents (CPRNW10/3/2/XX-XXI). Canada, and others, raised the matter of “seasonal broadcasts”. It was agreed that this would be discussed under AI 3.4.1 on the CG on Arctic MSI Services.

### **3.3 Broadcast Systems and Services**

#### **3.3.1 Report of the IMO NAVTEX Coordinating Panel**

The Chairman of the IMO NAVTEX Coordinating Panel introduced document CPRNW10/3/3/1 and highlighted the main matters raised.

#### **3.3.2 Report of the IMO SafetyNET Co-ordinating Panel**

The Chairman of the IMO SafetyNET Co-ordinating Panel gave a brief verbal report on the current issues and indicated that these would all be discussed further under other AIs. He noted the work of the group reviewing the SafetyNET Manual adding that this matter would be given preliminary consideration at this meeting prior to further consideration during a WG meeting in the week following COMSAR13. It would then be considered further at CPRNW11 (WWNWS1) in 2009. He thanked Mr Maksimov from Inmarsat for the excellent work he had undertaken in preparing the revised draft of the manual.

#### **3.3.3 WMO Liaison Report**

The WMO Representative presented the major outcomes of the sixtieth session of the WMO Executive Council (Geneva, Switzerland, June 2008) relevant for the activities of CPRNW. In particular, CPRNW noted that the WMO Executive Council:

- approved the establishment of five new METAREAs for the Arctic region with the same boundary limits as the corresponding NAVAREAs, and welcomed and endorsed the commitments by the following National Meteorological Services to serve as METAREA Issuing Service as follows:
  - Environment Canada for METAREA XVII and XVIII;
  - Norwegian Meteorological Institute for METAREA XIX;
  - Roshydromet for METAREA XX and XXI.
- strongly supported the expansion of the GMDSS-weather web site (<http://weather.gmdss.org>) to include navigational warnings, in close collaboration with IHO.
- requested JCOMM to continue developing alternative methods for transmitting met-ocean graphical products to marine users.

An overview of the evolution of the GMDSS-weather web site since the CPRNW9 was also presented. The WMO representative reiterated the WMO offer to collaborate with IHO for



the use of the URL domain “gmdss.org” for the provision of both meteorological and navigational warning information on the Web. Meteo-France, who developed and maintains the GMDSS web site for JCOMM, could provide technical assistance. Some of the tools, pages or functionalities already developed could be used or adapted. The Commission noted with appreciation the addition of a specific page including all available links to the NAVAREA websites as had been requested and represented the first step of cooperation during CPRNW9. CPRNW agreed to consider this further at the next meeting.

The meeting further noted that WMO has developed a WMO Quality Management Framework, establishing a formal agreement with ISO.

The WMO Representative also informed the Meeting on the availability and update of the WMO Publications linked with the maritime safety:

The WMO-No. 9, Volume D (Weather Reporting – Information for Shipping) comprises information on met-ocean MSI broadcasts (including maps showing limits of Metareas and sub-areas), coastal radio stations and Inmarsat land earth stations accepting ships’ weather and oceanographic reports, marine meteorological services available for main port, ship weather routing services, and visual storm warning signals. This publication is available online ([http://www.wmo.int/pages/prog/www/ois/Operational\\_Information/InfoForShipping.html](http://www.wmo.int/pages/prog/www/ois/Operational_Information/InfoForShipping.html))

Following a request from the WMO Congress, both publications: WMO-No 558 (Manual on Marine Meteorological Services); and WMO-No 471 (Guide to Marine Meteorological Services); will be available online before the end of 2008, on the GMDSS-weather web site and on the WMO web sites (<http://www.wmo.int/pages/prog/amp/mmop/publications.html>).

WMO has established contact with ITU to regularly exchange views and technical material, such as the electronic versions of publications and manuals believed to be of common interest. ITU identified focal points on both technical and regulatory aspects and ITU publications. A similar partnership with IHO, with identification of a focal point, is desirable. CPRNW agreed to seek a representative to act as the focal point.

The WMO representative thanked Peter Doherty and Chris Payne, who had accepted the roles of IHO representative in the Task Team on provision of MSI in the Polar Regions and in the Task Team on Tsunami Products for transmission of MSI, defined by ETMSS respectively. No further progress has been made since CPRNW9. Nevertheless, WMO plans to organize a short ETMSS meeting in February 2009 (2/3 days), gathering a limited number of experts (draft core membership), to organize its work plan and prepare the input for the 3rd plenary session of JCOMM, planned for 4th-12th November 2009 in Marrakech, Morocco. The agenda and date will be fixed in September 2008. An IHO representative at this meeting would be desirable. CPRNW agreed to seek a representative to attend this meeting.

### **3.3.4 Monitoring MSI**

There is an important requirement for NAVAREA Co-ordinators to monitor the satisfactory broadcast of their warnings. The UK reported that it was necessary to turn off the Mobile Station at regular intervals in order to ensure that all warnings are being broadcast. If this is not done then the equipment having received the warning once will ignore future broadcasts and the Co-ordinator cannot be certain that these are indeed still being broadcast. The Observer from Inmarsat confirmed that a standard Inmarsat C or mini-C maritime MES receiver might not meet all the requirements for monitoring MSI particularly with regard to

the reception of repeated broadcasts as they were designed to suppress all repeated broadcasts of a message providing the initial broadcast was received error free. MSI providers should check with manufacturers of their monitoring equipment how to set up terminals correctly and/or if special monitoring software is available or they should follow the advice of NAVAREA I above. It was agreed that this topic would remain in the Self Assessment template and remain as an AI for future meetings.

### **3.3.5 Contingency Planning**

The Chairman reiterated the need for all co-ordinators to have contingency plans in place to maintain broadcasts of warnings in the event of a catastrophic failure of an element or indeed the whole system. Members were informed that the updated resolution A.706(17), as amended, reflects the need for NAVAREA coordinators to take into account the need for contingency planning. This requirement had been well demonstrated on several occasions. NAVAREA I reminded the meeting that the contingency plan must cover all aspects of the system from the receiving of messages to the broadcast of warnings. Additionally these plans need to be exercised at intervals. The possibility exists for a NAVAREA Co-ordinator and a METAREA issuing Service to implement a bilateral contingency plan, as organized in NAVAREA I. This topic has been included in the Self Assessment Template. The Action Item on IMSO to prepare a draft text on contingency planning for inclusion on the WWNWS CD is still outstanding.

Australia raised a question regarding the need for an agreement / contract with a secondary LES / CES in the event of the loss of the Primary LES. The meeting agreed that there was a need to have certain arrangements in place but the issue of whether a contract was necessary was a matter between the NAVAREA concerned and the LES. Australia considered that a contract would be likely to be beneficial for heavy users of the system, i.e. those sending a large number of messages on a regular basis.

As additional support to NAVAREA's in their contingency planning, the Chairman asked Inmarsat if it would be feasible for Inmarsat to send a list to all LES's of the IMO approved NAVAREA's who are MSI providers. This list could assist NAVAREA's who may request temporary dissemination support from LES's, which they do not otherwise have established agreements with. Before agreeing, Inmarsat stated they would need to discuss this further with the Chairman.

## **3.4 Improvements to the WWNWS**

### **3.4.1 Joint IMO/IHO/WMO Correspondence Group on Arctic MSI Services**

Norway introduced their papers CPRNW10/3/3 and CPRNW10/3/4/1. Following discussion on the need to broadcast to a rectangular area, prior to modification of the Inmarsat System Definition Manual (SDM), it was agreed that there should be an overlap zone between the new Arctic NAVAREAS in order to ensure that ships received relevant information prior to arrival in the area. Suggestion was made by Norway to go with 700 miles, as per the International SafetyNET Manuals recommendation for rectangular area broadcast of piracy messages. The Chairman stated that he would look into that and would recommend a reasonable overlap zone. Following discussions between interested parties after the meeting it was agreed that a distance of 300 miles should be adopted. Some testing of systems and areas by Canada and Norway is in works. In order for adequate overlap coverage to be taken into consideration, and to be consistent for each Arctic NAVAREA, it was agreed that it would be appropriate for the Chairman to provide the necessary rectangular addressing

boundary limits for the Arctic NAVAREA's, with Canada, Norway, and the Russian Federation providing a review and approval by 15 October. These limits would then be included in the Arctic MSI CG report to COMSAR 13. Graphics would be useful in the longer term and were requested to be supplied to the Chairman by 1 December. Norway reported that they had agreed to send operators to the UK for some operational training.

The Chairman was asked to include the MSI training package on the WWNWS CD and to pass it to all NAVAREA Co-ordinators for future use for NAVAREA internal training. Discussions on a possible timeline for Operational Status indicated that it might be feasible to aim for live testing in late 2009 and 2010 with "Operational" being declared sometime in 2011. It was agreed that "Operational Status" shall be declared simultaneously for all Arctic MET / NAVAREAs. The Commission considered that this event would be a significant milestone in the delivery of MSI world-wide and was worthy of major IMO, IHO and WMO celebration. The Chairman would investigate options with IMO, IHO and WMO.

In respect to the Arctic NAVAREA's, given the potential need for dissemination of messages by different means it was agreed that when certain messages needed to be sent by SafetyNET, in order to avoid any misunderstanding these should carry a statement in the form "HF message xxx refers".

### **3.4.2 Inmarsat-C EGC SafetyNET Report including System Definition Manual (SDM) update**

Inmarsat gave a presentation on their EGC SafetyNET Report and this is available from the IHO web site (CPRNW10\_Inmarsat.pdf). Discussion then took place on the changes to the SDM proposed by Inmarsat. Following a question from Argentina and others it was emphasised that this matter **ONLY** affected the boundaries used in the SDM and hence the areas where messages would be received by ships. This did **NOT** change in any way the delimitation of MET / NAVAREAS as approved by IMO. The following comments relate to the proposals made by Inmarsat in their document CPRNW10/4/4/2 (Whilst references are to NAVAREAs this applies equally to METAREAs):

- |             |                                                                                                                                                                                                                                                                                                                                                                        |
|-------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| NAVAREA I   | Remove small overlap between NAVAREA 1 Subarea and NAVAREA XX.                                                                                                                                                                                                                                                                                                         |
| NAVAREA II  | Maintain a small overlap between longitudes 5 and 6 degrees in the Straits of Gibraltar.                                                                                                                                                                                                                                                                               |
| NAVAREA III | Keep draft areas IIIA and IIIB in case they are required at a later point.                                                                                                                                                                                                                                                                                             |
| NAVAREA IV  | OK                                                                                                                                                                                                                                                                                                                                                                     |
| NAVAREA V   | Move western end of the NAVAREA V area further west (From 52 W to 60 or 65 W in order to service the Amazon basin. NAVAREA V was requested to provide Inmarsat with detailed coordinates.                                                                                                                                                                              |
| NAVAREA VI  | The small overlap between NAVAREAs V and VI was agreed. NAVAREA VI indicated that there was a need for further small overlaps in the Straits of Magellan and the Beagle Channel in order to ensure that all vessels received all relevant messages for NAVAREAS VI (Argentina) and XV (Chile). NAVAREA VI was requested to provide Inmarsat with detailed coordinates. |
| NAVAREA VII | The revised limits need to be adjusted to allow for the possible future inclusion of the African Lakes as a Sub-Area. NAVAREA VII was requested to provide Inmarsat with detailed coordinates.                                                                                                                                                                         |

- NAVAREA VIII It was agreed that the modification of the limits in the west and north should be adopted but that the stepped boundaries between NAVAREAs VIII and IX and between VII and IX should not be adopted as they were overly complex and the small overlapping area would be beneficial to mariners.
- NAVAREA IX Do not use the stepped boundary with NAVAREA VIII. NAVAREA IX is requested to review carefully the limits in the north of the area to ensure that all NAVAREA IX is included, this is particularly important with respect to the boundary with NAVAREA III. NAVAREA IX was requested to provide Inmarsat with detailed coordinates.
- NAVAREA X Australia questioned the need for stepped boundaries and believed that manufacturers should be able to use boundaries other than parallels of latitude or meridians of longitude. Inmarsat reported that this might be due to a “memory” constraint and that currently it was necessary to step boundaries for non N-S / E-W boundaries.
- NAVAREA XI The meeting agreed that as reported for NAVAREA VIII the boundary between NAVAREAs VIII and XI should NOT be stepped but that the stepped boundary with NAVAREA XIII in the North should be adopted.
- NAVAREA XII Proposed changes were agreed by NAVAREA XII but there was no input from NAVAREA XIII.
- NAVAREA XIII Inmarsat proposals were accepted by the meeting although the NAVAREA was not in attendance.
- NAVAREA XIV Inmarsat proposals were accepted by the meeting although the NAVAREA was not in attendance.
- NAVAREA XV Inmarsat proposals were accepted by the meeting although the NAVAREA was not in attendance.
- NAVAREA XVI Inmarsat proposals were accepted by the meeting although the NAVAREA was not in attendance.

The Inmarsat proposals for the Arctic NAVAREAs XVII – XXI were agreed and in the case of NAVAREA XX this was for Variant 2 as given in document CPRNW10/4/4/2. The NAVAREA XX/XXI Co-ordinator was not present.

Inmarsat will contact those NAVAREA Co-ordinators not present to seek agreement with their proposals as modified by the meeting. All NAVAREA Co-ordinators to review the revised limits and pass comments / agreement to the Chairman, Mr Guy Beale and Inmarsat.

NAVAREA I raised the question of the naming convention for Sub-Areas and the meeting agreed with the Inmarsat proposal to use a letter after the existing NAVAREA e.g. IA for the Baltic Sub-Area. Inmarsat were requested to discuss this matter with system manufacturers.

The Observer from Inmarsat reported that “Transas” had developed a “Navtex Manager” application which automatically received NAVTEX messages and plotted them on electronic charts. Inmarsat will contact “Transas” and check if a similar application has been developed for SafetyNET messages”.

### **3.4.3 WMO Actions**

See discussion at AI 3.3.3 – WMO Liaison Report

### **3.4.4 Caspian Sea**

The IHB introduced document CPRNW10/3/4/4 introducing a legal opinion from IMO regarding the applicability of SOLAS to waters such as the Caspian Sea and Lake Victoria. CPRNW believed that this “opinion” indicated that whilst the Caspian Sea should not, at least for the time being, be considered as coming under SOLAS, that it would be possible to establish an MSI Sub-Area if all the Coastal States so agreed. At the request of NAVAREA III it was agreed that the Chairman of CPRNW should contact the IMO for agreement to make an approach to the coastal States of the Caspian Sea seeking their agreement to the establishment of such a Sub-Area.

### **3.4.5 Black Sea**

Turkey made a presentation on their document CPRNW10/3/4/5 regarding their offer to act as the Co-ordinator of a NAVAREA III Sub-Area for the Black Sea. Discussion on this topic indicated that the proposal was for the dissemination of MSI via NAVTEX. Turkey did not request any change for the dissemination and coordination of meteorological information. Greece would remain as the METAREA III Issuing Service for the whole METAREA III.

This matter remained as a topic for consideration / agreement within NAVAREA III and NAVAREA III would consult with the states concerned to reach an agreement prior to any consideration by CPRNW.

### **3.4.6 The Way Forward**

No papers were submitted under this AI and it was considered that all issues had been addressed under other AIs.

## **3.5 Emerging Technologies**

### **3.5.1 E-navigation**

The IHB introduced document CPRNW10/3/5/1 providing information on the progress of the e-navigation debate within the COMSAR and NAV Sub-Committees of IMO. He emphasised that the attached IMO document was the report of the IMO Working Group at NAV54 and that there were some changes made to the strategy during the final discussions in the plenary session of NAV54. The final report from NAV54 to the IMO MSC (NAV54/25) will be available from the IHO web site under “External Liaisons” > “International Organization Documents” > “IMO”, as soon as it is issued by IMO.

The MSC in late 2008 will discuss the draft strategy and it is expected that they will give COMSAR and NAV a new Work Programme Item, with a completion date of 2012 to develop an implementation plan for the e-navigation strategy. The IHB will continue to monitor progress and inform CPRNW accordingly.

### **3.5.2 IMO Resolution A.1001(25) {formerly A.888(21)} “GMDSS Other Service Providers”**

The IHB introduced document CPRNW10/3/5/2 reporting that the 25<sup>th</sup> Session of the IMO Assembly had adopted resolution A.1001(25) thereby revoking the former resolution A.888(21) and including the text of the new resolution.

At this time, no “Other Service Providers” have yet sought approval. Should any provider seek approval then they will have to provide the full service required by the GMDSS.

### **3.5.3 Presentation by other service providers**

There were no requests from potential service providers to make presentations to CPRNW 10.

### **3.5.4 Other means of MSI Distribution**

The United Kingdom introduced document CPRNW10/3/5/4 raising concerns that discussions within the IMO NAV Sub-Committee at its 54<sup>th</sup> session, on the topic of AIS binary messaging, had included AIS as a means of disseminating MSI. CPRNW thanked the UK for their vigilance in spotting this discussion and agreed with the recommendations made in the document.

The IHB reported that, as recommended, they had joined the IMO NAV Correspondence Group (CG) and had made an initial submission based on the concerns raised by the UK. During the meeting Australia presented some additional points prepared by the Australian Maritime Safety Authority (AMSA). These will be used as appropriate in future submissions to the CG. CPRNW urged other NAVAREAs to provide comments to the IHB and / or preferably to join the CG themselves and take part in the discussions. The Co-ordinator is Mr Rolf Zetterberg of Sweden, email: rolf.zetterberg@sjofartsverket.se or cg.aisbinmsg@sjofartsverket.se

## **4 REVIEW OF GUIDANCE DOCUMENTS**

The Chairman noted that the next planned meeting of the document review WG will be after COMSAR13 at IMO facilities and asked the IHB representative to coordinate the scheduling for this event. (*Post meeting note, IMO has arranged for a meeting room to be available from 26 – 30 January*)

### **4.1 Document Review Update and Status Report**

The Chairman gave a brief résumé of the current status of the document review.

### **4.2 Joint IMO/IHO/WMO Manual on MSI 2003 Ed.**

Mr Guy Beale, Secretary of both the NAVTEX Co-ordinating Panel and the CPRNW Document Review WG had collected all comments submitted by CPRNW members into a working document which was reviewed during the meeting. All points raised in the submissions on this AI were considered and a consensus opinion reached. The final text was prepared for consideration on the last day of the meeting. The following points requiring further action came out of the discussion:

Argentina noted that statements such as that beneath Figure 2 in the current Joint MSI Manual which says: “*The delimitation of such areas is not related to and should not prejudice the delimitation of any boundaries between States.*” Sometimes uses the word “SHOULD” and on other occasions the word “SHALL”. The meeting agreed that in all cases

the word “SHALL” is to be used. This matter is to be taken into account in the review of all documents and may require amendments to be made to those already reviewed.

The WMO representative recalled that Section 8 of the Joint Manual (Meteorological Warnings and Forecasts) is derived from and shall be consistent with the WMO publication n°558 (Manual on Marine Meteorological Services). Any modification on the content of this document has first to be formerly approved by WMO Members, through the WMO Executive Council or Congress. The new version of the Joint Manual will be submitted to the COMSAR-13 and, in parallel, to the forthcoming session of the WMO Executive Council for formal approval, and consequent revision of the WMO publication n°558.

Chairman to contact the International Telecommunications Union (ITU) regarding their policy on the use of “Mayday”, “Pan” and “Securité” for inclusion in the review of the SafetyNET Manual;

Australia and Sweden, who favoured the use of a Date-Time Group header for navigation warnings, were requested to collect relevant information and demonstrate the requirement for this to the next meeting;

During the discussion on message formatting Australia proposed the use of spaces between the figures indicating degrees and minutes of Latitude and Longitude rather than the current use of a hyphen “-“. After much discussion it was agreed to retain the use of the hyphen. The Chairman reiterated that the whole reason behind preparing such manuals was to provide common formats and procedures to ensure a consistent approach throughout the WNWNS, thereby removing any confusion for the mariner.

Australia noted that the examples used were all in upper case and that this had originated from the use of Morse code for message transmission. The character set in use today allowed the use of lower case characters and maybe it was time to move in this direction. It was agreed that in this review of the documentation we would retain the use of Upper Case but this matter would be flagged up for consideration at future meetings under the AI “Improvements to the WNWNS – The way forward”.

It was agreed that the USA (NAVAREAs IV and XII) would provide some additional message examples for inclusion in the MSI Manual to ensure that all message types were covered.

#### **4.3 Joint IMO/IHO/WMO Manual on MSI S-53 App 1 and WNWNS Guidance Document (S-53)**

The IHB introduced document CPRNW10/4/3 proposing that IHO Publication S-53 should exactly mirror the IMO’s Joint IMO/IHO/WMO Manual on Maritime Safety Information (See section 4.2 above). The only differences required would be in the Preface and Section 10 (Procedures for amending the Joint IMO/IHO/WMO Manual on MSI) which would need to reflect that it was published by the IHO rather than the IMO. The meeting agreed to propose that S-53 and S-53 Appendix 1 should be merged into S-53 which would mirror the IMO Joint MSI Manual with the exception of the Preface and Section 10 as mentioned above. The meeting further agreed to recommend that the list of NAVAREA Co-ordinators, currently published as Annex 1 to S-53, should in future be published as a separate Appendix to S-53 thereby facilitating its regular amendment. This would reflect the procedure used by IMO where the list is published as a COMSAR Circular.

The meeting agreed that following the completion of the editorial work on the Joint Manual, the IHB should circulate both the Joint Manual and S-53 to IHO Member States for approval prior to submission of the Joint Manual to COMSAR 13. IHO Member States would also be requested to agree that S-53 not be published until such time as COMSAR had approved the Joint Manual and MSC had adopted it. Further IHO Member States would be asked to agree that any amendments, made to the Joint MSI Manual during its passage through IMO, would also be included in S-53 prior to its publication. It is to be hoped that the IMO process will complete at MSC86 in May 2009.

#### **4.4 International SafetyNET Manual 2003 Ed**

This document was not discussed in detail. Inmarsat explained the major changes that it had made during its first draft revision (CPRNW10/4/4 and CPRNW10/4/4/1). During this brief discussion some amendments were proposed and it was agreed that these would be taken into account during the Document Review WG meeting being held at the IMO in the week following COMSAR. Following the WG review a revised marked up text would be circulated to CPRNW members for further consideration prior to discussion at the next CPRNW meeting. It was hoped that this work could be completed at the next CPRNW meeting, such that the final text could be approved by IHO Member States and then submitted to COMSAR 14 in 2010. All delegates were requested to send and further comments on Document CPRNW10/4/4/1 dated 22 July 2008 to the Secretary of the Document Review WG, Mr Guy Beale, by 1 December 2008.

Inmarsat were requested to consider a submission to COMSAR regarding the settings required on an EGC receiver in order to receive coastal warnings. Inmarsat were further requested to provide a section for the SafetyNET Manual regarding the use of C Codes.

Inmarsat were requested to confirm, to the Chairman, the numbers of Inmarsat C receivers that would not be able to be updated for the revisions to the SDM.

The Chairman will discuss with IMSO the approach to be adopted to implement the changes to the Inmarsat SDM. The Chairman will also seek IMSO advice as to the possibility of amending the text on repetition codes in Annex 4 Section G2.1 in CPRNW10/4/4 and Annex 7 in the current SafetyNET Manual.

#### **4.5 NAVTEX Manual 2006 Ed.**

This document was not discussed and it was agreed to that it would be given an initial consideration at the WG meeting post COMSAR 13 and then be reviewed at the next CPRNW meeting. It was planned that this would then be considered in detail at a WG meeting in 2010 and finalised at the CPRNW meeting later in 2010.

#### **4.6 Implementation of the GMDSS (IHO Circular Letter 31/2000, 12 July 2000)**

This document was not discussed and it was agreed that any revisions to this document as a result of the document review WG would be considered at a future meeting.



#### **4.7 IMO Res. A.664 (16) “Performance Standards for Enhanced Group all Equipment”**

The meeting considered that there was a need to consult with IMSO, who had not been able to attend this meeting, prior to consideration of the review of this resolution. This was also the case for resolution A.707(17) - Carriage of Inmarsat Enhanced Group Call SafetyNET Receivers under the GMDSS. The revision of the text of both resolutions was directly linked to the changes being considered to the SafetyNET Manual. It was therefore agreed that their revision should run in parallel with the revision of the SafetyNET Manual and that they should be submitted through IHO Member States to COMSAR together.

#### **4.8 Change of Name to the WWNWS Sub-committee and Terms of Reference (IHO Circular Letter 112/2005, 11 November 2005 and 115/2007, 10 December 2007)**

The IHB provided updated information on the pending changes to the Committee Structure of the IHO and introduced document CPRNW10/4/8 setting out some amendments to the ToR and RoP for the PRNW Sub-Committee as approved by IHO Member States (IHB CL 115/2007). The meeting agreed to the proposed text and to the suggestion from Australia that some included acronyms should be written out in full on their initial occurrence. The revised text as approved by the meeting is at Annex I. The Chairman requested any further comments to be sent to him for consideration by 1 October. The Chairman will present the draft revised ToR and RoP to the first meeting of the IHO’s Inter Regional Co-ordination Committee (IRCC) in June 2009. Following consideration by the IRCC they will have to be submitted to IHO Member States for adoption. It is hoped that this procedure will be completed in time for the 2009 meeting of CPRNW to be the first meeting of the WWNWS Sub-Committee.

### **5 CPRNW REPRESENTATION AT REGIONAL HYDROGRAPHIC COMMISSIONS (RHCS) AND OTHER CONFERENCES**

#### **5.1 Update on CPRNW Member Attendance to RHCs**

The Chairman gave a brief summary of his involvement with RHCs. He reminded all NAVAREA Co-ordinators that MSI was a standing AI for all RHC meetings and it was very important that the relevant NAVAREA Co-ordinator attend such meetings and ensure that MSI was properly considered. RHC meetings were an important venue for NAVAREA Co-ordinators to make contact and establish good relations with National Co-ordinators, thereby enhancing the flow of MSI and improving the service to the mariner.

#### **5.2 Capacity Building Training Course Development**

The Chairman provided an update on the MSI training courses that had taken place to date: Jamaica for the MESO American and Caribbean Sea Hydrographic Commission (MACHC), Mozambique for the South Africa and Islands Hydrographic Commission (SAIHC) and Spain for the Mediterranean and Black Sea Hydrographic Commission (MBSHC). He considered that these had been very successful and had led to a greater quantity of quality MSI reaching the mariner at sea. A further course had been planned for the latter part of 2008 North Indian Ocean Hydrographic Commission (NIOHC) but this had had to be postponed until 2009. There were already two courses currently planned for 2009; one for the East Atlantic Hydrographic Commission (EAtHC) and one for the ROPME Sea Area Hydrographic Commission (RSAHC).

The Chairman considered, and the meeting agreed, that manpower constraints would not allow the running of three courses in 2009. Following discussion amongst those regions involved it was proposed that the training courses for the NIOHC and the RSAHC should be combined and held in the latter part of 2009. Being two adjacent NAVAREAs this would provide for additional interchange between neighbouring MSI providers. It was agreed that the representatives of India and Pakistan should approach their respective chairs of the NIOHC and RSAHC and inform the Secretary of the IHB as to their concurrence with this plan. The IHB would then seek a suitable venue for the training course. The Chairman considered that the course could accommodate up to 24 active students and that there was the opportunity for a few others to listen but without the ability to partake in the practical exercises.

Finally the Chairman reminded all NAVAREA Co-ordinators that their participation in their RHC training course was vital if maximum benefit was to be achieved.

## **6 OTHER BUSINESS**

### **6.1 Election of a Vice Chairman**

The Chairman explained that the revised committee structure for the IHO together with the generic ToR and RoP that had been approved required all groups to elect a Vice-Chairman. The Chairman said that he wanted this position to be an active one with distinct responsibilities within CPRNW. He therefore did not wish to rush into an election but asked all CPRNW members to consider the matter carefully and then where possible offer themselves for election. Given that the next meeting in 2009 would be the first that could take place under the revised ToR and RoP he would intend to hold the election of the Vice-Chairman at the 2009 meeting.

### **6.2 Update on WNWWS CD-ROM**

The Chairman reported on the updates that he had made to the WNWWS CD and provided all delegates with a copy of the latest version. He stated that provided NAVAREA Co-ordinators gave him sufficient notice he could provide additional copies for distribution at RHC meeting which they would be attending.

The Chairman requested anyone present to consider and advise him as to what additional useful information could be included on future editions of the CD. In particular he asked whether Co-ordinators could provide him with graphics showing for example NAVTEX stations within their area.

### **6.3 2009 Meeting**

It was agreed that the next meeting would be held at the IHB in Monaco and the dates were provisionally set as 24 – 28 August 2009. The Chairman asked all delegates to plan on a full 5 day meeting as the work load was expected to be high. This would be reviewed in due course and the dates confirmed. The IHB and WMO Secretariat will continue to investigate the possibility of having ETMSS & WNWWS meetings in parallel, possibly in Geneva, in 2010 or 2011

## **7 Any Other Business**

### **Letter from ITU**

Document CPRNW10/7 was not considered due to the late running of the meeting. However it is intended that, unless objections are received when the draft minutes are circulated, that CPRNW endorses the proposal by the IHB as set out in the document to inform ITU that in relation to the ITU resolutions concerned any actions IHO took would be handled through the IMO.

The IHB provided a quick tour of the new IHO web site which had just been launched. All members of CPRNW were requested to visit the web site, especially the CPRNW section, and provide any comments or corrections that might be needed to the IHB.

During this discussion the matter of “open” access to all CPRNW documents via the IHO web site was raised. Some members thought that it was not necessarily a good idea to have all our correspondence openly available to anyone. The Chairman was requested to contact the IHO with a view to considering whether access to such documents should be password protected.

### **7.1 Final Comments**

Turkey asked the Chairman when document CPRNW10/3/2/III.Rev1(NAVAREA III Self Assessment) had been issued as the submission date shown was the same as that for the original document CPRNW10/3/2/III i.e. 23 July 2008, and requested that the necessary correction be made to the date. The Secretary informed the meeting, that as stated during the introduction of the NAVAREA III Self Assessment report, a correction had been made to this document and version Rev1 had been placed on the IHO web site on Sunday 24 August. The change to the date of submission had been overlooked and this would be corrected to show 24 August.

Turkey informed the meeting that it had prepared a revised submission to NAVAREA III regarding NAVTEX stations in the Aegean Sea following NAVAREA III's request for further clarification to the original proposal and that it wished to present the new submission to the meeting's attention. Turkey further informed the meeting that the new submission included the coordinates of points as requested by NAVAREA III and expressed its expectation that the proposal be circulated to the relevant parties by NAVAREA III. Turkey further added that its proposal concerned primarily NAVTEX areas in the Eastern Mediterranean where, in Turkey's view, no agreed delimitation of service areas existed and that it stood ready to discuss with Greece the delimitation of NAVTEX service areas in the Aegean Sea. NAVAREA III stated that this should be passed to the NAVAREA III Co-ordinator via official mail in accordance with the agreed procedures.

### **7.2 Review of Action Items from the 10<sup>th</sup> Meeting**

The Chairman then reviewed the list of action items agreed during the meeting. These are set out in Annex D.

## **8 CLOSURE OF THE MEETING**

### **8.1 Final Report**

The Chairman stated that he would prepare a draft summary report of the meeting and provide it to the attendees for their review and comment as soon as possible. Attendees were requested to provide comments within 15 days of receipt of the draft report. He would then prepare the final summary report and provide it to all CPRNW members and Observers as a Commission Letter.

The Chairman and the Secretary, on behalf of the IHO, thanked the Directorate of Hydrography and Navigation of the Brazilian Navy for agreeing to host the meeting and for the excellent arrangements and support that they had provided. This support had greatly assisted the meeting to achieve a great deal of important work. The Chairman asked Commander Briones to pass on his thanks to the many support staff that had been on hand to assist delegates from the moment that they arrived at Rio de Janeiro's international airport and throughout their stay in Rio de Janeiro.

Commander Briones thanked the Chairman for his kind words and expressed his gratitude to CPRNW for the support and advice they had provided to him in the two years since his first attendance at a CPRNW meeting.

Finally Australia expressed CPRNW's thanks to the Chairman and his support team for their efforts over the previous 12 months.

## **8.2 Closure**

The 10<sup>th</sup> meeting of the CPRNW closed at 1730 on Friday, 29 August 2008.

### Enclosures:

- Annex A Agenda for the 10<sup>th</sup> Session of CPRNW
- Annex B Participants at CPRNW 10
- Annex C List of Papers submitted to CPRNW 10
- Annex D List of Action Items as of 29 August 2008
- Annex E Terms of Reference for the Joint IMO/IHO/WMO Correspondence Group on Arctic MSI Services
- Annex F Provisional Agenda for the 1<sup>st</sup> Session of the IHO WNWWS Sub-Committee
- Annex G Liaison Statement to IMO
- Annex H MSI Quality Management Survey
- Annex I Revised draft ToR and RoP for the IHO WNWWS Sub-Committee

**AGENDA FOR THE TENTH MEETING OF IHO-CPRNW (CPRNW10)**

**Held at the Directorate of Hydrography and Navigation, Niteroi, Brazil.  
Commencing at 0930 on Monday 25 August 2008**

**1 OPENING REMARKS AND ADMINISTRATIVE ARRANGEMENTS**

- .1 Opening Remarks and Introductions
- .2 Welcome by Brazil and the IHB
- .3 Working Arrangements
- .4 Administrative Arrangements
- .5 Adoption of the Agenda
- .6 Review of Action Items from CPRNW9

**2 MATTERS RELATING TO THE GMDSS MASTER PLAN**

- .1 IMO Update

**3 PROMULGATION OF MARITIME SAFETY INFORMATION (MSI)**

- .1 Results from the 12<sup>th</sup> Session of the International Maritime Organization's Sub-Committee on Communications and Search and Rescue (COMSAR12) – April 2008
  - .1 Update on Joint IMO/IHO/WMO CG on Arctic MSI Services ToR
  - .2 Update on the revision of IMO resolution A.705(17)
  - .3 Update on the revision of IMO resolution A.706(17)
  - .4 Update on Long Range Identification and Tracking (LRIT)
  - .5 Liaison Statement from IMO COMSAR 12
- .2 NAVAREA Assessments of Navigational Warnings Services by Coordinators
  - .1 Individual Assessments
- .3 Broadcast Systems and Services
  - .1 Report of the IMO NAVTEX Coordinating Panel
  - .2 Report of the IMO SafetyNET Coordinating Panel
  - .3 WMO Liaison Report
  - .4 Monitoring MSI
  - .5 Contingency Planning
- .4 Improvements to the WNWNS
  - .1 Joint IMO/IHO/WMO Correspondence Group on Arctic MSI Services
  - .2 Inmarsat-C EGC SafetyNET Report including System Definition Manual (SDM) update
  - .3 WMO Actions
  - .4 Caspian Sea
  - .5 Black Sea
  - .6 The Way Forward
- .5 Emerging Technologies
  - .1 E-Navigation

- .2 IMO Resolution A.1001(25){Formerly A.888} - update on other service providers
- .3 Presentations by potential service providers
- .4 Other means of MSI distribution

**4 REVIEW OF GUIDANCE DOCUMENTS**

- .1 Document Review Update and Status Report
- .2 Joint IMO/IHO/WMO Manual on MSI IMO Ed 2003
- .3 Joint IMO/IHO/WMO Manual on MSI IHO S-53 App 1
- .3a Joint IMO/IHO Guidance Document on the WWNWS
- .4 International SafetyNET Manual IMO Ed 2003
- .5 NAVTEX Manual IMO Ed 2006
- .6 Implementation of the GMDSS (IHO Circular Letter 31/2000 dated 12 July 2000)
- .7 IMO resolution A.664(16) "Performance Standards for Enhanced Group Call Equipment"
- .8 Change of name to WWNWS Sub Committee and Terms of Reference for the CPRNW (IHO Circular Letter 112/2005 and 115/07)

**5 CPRNW REPRESENTATION AT REGIONAL HYDROGRAPHIC COMMISSIONS AND OTHER CONFERENCES**

- .1 Update on CPRNW member attendance at RHCs
- .2 Capacity Building Training Course Developments

**6 OTHER BUSINESS**

- .1 Election of a Vice Chairman
- .2 Update on WWNWS CD-ROM
- .3 2009 Meeting

**7 ANY OTHER BUSINESS**

- .1 Final Comments
- .2 Review of Actions Items from the 10<sup>th</sup> Meeting

**8 CLOSURE OF THE MEETING**

- .1 Final report
- .2 Closure

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## LIST OF DOCUMENTS

CPRNW10_1.5.Rev1	Provisional Agenda Rev1
CPRNW10_1.6	Action Items from CPRNW9 (As of 25Apr08)
CPRNW10_3.1	Report on the outcome of IMO COMSAR 12
CPRNW10_3.1.1	Liaison Statement from IMO
CPRNW10_3.2.I	Self Assessment NAVAREA I
CPRNW10_3.2.I-Sub-area	Self Assessment Navarea I Baltic Sub-area
CPRNW10_3.2.II	Self Assessment NAVAREA II
CPRNW10_3.2.III.Rev1	Self Assessment NAVAREA III
CPRNW10_3.2.IV-XII	Self Assessments NAVAREAs IV and XII
CPRNW10_3.2.V	Self Assessment NAVAREA V
CPRNW10_3.2.VI	Self Assessment NAVAREA VI
CPRNW10_3.2.VII	Self Assessment NAVAREA VII
CPRNW10_3.2.VIII	Self Assessment NAVAREA VIII
CPRNW10_3.2.IX	Self Assessment NAVAREA IX
CPRNW10_3.2.X	Self Assessment NAVAREA X
CPRNW10_3.2.XI.Rev1	Self Assessment NAVAREA XI
CPRNW10_3.2.XIII	Self Assessment NAVAREA XIII
CPRNW10_3.2.XV	Self Assessment NAVAREA XV
CPRNW10_3.2.XVII-XVIII	Self Assessments NAVAREAs XVII and XVIII
CPRNW10_3.2.XX-XXI	Self Assessments NAVAREAs XX and XXI
CPRNW10_3.3	Promulgation of MSI to NAVAREA XIX Arctic
CPRNW10_3.3.1	Navtex Panel Report
CPRNW10_3.3.3	WMO Liaison Report
CPRNW10_3.4.1	Arctic MSI Services NAVAREA XIX
CPRNW10_3.4.3	WMO Actions - Please note this information is included in WMO Liaison Report (CPRNW10_3-3-3)
CPRNW10_3.4.4	Applicability of SOLAS to the Caspian Sea
CPRNW10_3.4.5	Establishment of a new Black Sea Sub-Area Co-ordinator within NAVAREA III
CPRNW10_3.5.1	Development of an e-navigation strategy
CPRNW10_3.5.2	Revision of IMO resolution A.888(21) now A1001(25)
CPRNW10_3.5.4	AIS Binary Messages
CPRNW10_4.2	Draft revised Joint MSI Manual dated 28 May 2008
CPRNW10_4.2.1	Draft section 7 for the Joint MSI Manual
CPRNW10_4.2.2	Comments on the Draft MSI Manual from France, Japan and Russian Federation
CPRNW10_4.2.3	Comments on the Draft MSI Manual from Australia, Canada, India and Sweden
CPRNW10_4.2.4	Examples for consideration for the MSI Manual Section 7 from Australia
CPRNW10_4.2.5	Comments on the Draft MSI Manual by Brazil
CPRNW10_4.2.6	Draft revised Preface for the MSI Manual
CPRNW10_4.2.7	Comments on the Draft MSI Manual by NAVAREA I - UK
CPRNW10_4.2.8	Draft revised Section 8 for the MSI Manual
CPRNW10_4.2.9.Rev1	Comments on Draft MSI Manual by Sweden
CPRNW10_4.2.10	Abbreviations in MSI
CPRNW10_4.3	Proposal for the revision of IHO Publication S-53 and S-53 Appendix 1
CPRNW10_4.4	Draft revision of the IMO SafetyNET Manual - Clean copy
CPRNW10_4.4.1	Draft revision of the IMO SafetyNET Manual - Copy showing changes from 2003 Edition
CPRNW10_4.4.2	Draft revision of the EGC SafetyNET Matrix
CPRNW10_4.4.3	Draft amendments to the draft revised SafetyNET Manual



CPRNW10_4.5	Navtex abbreviations in common use by WMO
CPRNW10_4.7.1	IMO resolution A.664(16) Performance Standards for Enhanced Group Call Equipment
CPRNW10_4.7.2	Draft amendments to A.664(16) proposed by Inmarsat
CPRNW10_4.7.3	Draft amendments to A.701(17) proposed by Inmarsat
CPRNW10_4.8	Draft revised ToR for CPRNW
CPRNW10_7	Any Other Business - Letter from ITU
CPRNW10_Inmarsat	Presentation given by Inmarsat

LIST OF CPRNW ACTION ITEMS  
(Status as of **29 August 2008**)

Agenda Item	Subject	Status	Comments	Action By
CPRNW7 4.2	Feedback and input on the “WWNWS CD-ROM”	New CD issued during CPRNW8 Feedback still wanted.	Please provide feedback by 1Nov 2006. Next Edition will produced in Jan 2007 <b>DELETE THIS ACTION AS THIS IS A STANDING AGENDA ITEM</b>	All Members
CPRNW7 5	Chairman requests each member provide an estimated cost of attending a CPRNW meeting. Chairman to send email to all attending CPRNW8.	<b>COMPLETE</b>	Only travel, lodging and food. Not necessary to add salary. Provide by 16 October 2006.	Chairman, All Members
CPRNW7 4.2	IMSO to draft text for contingency planning for inclusion into the Chairman’s “WWNWS Presentation CD-ROM”.	<b>ONGOING</b>	Business continuity plans.	IMSO
CPRNW7 3.5	SafetyNET and NAVTEX Coordinating Panel will create correspondence group to review all guidance documents. First meeting will convene after COMSAR 10. NAVAREA I asked to host	<b>COMPLETE.</b>	Document review is ongoing. Regular meetings of the WG take place in addition to extensive work by correspondence.	WG on the WWNWS documentation.
CPRNW7 3.4.4	Inmarsat to provide IMSO (IHO/WMO) with proposed boundaries of existing NAV/METAREAs for approval and software changes	<b>COMPLETE</b>	This only relates to the boundaries within the Inmarsat System Definition Manual  See Action CPRNW9 3.4.2	Inmarsat
CPRNW7 3.4.2.2	IMSO representative to contact the WHO concerning Health Advisories	<b>ONGOING</b>	Who is the WHO contact replacement for Sandy Cocksridge?	IMSO

Agenda Item	Subject	Status	Comments	Action By
CPRNW7 3.4.2	The IMSO raised question to IMO as to whether or not the ships in the Caspian Sea were being held to the SOLAS agreements for carriage requirements.	SOLAS almost certainly does not apply to ships in the Caspian but might be being used. <b>DELETE</b>	Need IMO opinion  <b>SEE ACTION CPRNW9 3.2.1</b>	IMO
CPRNW8 2.1	IHB to contact IMO regarding the way forward for amending A.705(17) & A.706(17)	<b>COMPLETE</b>	Revised resolutions approved by COMSAR 12. Now go top MSC85 in Nov/Dec 2008 for adoption	IHB
CPRNW8 3.1.1	Chairman and WMO to confirm METAREA contacts for Arctic waters	Jan 07 <b>COMPLETE</b>		Chairman, WMO
CPRNW8 3.1.1	Information required regarding reception of MSI in high latitudes.	Feb 07 <b>COMPLETE</b>	Norway to investigate and provide information regarding the highest latitudes regularly used by surface ships and the ability to receive MSI. Chairman to seek similar information from Russian Federation	Norway, Russian Federation, Chairman
CPRNW8 3.1.2	Tsunami message template to be prepared as guidance for Navarea coordinators and to be attached to the report of CPRNW. The text of COMSAR.Circ/36 to be attached to the meeting report.	Oct 06 <b>COMPLETE</b>	Pre and post templates required	Chairman, WMO and UK
CPRNW8 3.2	Navarea I coordinator is requested to provide information as to the intention of UKHO to provide MSI via the internet.	CPRNW9 <b>ONGOING</b>	Site is currently under test (August 2008)	Navarea I coordinator

Agenda Item	Subject	Status	Comments	Action By
CPRNW8 3.2	CPRNW and IHB to consider a submission to the Tokyo (Asia - Pacific Region), Goa (Indian Ocean Region), Paris (European Region) and other regions' Secretariats which support the Memorandum of Understanding (MOU) on Port State Control to advise MSI deficiencies as reported by Australia.	Feb 07	????	IHB, Chairman
CPRNW8 3.2	Navarea III coordinator to investigate the possibility of the Black Sea becoming a sub-area within Navarea III along the lines of the Baltic Sea within Navarea I	CPRNW9 <b>DELETE</b>	This is a standing agenda item	Navarea III coordinator
CPRNW8 3.4.1.3	Inmarsat is requested to provide an information as to the percentage of Inmarsat terminals in use that can only access Navarea's 1 – 16 as opposed to 0 – 99	CPRNW9 <b>COMPLETE</b>	30-35% have access up to 99ID's out of 80,000 terminals. All mini-C terminals have access to 99 ID's.(Approx. 33000).	Inmarsat
CPRNW8 3.4.1.4	IMSO to discuss with appropriate experts and the countries concerned the provision of a coordinated service for the delivery of MSI in "Inland waters" such as the Caspian Sea and at some point in the future to present appropriate proposals to IMO, IHO, and WMO.	<b>DELETE</b>	Information has been received from IMO as to the current status of inland waters such as the Caspian Sea and Lake Victoria. This is on the Agenda for the next meeting	IMSO
CPRNW8 4.4	Review the TOR for further discussion at the next meeting	<b>COMPLETE</b>	(See paper CPRNW10-4.8)	ALL

Agenda Item	Subject	Status	Comments	Action By
CPRNW9 1.6.1	IMSO to check with Inmarsat the requirement for tests with the Inmarsat hub and inform NAVAREA Coordinators	<b>COMPLETE</b>		IMSO
CPRNW9 3.2.1	Advice required from IMO as to whether bodies of water such as the Caspian Sea and Lake Victoria are covered by the SOLAS Convention	<b>COMPLETE</b>	Replaces Action CPRNW7 3.4.2 IMO Legal Opinion is to assume, at this stage, that SOLAS, as a practical matter, does not apply to the Caspian Sea and Lake Victoria.	IMO
CPRNW9 3.2.1	Advice required as to whether Inmarsat primary satellite contingency tests are required at regular intervals e.g. annually?	<b>ASAP</b>	Inmarsat is requested to provide guidance	Inmarsat
CPRNW9 3.2.1	Tsunami template used by NAVAREA IX to be considered for inclusion in the re-write of S-53	<b>DELETE</b>	Part of the Document Review	Secretary of the WWNWS Document Review team
CPRNW9 3.2.1	The provision of information on the number of hits on NAVAREA web sites to be an optional entry in the MSI Self Assessment template.	CPRNW10 <b>COMPLETE</b>	Some countries are prohibited by national legislation from publicizing such information. Those who are allowed are encouraged to provide this information. <b>Now in the TEMPLATE</b>	Chairman / IHB
CPRNW9 3.2.1	Agenda for CPRNW10 to include an item on the “Monitoring of MSI Broadcasts”	CPRNW10 <b>COMPLETE</b>	This matter is also to be considered as part of the WWNWS Documents review.	Chairman / IHB
CPRNW9 3.2.1	The Chairman requires assistance to get MSI Self Assessment reports from those NAVAREAs who have neither attended CPRNW9 nor submitted an MSI self assessment.	COMSAR 12 <b>COMPLETE</b>	Despite requests from the Chairman no Self Assessments received from NAVAREAs XIV, XV and XVI. <b>NAVAREAS were highlighted in the IHO CL reporting on the outcome of CPRNW9 and also in its submission to COMSAR. Input from Chile, NAVAREA XV was received prior to COMSAR 12</b>	IHB / IMO

Agenda Item	Subject	Status	Comments	Action By
CPRNW9 3.2.1	Self Assessment template to include an entry relating to contingency planning including the testing of the plan. Contingency planning to be put on the Agenda for CPRNW10	CPRNW10 <b>COMPLETE</b>	Included in template	Chairman / IHB
CPRNW9 3.3.3	Chairman to seek CPRNW/IHO representative to participate in the JCOMM Task Team on Tsunami Products for transmission as MSI	<b>ONGOING</b>	Australia?	Chairman
CPRNW9 3.3.3	WMO to investigate the possibility of holding the next JCOMM-ETMSS III and CPRNW11 in parallel at the same venue in 2009 and to include 1 day common to both meetings.	CPRNW10 <b>COMPLETE</b>	This would allow a beneficial exchange of ideas. This will not be possible in 2009. Both ETMSS and CPRNW are constrained by the dates in which their respective meetings have to take place. This matter will be considered for future years.	WMO
CPRNW9 3.4.1.1	Canada, Norway and Russian Federation to provide information regarding the receipt capabilities of MSI and HF transmissions in the new Arctic NAVAREAs to the Chairman for inclusion in the Arctic MSI CG report to COMSAR 12	<b>COMPLETE</b>		Canada, Norway, Russian Federation
CPRNW9 3.4.2	IMSO to convene a CG with WMO, CPRNW Chairman and other interested CPRNW members to formulate proposals for amendments to be made to area delimitations (not inland waters) in the Inmarsat System Definition Manual.	1 December 2007 <b>COMPLETE</b>	Proposals received from Inmarsat and amended at CPRNW10	IMSO
CPRNW9 3.4.2.2	WMO to provide SNPWG with information on the availability of information about Metareas and sub-areas	<b>COMPLETE</b>		WMO

Agenda Item	Subject	Status	Comments	Action By
CPRNW9 3.4.3	WMO to provide update report on the GMDSS website and WIS to CPRNW10. (This item to remain on the agenda for CPRNW10)	<b>COMPLETE</b>		WMO/ Chairman
CPRNW9 3.4.3	IHB to provide WMO with URLs for NAVAREAs providing Navigational Warnings on their web sites	<b>COMPLETE</b>		IHB
CPRNW9 4.2 and 4.3	CPRNW members to provide comments on the texts of the revision of IMO resolutions A.705 and A.706 as finalized at CPRNW9 to the chairman	<b>COMPLETE</b>		ALL
CPRNW9 5.1	Chairman to provide standardized briefing structure for reports to RHCs	<b>ONGOING</b>		Chairman
CPRNW9 5.2	NAVAREA III to continue exploring the establishment of Sub-areas for the Black Sea and Caspian Sea and report back to CPRNW 10	CPRNW10 <b>COMPLETE</b>	<i>This matter is on the agenda for the next meeting</i>	NAVAREA III Coordinator Spain
CPRNW9 6.4	Chairman / IHB to produce a standardized template for documents submitted to CPRNW	<b>COMPLETE</b>		Chairman / IHB
CPRNW9 6.3	Agenda for CPRNW10 to include "Election of a Vice-Chairman"	<b>COMPLETE</b>	To conform to new IHO committee structure and guidelines	Chairman/IHB
CPRNW10 3.1.5	Liaison Statement to IMO COMSAR	<b>30 September 2008</b>	IHB to forward revised liaison statement to the IMO	IHB
CPRNW10 3.2.1	T&P Corrections	<b>30 September 2008</b>	IHB to bring this section of the CPRNW report to the attention of IHB staff involved with CHRIS	IHB

Agenda Item	Subject	Status	Comments	Action By
CPRNW10 3.2.I Sub-area	Chairman to invite ECDIS manufactures to attend a CPRNW follow up meeting to give a demonstration on displaying SafetyNET messages	<b>CPRNW11 (WWNWS1)</b>	SafetyNET messages on ECDIS	Chairman
CPRNW10 3.2.II	SHOM to provide to members the graphics for MSI posters/leaflets on CD.	<b>1 December 2008</b>		NAVAREA II coordinator France
CPRNW10 3.2.IV	NAVAREA II coordinator to contact National Coordinator of French Guyana Coastal Warnings regarding overlap Brazilian coastal warning area.	<b>1 December 2008</b>		NAVAREA II Coordinator France
CPRNW10 3.2.VII	NAVAREA VII to clarify request from Namibia concerning MSI dissemination.	<b>CPRNW11 (WWNWS1)</b>		NAVAREA VII Coordinator South Africa
CPRNW10 3.2.VIII	NAVAREA VIII to review policy of repeating warning messages every 4 days. NAVAREA VIII to send the Chairman examples of how they are currently doing this operation	<b>1 December 2008</b>	If a message is inforce it should be sent out every day it is still active	NAVAREA VIII Coordinator India
CPRNW10 3.2.X	IHB to include Quality Management questionnaire in the Self Assessment template for future meetings	<b>CPRNW11 (WWNWS1)</b>		IHB
CPRNW10 3.2.XV	Chairman to send a message to NAVAREA XV concerning the transmission of NAVTEX messages on 518 kHz in Spanish as well as English. This matter should also be included in the CPRNW report to COMSAR.	<b>1 October 2008</b>	Messages on the International Service on 518 kHz should only be sent out in English.	Chairman / IHB



Agenda Item	Subject	Status	Comments	Action By
CPRNW10 3.3.3	CPRNW to consider the possibility of co-operating with WMO for the provision of MSO via the web site www.gmdss.org	<b>CPRNW11 (WWNWS1)</b>		All
CPRNW10 3.3.3	Chairman to identify a “focal point” for exchanging views with ITU and WMO on technical matters.	<b>1 December 2008</b>		Chairman
CPRNW10 3.3.3	Chairman to identify a CPRNW delegate to attend the ETMSS meeting in Geneva in February 2009.	<b>1 November 2008</b>		Chairman
CPRN10 3.3.5	Chairman to communicate with Inmarsat regarding the feasibility of providing a list of all approved NAVREA Co-ordinators to all LES in order to ensure continuity of service in the event of failure of a primary LES.	<b>1 December 2008</b>		Chairman
CPRNW10 3.4.1	Norway, Canada and the Russian Federation to validate geographical addressing limits of new Arctic NAVAREA’s provided by Chairman- Including 300 mile overlap of areas.	<b>24 October 2008</b>	Including 300 mile overlap of areas.	Chairman/Norway/Canada/Russian Federation
CPRNW10 3.4.1	Norway, Canada and the Russian Federation to provide graphic of new Arctic NAVAREA’s to chairman, including Navtex, HF and SafetyNET coverage’s.	<b>1 December 2008</b>		Norway/Canada /Russian Federation
CPRNW10 3.4.1	Chairman to provide all NAVAREA’s with training documents from capacity building course and to include it on the WWNWS CD.	<b>ASAP</b>		Chairman

Agenda Item	Subject	Status	Comments	Action By
CPRNW10 3.4.1	Chairman to discuss with IMO, IHO and WMO how to mark and recognise the important occasion when new NAVAREAs in the Arctic become operational hopefully in 2011.	<b>CPRNW11 (WWNWS1)</b>		Chairman
CPRNW10 3.4.2	All NAVAREA Co-ordinators to review the revised limits to be included in the Inmarsat System Definition Manual and inform the Chairman, Mr Guy Beale and Inmarsat of their correctness.	<b>1 October 2008</b>	This is necessary to ensure that ships receive the messages appropriate to their current position and likely future movements.	NAVAREA Co-ordinators
CPRNW10 3.4.2	Inmarsat to discuss with system manufactures the problem of identifying sub-areas.	<b>1 December 2008</b>		Inmarsat
CPRNW10 3.4.2	Inmarsat to contact Transas to see if “Navtex Manager” type application exists for SafetyNET messages	<b>CPRNW11 (WWNWS1)</b>		Inmarsat
CPRNW10 3.4.4	Chairman to confer with IMO regarding an approach to Caspian Sea coastal States regarding the establishment of a Sub-Area of NAVAREA III	<b>CPRNW11 (WWNWS1)</b>		Chairman
CPRNW10 3.5.4	IHB to participate in the IMO NAV CG on AIS Binary Messages and report to the next meeting. NAVAREA Co-ordinators are also encouraged to participate.	<b>CPRNW11 (WWNWS1)</b>		IHB/ NAVAREA Co-ordinators
CRNW10 4.2	Chairman/secretary/IMSO to contact the ITU regarding the use of Sécurité/Pan/Mayday	<b>1 December 2008</b>		Chairman / Beale / IMSO

Agenda Item	Subject	Status	Comments	Action By
CPRNW10 4.2	Australia and Sweden to demonstrate the need for a DTG time stamp on messages by review of a year's worth of messages and present at next year's meeting.	<b>CPRNW11 (WWNWS1)</b>		Australia Sweden
CPRNW10 4.2	NAVAREA IV/XII coordinator to supply examples of each type of message from various NAVAREA's for inclusion into the Joint MSI Manual.	<b>15 September 2008</b>		NAVAREA IV/XII Coordinator USA
CPRNW10 4.4	Comments on SafetyNET manual to Inmarsat, Chairman and Secretary of Working Group.	<b>1 December 2008</b>		All NAVAREA coordinators.
CPRNW10 4.4	Inmarsat to provide submission to COMSAR on setting up EGC receiver to receive coastal warning messages.	<b>COMSAR 13</b>		Inmarsat
CPRNW10 4.4	Inmarsat to provide matrix for SafetyNET manual addressing C codes for inclusion in the SafetyNET manual.	<b>1 December 2008</b>		Inmarsat
CPRNW10 4.4	INMARSAT to provide to chairman statistics on number of Inmarsat C receivers that are not able for updates and will need to be replaced.	<b>15 October 2008</b>	Machines that cannot add in new NAVAREA's as well as the ones that have small gaps in service in some geographical areas.	Inmarsat
CPRNW10 4.4	Chairman to ask IMSO if we can change Annex 4 Section G 2.1 as in CPRNW10/4/4 and the current Annex 7 in the SafetyNET manual.	<b>1 December 2008</b>	SafetyNET Manual	Chairman
CPRNW10 4.4	Contact IMSO on how to proceed with revising the Inmarsat system definition manual.	<b>CPRNW11 (WWNWS1)</b>		Chairman
CPRNW10 4/8	Comments to chairman on draft revised ToR and RoP	<b>1 October 2008</b>		All

Agenda Item	Subject	Status	Comments	Action By
CPRNW10 5.2	NAVAREA VIII and IX to consult with the Chairs of the respective RHCs and inform the IHB as to their agreement to a combined course in the second half of 2009	<b>ASAP</b>		NAVAREA VIII /NAVAREA IX
CPRNW10 7	IHB to reply to the liaison statement received from the ITU	<b>On acceptance of the CPRNW 10 report</b>	<b>This matter was not discussed at the meeting but the report includes a request for any delegation not agreeing to the proposed course of action to inform the Chairman when the draft minutes are circulated.</b>	ALL
CPRNW10 7	All NAVAREA coordinators to review new IHB website to ensure the content is correct and send comments to our IHB representative.	<b>1 October 2008</b>		All NAVAREA coordinators.
CPRNW10 7	Chairman to discuss with the IHO the ability or desire to password protect the CPRNW meeting documents.	<b>1 October 2008</b>		Chairman
CPRNW10 8.1	CPRNW members to review meeting report with a 15 day deadline based on reception date.	<b>15 days after circulation of draft report</b>		ALL

**TERMS OF REFERENCE OF THE JOINT IMO/IHO/WMO CORRESPONDENCE  
GROUP ON ARCTIC MSI SERVICES**

Taking into account resolutions A.705(17) and A.706(17) as amended including the relevant decisions of COMSAR 10, COMSAR 11 and COMSAR 12, the Joint IMO/IHO/WMO CG on Arctic MSI Services should give consideration and provide comments and recommendations relating to:

- .1 the broadcast of MSI messages by each Arctic NAVAREA Coordinator / METAREA Issuing Service as well as the international coordination and monitoring of such messages;
- .2 review Inmarsat's proposal with a view to identifying the preferred solution for updating the Inmarsat System Definition Manual (SDM) as well as to establish a timeline for updating the existing SafetyNET terminals to allow receipt of MSI within the new NAVAREAs including the current coverage gaps elsewhere in the world;
- .3 determination of an implementation timeline for full Arctic MSI services;
- .4 determination of the training, assistance, and support necessary to achieve full operational capability of Arctic MSI services as requested by the relevant Administrations and Data Providers; and
- .5 submit its report to COMSAR 13.

**PROVISIONAL AGENDA FOR THE FIRST MEETING  
OF THE IHO-WWNWS Sub Committee  
(WWNWS1)**

**To be held at the International Hydrographic Bureau, Monaco.  
From 0930 Monday 24 August to 1700 Friday 28 August 2009 (Dates to be confirmed)**

**1 OPENING REMARKS AND ADMINISTRATIVE ARRANGEMENTS**

- .1 Opening Remarks and Introductions
- .2 Welcome by the IHB
- .3 Working Arrangements
- .4 Administrative Arrangements
- .5 Adoption of the Agenda
- .6 Review of Action Items from CPRNW10
- .7 Report from IRCC1

**2 MATTERS RELATING TO THE GMDSS MASTER PLAN**

- .1 IMO Update

**3 PROMULGATION OF MARITIME SAFETY INFORMATION (MSI)**

- .1 Results from the 13<sup>th</sup> Session of the International Maritime Organization's Sub-Committee on Communications and Search and Rescue (COMSAR13) – January 2009
- .2 Self Assessments by NAVAREA Coordinators
- .3 Broadcast Systems and Services
  - .1 Report of the IMO NAVTEX Coordinating Panel
  - .2 Report of the IMO SafetyNET Coordinating Panel
  - .3 WMO Liaison Report
  - .4 Monitoring MSI
  - .5 Contingency Planning
- .4 Improvements to the WWNWS
  - .1 Joint IMO/IHO/WMO Correspondence Group on Arctic MSI Services
  - .2 Inmarsat-C EGC SafetyNET Report including System Definition Manual (SDM) update
  - .3 Caspian Sea
  - .4 Black Sea
  - .5 The Way Forward
- .5 Emerging Technologies
  - .1 e-navigation
  - .2 Update on other service providers in accordance with IMO Resolution A.1001(25)

- .3 Presentations by potential service providers and equipment manufacturers (If required)
- .4 Other means of MSI distribution

**4 REVIEW OF GUIDANCE DOCUMENTS**

- .1 Document Review Status Report
- .2 Joint IMO/IHO/WMO Manual on MSI IMO Ed 2003
- .3 Joint IMO/IHO Guidance Document on the WNWNS IHO S-53 and the Joint IMO/IHO/WMO Manual on MSI IHO S-53 App 1
- .4 International SafetyNET Manual IMO Ed 2003
- .5 NAVTEX Manual IMO Ed 2006
- .6 Implementation of the GMDSS (IHO Circular Letter 31/2000 dated 12 July 2000)
- .7 IMO resolution A.664(16) "Performance Standards for Enhanced Group Call Equipment"
- .8 Terms of Reference for the WNWNS Sub Committee (IHO Circular Letter ??)

**5 WNWNS SC REPRESENTATION AT REGIONAL HYDROGRAPHIC COMMISSIONS AND OTHER CONFERENCES**

- .1 Update on WNWNS SC member attendance at RHCs
- .2 Capacity Building Training Course Developments

**6 OTHER BUSINESS**

- .1 WNWNS CD-ROM
- .3 2010 Meeting

**7 ANY OTHER BUSINESS**

- .1 Final Comments
- .2 Review of Actions Items from the 1<sup>st</sup> Meeting

**8 CLOSURE OF THE MEETING**

- .1 Final report to the Inter Regional Co-ordination Committee (IRCC).
- .2 Closure

## LIAISON STATEMENT TO IMO

### SHIP AND PORT SECURITY REQUIREMENTS FOR THE ITU WORLD RADIOCOMMUNICATION CONFERENCE 2011

#### General

The IHO thanks IMO for its liaison statement T2-OSS/1.4 dated 25 April 2008 regarding radiocommunication procedural requirements for the World-Wide Navigational Warning Service (WWNWS) for use in promulgating security level announcements for ship and port security needs. The IHO Commission on the Promulgation of Radio Navigational Warnings (CPRNW) has recently held its tenth session where it was able to give further consideration to this matter and, further to the Liaison Statement dated 21 May 2008, offers the following for your consideration.

#### Security broadcasts and radiocommunication procedures

The IHO submitted document COMSAR12/3/2 to the twelfth session of the IMO Sub-Committee on Communications and Search and Rescue (COMSAR12) proposing amendments to resolutions A.705(17) and A.706(17) as amended. Following discussions at COMSAR12 a draft revised resolution A.706(17) as amended (COMSAR 12/15 Annex 2) has been forwarded to the 85<sup>th</sup> Session of the Maritime Safety Committee, in November/December 2008, for adoption.

The revised text of resolution A.706(17) as amended includes at point 17 of paragraph 4.2.1.3 on the subjects suitable for broadcast as NAVAREA Warnings “security related requirements” with a footnote that says “In accordance with the International Ship and Port Facility Security Code”.

While the IHO supports the use of the WWNWS for this purpose, as set out above, it should be recognised that this service has limited capacity and will include only the promulgation of changes to the security levels in major ports and coastal waters. If additional security-related information needs to be promulgated, this will have to be transmitted using other systems. Therefore there may be a requirement for additional spectrum to be allocated for this purpose.

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MSI Quality Management Survey

NAVAREA	Promulgate “In-Force” Bulletins	Promulgate “No-Warning” Messages	Monitor Broadcast in almost real time	24/7 contact information provided	Promulgate two scheduled broadcasts	IMO Master Plan updated
<b>I</b>	Yes	Yes	Yes	Yes	No (1)	Yes
<b>I Baltic Sub-area</b>	Yes	Yes	Yes	Yes	Navtex only (6)	Yes
<b>II</b>	Yes	No	Yes	Yes	No (1)	Yes
<b>III</b>	Yes	Yes	Yes	No	Yes	Yes
<b>IV</b>	Yes	Yes	Yes	Yes	Yes	Yes
<b>V</b>	Yes	Yes	Yes	Yes	Yes	Yes
<b>VI</b>	Yes	Yes	Yes	Yes	Yes	Yes
<b>VII</b>	Yes	Yes	No	Yes	Yes	Yes
<b>VIII</b>	Yes	No	Yes	Yes	Yes	Yes
<b>IX</b>	Yes	Yes	Yes	Yes	No (1)	No
<b>X</b>	No	No	Yes	Yes	Yes	Yes
<b>XI</b>						
<b>XII</b>	Yes	Yes	Yes	Yes	Yes	Yes
<b>XIII</b>						
<b>XIV</b>						
<b>XV</b>						
<b>XVI</b>						

WORLD-WIDE NAVIGATIONAL WARNINGS SERVICE SUB-COMMITTEE (WWNWS-SC)  
PROMULGATION OF RADIO NAVIGATIONAL WARNING SUB-COMMITTEE (PRNW)

Terms of Reference

- 1 Monitor and guide the International Hydrographic Organization (IHO)/ International Maritime Organization (IMO) World Wide Navigational Warning Service (WWNWS) which includes NAVAREA and coastal warnings.
- 2 Study and propose new methods to enhance the provision of  ~~navigational warnings~~ Maritime Safety Information (MSI) to mariners at sea.
- 3 Facilitate the implementation of  ~~the major any necessary~~ changes in procedures for disseminating  ~~navigational warnings~~ MSI which are required by the Global Maritime Distress and Safety Systems (GMDSS),  ~~or systems that supersede the GMDSS~~, adopted by the  ~~International Maritime Organization~~ (IMO).
- 4 Provide appropriate guidance to concerned IHO Member State Representatives to further the evolution of the WWNWS with respect to the full implementation of the GMDSS to include attendance at the Conferences of the Regional Hydrographic Commissions and to develop and monitor standards for watch stander training.
- 5 Encourage the development of bilateral or multi-lateral arrangements between NAVAREA, Sub-Area and National Co-ordinators in the provision of  ~~navigational warnings~~ MSI.
- 6 Prepare and review the various guidance documents for the WWNWS and evaluate any proposed amendments prior to formal IHO or IMO consideration.
- 7 Cooperate with other international organizations concerned with improving the global standards for disseminating Maritime Safety Information (MSI), namely IMO, World Meteorological Organization (~~W~~MO) and International Mobile Satellite Organization (IMSO).
- 8 Liaise with the Capacity Building Sub-Committee (CBSC) for the delivery of MSI training courses aimed at improving Navigational Warning Services.
- 9 These Terms of Reference can be amended in accordance with Technical Resolution T1.1 (*Technical Resolution T1.1* to be replaced by *Article 6 of the General Regulations* when the revised text of the IHO Convention enters into force).

Rules of Procedure

- 1  ~~The Sub-Committee is composed of the NAVAREA Co-ordinators<sup>1</sup> and Sub-Area Co-ordinators<sup>1</sup>. IHO Member States, other than those represented by a NAVAREA or Sub-Area Co-ordinator, may nominate their National Co-ordinators<sup>1</sup> as members. Representatives of the IMO (amongst others the Chairs of the International SafetyNET Panel and the Navtex Co-ordinating Panel), WMO, IMSO and the International Hydrographic Bureau (IHB) (“the International Hydrographic Bureau (IHB)” to be replaced by “the IHO Secretariat” when the Secretariat is established) participate in an Ex-Officio capacity without voting rights. The Sub-Committee may invite observers to participate in the activities of the Sub-Committee. The Sub-Committee is composed of NAVAREA Coordinators, Member States, the International Hydrographic Bureau (“the International Hydrographic Bureau” to be replaced by “the Secretariat” when the Secretariat is established) and Ex-Officio Representatives from IMO, WMO and IMSO. The Sub-Committee may invite observers to participate in the activities of the Sub-Committee.~~
- 2 The Chair and Vice-Chair shall each be a representative of an IHO Member State and shall be determined by vote of the IHO Member States participating in the Sub-Committee at the first meeting after each ordinary session of the International Hydrographic Conference (“*International Hydrographic Conference*” to be replaced by “*Assembly*” when the Assembly is established). IHO Administrative Resolution T 1.1 shall govern the length of tenure. The Sub-Committee shall have a Secretary, nominated by the Directing Committee of the

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<sup>1</sup> As defined in the IMO/IHO World-Wide Navigational Warning Service Guidance Document - IMO resolution A.706(17) as amended.

International Hydrographic Bureau (“*the Directing Committee of the International Hydrographic Bureau*” to be replaced by “*the Secretariat*” when the Secretariat is established).

3 The Chair shall have a seat in the [Inter Regional Co-ordination Committee \(IRCC\)](#) and shall report on the activities of the Sub-Committee to the IRCC Chair for further report to each ordinary session of the International Hydrographic Conference (“*each ordinary session of the International Hydrographic Conference*” to be replaced by “*each ordinary session of the Assembly through the Council*” when the Council and Assembly are established).

4 The Sub-Committee shall have its permanent secretariat at the International Hydrographic Bureau (“*the International Hydrographic Bureau*” to be replaced by “*the Secretariat*” when the Secretariat is established). The Sub-Committee Secretariat shall provide the secretarial and administrative support needed to gather, hold and disseminate information on behalf of the Sub-Committee. The Secretary shall provide a summary of the Sub-Committee’s activities to be included in the IHO Annual Report.

5 The Sub-Committee shall normally hold a meeting every year in early September, whenever possible in conjunction with another related conference or meeting. The venue and date of the meeting shall be decided at the previous meeting, in order to facilitate participants’ travel arrangements. The Chair or any appointed member, as considered necessary, with the agreement of the simple majority of all members of the Sub-Committee, can call extraordinary meetings.

6 Confirmation of venue and date shall normally be announced at least six months in advance. All intending participants shall inform the Chair and Secretary ideally [no later than](#) one month in advance of their intention to attend meetings of the Sub-Committee.

7 Members are expected to attend every meeting of the Sub-Committee. Members who are not able to attend a meeting should appoint a proxy or send a written contribution on relevant items of the agenda to the Chair and Secretary, prior to the meeting.

8 Between meetings, the Sub-Committee business will be progressed by correspondence. E-mail will be the normal method of communication. Papers and information material will be posted on the Sub-Committee’s section of the IHO web-site.

9 Decisions should generally be made by consensus. If votes are required, decisions shall be taken by simple majority of [IHO Members States](#) of the Sub-Committee present and voting. When dealing with matters by correspondence, a simple majority of all Members of the Sub-Committee shall be required

10 Recommendations of a Sub-Committee shall [normally](#) be submitted to its Committee for consideration. [Due to the requirement for the WWNWS-SC to provide timely input to the IMO Sub-Committee on Communications and Search and Rescue \(COMSAR\) the meetings of which are held annually in the period January to March, the Sub-Committee may submit proposals, by International Hydrographic Bureau CL \(“the International Hydrographic Bureau” to be replaced by “the Secretariat” when the Secretariat is established\), directly to Member States for approval prior to submission to IMO.](#)

11 The draft minutes of meetings shall normally be distributed by the Secretary within six weeks of the end of meetings and member comments should be returned within three weeks. Final minutes should be distributed and posted on the IHO website within three months after a meeting.

12 The working language of the Sub-Committee shall be English.

13 These Rules of Procedure can be amended in accordance with Technical Resolution T1.1 (*Technical Resolution T1.1* to be replaced by *Article 6 of the General Regulations* when the revised text of the IHO Convention enters into force).