CPRNW 2003
23 Sep 2003

6th COMMISSION ON THE PROMULGATION OF RADIO NAVIGATIONAL WARNINGS MEETING IHB, Monaco, 13-15 May 2003

SUMMARY REPORT

Note: Paragraph numbering is the same as in the agenda (Annex A).

1 OPENING REMARKS AND ADMINISTRATIVE ARRANGEMENTS

1.1 Introduction

The Chairman of the Commission (Mr. Peter Doherty, United States (NIMA)) opened the 6th CPRNW Meeting at 0930 hours on Tuesday 13 May 2003. Representatives of 13 IHO Member States, IHB and two Ex-Officio members (WMO and IMSO) were in attendance. Of the 13 Member States represented, 8 were NAVAREA Coordinators and 1 was a Sub-Area Coordinator. Apologies were received from Colombia. The list of participants at the meeting is given in Annex B.

1.2 Welcome by the IHB

The Chairman welcomed the participants and following introductions, called on the IHB, Mr. Steve Shipman, to address the meeting.

Mr. Shipman introduced Rear Admiral Barbor and Captain. Gorziglia, Directors IHB, who welcomed the Chairman and the attendees and extended their hopes that we have a very productive meeting. The main point stressed was the importance of the work of the CPRNW and the necessity for maritime safety information broadcasts to mariners worldwide.

1.3 Working Arrangements

Mr. Shipman welcomed the delegates and expressed his appreciation for all the efforts of the Commission in developing and guiding the implementation of the Global Maritime Distress and Safety System (GMDSS) in the World-Wide Navigational Warning Service. The group agreed its hours of work and other necessary working arrangements

1.4 Administrative Arrangements

Mr. Shipman covered some of the administrative arrangements regarding the meeting and stressed that the staff of the IHB was available to assist the delegates at any time.

1.5 Confirmation of Chairman

The Chairman noted that under the CPRNW TOR rules of procedure 2.4, the Chairman is elected from its membership at the first meeting after each ordinary session of the IHC. In accordance with this procedure, members were asked to confirm the nomination of Mr. Peter Doherty, USA. A unanimous vote of approval was received. Mr. Doherty thanked the participants for their support and accepted the position as Chairman.

1.6 Adoption of the Agenda

The Chairman stated that the agenda was very full and contained a number of items for consideration affecting all aspects of the provision of navigational warnings in the GMDSS.

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

2 MATTERS RELATING TO THE GMDSS MASTER PLAN

2.1 GMDSS Master Plan

Due to final preparations for the 77th Session of the Maritime Safety Committee, IMO sent their apologies for not being represented at the meeting.

The Chairman stressed the importance of the GMDSS and the role of the IHO in it. He noted that it was the responsibility of the Commission to ensure that the GMDSS provision for the promulgation of radio navigational warnings was fully implemented and that all deficiencies were corrected and that appropriate revisions were effected in the relevant documents.

He further noted the importance of user feedback and responses to the new system in this regard, and urged members to assist one another wherever possible to find solutions to common problems.

The United Kingdom stated that only one version of the GMDSS Master Plan is now maintained. This is entitled “Master Plan of Shore-Based Facilities for the Global Maritime Distress and Safety System (GMDSS Master Plan)” and lists the operational and planned facilities. The current edition is *GMDSS/ Circ.8, 2 February 1999* and it is kept up to date by the issuance of periodic corrigenda.

IMO invites its Member Governments to continuously examine the information on the national shore-based facilities and to submit any amendments to IMO to ensure that the Master Plan is kept up-to-date. The form for submitting amendments can be found at Annex 14 of the Master Plan or as an attachment to MSC/Circ.684.

The Chairman reminded the meeting that many national hydrographic offices or Telecommunications Authorities produce *Lists of Radio Signals* that are routinely maintained by Notice to Mariners. With this fact in mind, a decision had been taken at the 3rd CPRNW meeting that all of these publications should be accepted as meeting the carriage requirements of SOLAS Chapter V.

Approval that the *Lists of Radio Signals* met the carriage requirements of SOLAS Chapter V was obtained at COMSAR1 (See COMSAR 1/30, paragraph 5.7 for exact text. MSC approval was given in MSC 66/24, paragraph 10.1).

The Chairman stated that paragraph 6.2.1.16 of the IMO/IHO World-Wide Navigational Warning Service Guidance Document (S-53) outlines the responsibilities of the NAVAREA Coordinator. It should be the basis for taking a more proactive posture in the co-ordination of discussions between Member States seeking to establish NAVTEX, or SafetyNET in lieu of NAVTEX, services in their area.

3 PROMULGATION OF MARITIME SAFETY INFORMATION (MSI)

3.1 Results of 7th Session of IMO COMSAR

The Chairman provided a summary of the activities of the IHO CPRNW at the 7th session of COMSAR at IMO HQ London, Jan 2003.

At COMSAR 7 the International SafetyNET Panel discussed the following issues:

A list of NAVAREA coordinators was submitted to bring to the attention to IMO member governments.

The International NAVTEX coordinating Panel presented a report addressing issues to prevent interference between broadcasts. The group suggested introducing standard abbreviations to shorten messages and encouraged administrations to transfer national language and requirements messages to national broadcasts on national frequencies.

Draft amendments to the International SafetyNET Manual submitted by the Russian Federation (MSC76/22/9) were considered and after some discussion noted that the diagram of NAVAREA/METAREA on page 7, figure 3 in the International SafetyNET Users Manual is incorrect. The error is in the SW part of NAVAREA XIII. This error is also reflected in the current Inmarsat C MES software and the coding of the current EGC receivers with an implication that not all NAVAREA XIII messages are received properly throughout NAVAREA XIII.

The Working Group agreed that the diagram should be replaced and the Chairman pointed out that a new diagram had already been submitted to the IMO for inclusion. The group agreed that the current EGC receivers should not be modified, but that equipment

produced after Jan 2005, should incorporate this change. Whilst this problem exists, the working group agreed that the facility for addressing messages to temporary geographical areas noted in paragraph 4.5 of the International SafetyNET Manual may be exceptionally used by NAVAREA XIII in the specific area for navigational warnings. By so doing, no changes to the International SafetyNET manual would be necessary. This special amendment would be made to the cover sheet of MSC/Circ. 1064 and accordingly, drafted as amendment for MSC 77 approval.

The Chairman advised the CPRNW members that this exception for temporary geographic addressing would address the concern noted in the 2003 NAVAREA XIII Self Assessment.

3.2 MSI Self Assessments

Under this agenda item, the Commission noted the Self-Assessments provided by the countries in attendance and from several of those that were unable to attend. These reports highlighted their experiences, problems and successes in implementing the GMDSS for navigational warnings within their respective service areas. The reports also discussed, wherever possible, feedback from users on their views on the efficiency and value of the services provided. A listing of the self-assessments can be found at Annex C.

Many self-assessments indicated that the guidance provided in the Joint IMO/IHO/WMO Manual on Maritime Safety Information (MSI) was being used in the preparation of their navigational warnings.

User feedback is essential for all Information Providers. In this context, the Chairman urged the Commission to continue to make every effort to obtain this information and to pass along to the other Information Providers any comments they may obtain relating to these other services.

3.3 Coastal Warnings

3.3.1 Report of the NAVTEX Coordinating Panel

The Commission noted and endorsed the Report of the Chairman of the NAVTEX Coordinating Panel on the status of NAVTEX services.

The NAVTEX Coordinating Panel has been focusing on the following areas:

a. Persuading nations, who have not made provisions for promulgating MSI, to do so
b. Interference between adjacent stations
c. Interference between remote stations
d. Stations overrunning time slots
e. Bring stations into alignment with Transmitter Identification (B_1) Character schematic in the NAVTEX Manual.

f. Formatting and Abbreviation within weather services.
g. Implementation of National NAVTEX Services on 490kHz or 4209.5kHz
h. Allocation of (B_1) characters

3.3.2 Provision by NAVTEX

The Commission also endorsed the recommendation that Member States without their own NAVTEX facilities should give careful consideration to making arrangements with neighboring states to broadcast their coastal warnings where suitable NAVTEX coverage exists or, alternatively, to broadcast coastal warnings via SafetyNET.

The Chairman noted that a new NAVTEX Manual in draft from was being circulated for review. All members will receive a copy at the meeting and if they have suggested changes, they should forward them to the NAVTEX Coordinating panel for review and approval. The final version will be sent to IMO late 2003 for approval and distribution.

The Chairman was of the opinion that:

a. Coastal warning areas are a National decision

b. Negotiations with the appropriate NAVAREA Coordinator are essential to specifically define the coastal warning service area with an eye towards minimizing any overlap with existing MSI services and to establish and clarify co-ordination procedures, e.g. methodology for the provision of information to be broadcast to the NAVAREA Coordinator, etc.

3.3.3 Provision of MSI Services

The Commission noted the International SafetyNET Service now covers all NAVAREAs and METAREAs.

The Chairman welcomed the representative from Inmarsat who was invited to provide an in-depth brief on the EGC SafetyNET services. The brief was titled “Inmarsat C Maritime Satellite Communication System and its Role in the EGC SafetyNET Service”.

Key points made during the brief:

a. Inmarsat A will cease service in 2007

b. The number of EGC messages transmitted via all ocean regions averages about 600 per day or 18000 per month.

c. EGC SDM limits are greater in coverage area than the existing WWNWS coverage diagram limits. (Example: Messages transmitted via NAVAREA III can be received in the Caspian Sea.)

d. Australian Maritime Safety Authority is using polling via INMARSAT C in its NAVAREA / Search and Rescue (SAR) Region. This is established through cooperative agreements with ships within the NAVAREA.

e. A printer is a required item for SOLAS compliant vessels

Additionally, a demonstration was made explaining the use of a point feature on the EGC receivers, which allows an area to be designated for receipt of MSI. This was of particular interest to the members and generated much discussion. Inmarsat agreed to provide members more information on this feature at a later date.

3.4 Document Review

3.4.1 World-Wide Navigational Warning Service (WWNWS) Document Review

Joint IMO/IHO/WMO Manual on Maritime Safety Information (S53, Appendix 1)

The Chairman pointed out that S53, Appendix 1 has also been issued by IMO as COMSAR/Circ.15 of 9 March 1998. Thus any amendments would need to be forwarded to IMO for issuance of a new Circular Letter.

The Chairman made note of NAVAREA Co-ordinators responsibilities to pass warnings that warrant promulgation in additional areas to the appropriate NAVAREA Co-ordinator for dissemination in accordance with paragraph 6.2.1.6 of the WWNWS Guidance Document (SP-53).

Based on the information presented, discussions, decisions taken in the IMO and during this meeting and operational experience gained, the Commission performed an in-depth review of Appendix 1 to the WWNWS Guidance Document, S-53, the Joint IMO/IHO/WMO Manual on MSI (1998 Edition).

As a result of this review, a suggestion was made to add a glossary of commonly referred MSI terms in S-53. This would ensure consistency of use amongst all members and as a result provide clarity for the user community. The Chairman was requested to use the Australian list in their MSI Self assessment as a starting point and to circulate for all members input. It was agreed that the final list would be reviewed at the next session of CPRNW.

3.4.2 Terms of Reference (TOR) Review

The Chairman cited that the approved TOR for the CPRNW has been forwarded to the Member States as Circular Letter 37/1998. No other changes were suggested. A copy of the TOR can be found in Annex D.

3.4.3 International SafetyNET Manual

The Chairman explained that major revisions were finalized for acceptance at IMO MSC 77

The Chairman also noted the issue with the NAVAREA Graphic and NAVAREA XIII at the 7th Session Of the International Maritime Organizations Sub-Committee on Communications and Search and Rescue. (See above)

3.5 Operational Lessons Learned for Consideration as Improvements to the WWNWS

World Wide Web

The United Kingdom mentioned that there was considerable discussion with regards to the viability, timeliness and legal aspects involving the placement of navigational warnings on Internet homepages. The United States had developed a homepage to gain experience and to solicit user comments. Many respondents requested the addition of navigational warnings on the homepage to simplify their obtaining NAVAREA IV and XII messages. After a lengthy discussion on the liability issues involved, a decision was taken that the commission was not ready to make any recommendation at this stage and would visit the issues at the next session

A discussion followed regarding that fact that the Notices to Mariners, issued by each Hydrographic Office, were not always of the same general structure and format. A concern was expressed about the layout of Notice to Mariners on the website. The commission agreed that a standard format for web based display of MSI may be desirable but unfeasible due to restraints in costs within host nations systems.

3.6 Meteorological Services by WMO

WMO stated that they are working diligently on the issue of standardization of format and abbreviations in regards to NAVTEX. WMO stated that they have standardized formats for the weather broadcasts and they do urge that all National Meteorological Services involved in issuing warnings and forecasts for NAVTEX follow these formats. The WMO representative also stated that WMO is looking at the content of the messages in an attempt to reduce their size.

WMO stated that the Expert Team on Maritime Safety Systems (ETMSS) met in Lisbon 2002 and discussed, among other things, formatting and abbreviations. WMO has guidelines that have been loosely interpreted but no formal formatting guide is currently in place.

In light of this, WMO stated that the final draft of a formatting guide has been produced but definitions on coastal / high seas / offshore still remain and issue. The team is looking for an agreement of these definitions before moving forward to the Joint Commission

for Oceanography and Marine Meteorology (JCOMM) for approval. WMO further stated that there would be a trial in the North Atlantic in 2004 to see how the new recommendations are run.

4 CPRNW REPRESENTATION AT REGIONAL HYDROGRAPHIC CONFERENCES

The Commission reiterated that all aspects of Maritime Safety Information should be included in the regional conferences. The Chairman stated that IHB had been invited to attend the RHCs as an observer; if they could not attend, they asked the Hydrographer of the host country to send a representative. The Chairman asked all members to be proactive in efforts to have representation of CPRNW at these conferences.

The Secretary of the NAVTEX Coordinating Panel stated that he had attended the meeting of the Caribbean and Gulf of Mexico Hydrographic Commission in April 2000 and April 2002. Implementation of navigational warning broadcasts (MSI) in the region was not a Standing Agenda item for the 2000 conference. A suggestion was made to include it and members agreed. MSI was added as a standing Agenda item in the 2002 conference. Further, Mr. Pink stated that along with the Chairman, he provided an in-depth brief on SafetyNET and NAVTEX to all members at both conferences.

5 OTHER BUSINESS

IMSO provided members a brief overview on Caspian Sea safety services, a World Health Organization Health Advisory initiative and Future satellite/safety services. Due to the importance of these subject matters, members agreed that more information was necessary. IMSO agreed to provide members with more information at a later date.

The IHB briefed members on the revised IHO website and its future use for the promulgation of meeting papers. www.iho.shom.fr

The IHB invited members to review the wording of Resolution F5.2 –Radio Navigation Warnings dated 1992 and recommend any changes considered necessary directly to the IHB.

The IHB provided members a CD containing all papers from the meeting prior including copies of the TOR, International SafetyNET Manual and the NAVTEX Manual.

6 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 in due course. If the comments were substantive in nature, he would provide another draft for review. If editorial, he would prepare the final summary report and provide it to all CPRNW members and Observers as a COMM.Letter.

NEXT MEETING: May/Jun 2005

7 SUMMARY OF ACTION ITEMS IDENTIFIED DURING THE MEETING

The action items have been summarized at Annex F.

8 CLOSURE OF THE MEETING

In closing the meeting, the Chairman expressed his gratitude to all the participants, for their considerable efforts in the implementation of WWNWS and GMDSS and for their very active and valuable contributions to the meeting. Their inputs resulted in the sharing of useful information and refinements to the system and appropriate documentation. The Chairman reiterated his comments regarding to stay in touch with "our customers," to ensure that we are fulfilling their needs and requirements. He also thanked the IHB for its excellent support during the meeting.

The 6th meeting of the CPRNW closed at 1530 on Thursday, 15 May 2003.

ANNEX A

6th MEETING OF THE COMMISSION ON THE PROMULGATION
OF RADIO NAVIGATIONAL WARNINGS (CPRNW)

IHB, Monaco, 13-15 May 2003

AGENDA

1 Administrative

- .1 Introductions
- .2 Welcome by IHB
- .3 Working Arrangements
- .4 Administrative Arrangements
- .5 Confirmation of Chairman
- .6 Adoption of the Agenda

2 Matters relating to the GMDSS Master Plan by IMO (if represented)

3 Promulgation of Maritime Safety Information (MSI)

- .1 Results from 7th Session of the International Maritime Organization's Sub-Committee on Communications and Search and Rescue (to include amendments to the International SafetyNET Manual and the NAVAREA XIII arrangement)
- .2 NAVAREA Assessments of Navigational Warnings Services by Coordinators
- .3 Coastal Warnings
  - .1 Report of the NAVTEX Coordinating Panel (including proposed amendments to the NAVTEX Manual
  - .2 Provision by NAVTEX
  - .3 Provision by SafetyNET
    1. Overview of Inmarsat-C Maritime Service
- .4 Review of the following documents for currency, etc.
  - .1 World Wide Navigational Warning Service (WWNWS) Guidance Document Review
  - .2 Terms of Reference for the CPRNW (IHO Circular Letter 37/1998, 24 August 1998)
  - .3 Implementation of the GMDSS (IHO Circular Letter 31/2000, 12 July 2000)
- .5 Operational Lessons Learned for consideration as improvements to the WWNWS
- .6 Meteorological Services by WMO

4 CPRNW Representation at Regional Hydrographic Conferences (TOR 1.4)

5 Any Other Business

1. World Health Association –International Health Regulations Brief
2. IHB Website
3. Amendment of IHO Resolution F5.2
4. Papers on CD

6 Final Report

ANNEX B

6th MEETING OF THE COMMISSION ON THE PROMULGATION OF RADIO NAVIGATIONAL WARNINGS (CPRNW)

IHB, Monaco, 13-15 May 2003

LIST OF PARTICIPANTS

Country	Name	E-mail
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Germany	Capt. Alfred SCHADE	alfred.schade@bsh.de
India	LCdr. RK BHARDWAJ	nho@sancharnet.in
Iran	Mr. Ali MORADI	Hydro@ir-pso.com
Italy	Lt. Michele AVINO	maricogecap@marina.difesa.it
Pakistan	Capt. M. ZAFARYAB	hydropk@bol.edu.pk
Peru	LCdr. Luis HERNANDEZ	dihidronav@dhn.mil.pe
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USA	Mr. Peter DOHERTY (CHAIRMAN)	dohertyp@nima.mil
IHB	LtCdr. Steve SHIPMAN	sshipman@ihb.mc
IMSO	Mr. Andrew FULLER Mr. Vladimir MAKSIMOV	andy_fuller@imso.org vladimir_maksimov@inmarsat.com
WMO	Capt. Gordon MACKIE	gvmackie@aol.com

ANNEX C

IHO Commission on the Promulgation of Radio Navigational Warnings
8.1 International Hydrographic Bureau, Monaco
Sixth Meeting
Agenda Item 1

CPRNW 2003/1/2
13 May 2003

LISTING OF PAPERS

CPRNW 2003/1/1	Agenda
CPRNW 2003/1/2	Meeting Papers
CPRNW 2003/1/3	List Of Attendees
CPRNW 2003/3.1/1	Promulgation of Maritime Safety Information in Artic Waters Submitted by UK
CPRNW 2003/3/1	MSI Self Assessment- NAVAREA VI Submitted by Argentina
CPRNW 2003/3/2	NAVAREA Assessment of Navigational Warnings - NAVAREA VIII Submitted by India
CPRNW 2003/3/3	MSI Self Assessment - NAVAREA II Submitted by France
CPRNW 2003/3/4	MSI Self Assessment – NAVAREA X Submitted by Australia
CPRNW 2003/3/5	MSI Self Assessment - Baltic Sea Sub-Area Coordinator (BALTICO) Submitted by Sweden
CPRNW 2003/3/6	MSI Self Assessment Submitted by Croatia
CPRNW 2003/3/7	MSI Self Assessment – NAVAREA XIII Submitted by Russia
CPRNW 2003/3/8	MSI Self Assessment – NAVAREA IX Submitted by Japan

CPRNW 2003/3/09	NAVAREA III Assessments of Navigational Warning Services Submitted by Spain
CPRNW 2003/3/10	MSI Self Assessment - NAVAREA I Submitted by UK
CPRNW 2003/3/11	Designation of NAVTEX Service Areas Submitted by Chairman, IMO NAVTEX Co-ordinating Panel
CPRNW 2003/3/12	MSI SELF ASSESSMENT - NAVAREA IV & XII Submitted by the United States
CPRNW 2003/3/13	MSI SELF ASSESSMENT - NAVAREA XIV Submitted by New Zealand
CPRNW 2003/3/15	Maritime Weather Service - Australia Submitted by Australia
CPRNW 2003/3/16	MSI SELF ASSESSMENT - NAVAREA IX Submitted by Pakistan
CPRNW 2003/3.3.1/01	Report of the NAVTEX Co-ordinating Panel Submitted by Chairman, IMO NAVTEX Co-ordinating Panel
CPRNW 2003/3.3/02	Use of B3 B4 Characters 00 Submitted by Chairman, IMO NAVTEX Co-ordinating Panel
CPRNW 2003/3.5/01	Use of the Worldwide Web for Promulgating RNW Submitted by the Chairman, IMO NAVTEX Co-ordinating Panel

ANNEX D

IHB File N° S3/3084

CIRCULAR LETTER
29/2000
7 July 2000

COMMISSION ON PROMULGATION OF RADIO NAVIGATIONAL WARNINGS (CPRNW)

TERMS OF REFERENCE

Reference: 1. XVth IH Conference, Decision No. 1
2. IHB CL 18/1998
3. IHB CL 37/1998

Dear Sir,

During its 5th Meeting (IHB, Monaco, 27-29 June 2000) the IHO Commission on the Promulgation of Radio Navigational Warnings (CPRNW) reviewed its Terms of Reference which had been disseminated to Member States under cover of CL 37/1998.

The following changes (in italics) were adopted by the CPRNW:

- 1.4 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 watchstander training.*

- 1.7 *Co-operate* with other international organizations *concerned with improving the global standards for disseminating* Maritime Safety Information, namely IMO, WMO and IMSO.

- Replace “Inmarsat” by “IMSO” in paragraphs 1.7 and 2.1. This change had to be made because Inmarsat was privatized about a year ago (now called Inmarsat Ltd.) and a new international organization, called International Mobile Satellite Organization (IMSO), was established to ascertain intergovernmental oversight of public services (GMDSS services) which are now provided by Inmarsat Ltd.

Please find attached the revised Terms of Reference of the CPRNW for your approval. Any objections and/or proposals for enhancements should be sent to the Bureau no later than 15 October 2000.

On behalf of the Directing Committee
Yours sincerely,

Rear Admiral Giuseppe ANGRISANO
President

Encl.: - CPRNW Terms of Reference

COMMISSION ON PROMULGATION OF RADIO NAVIGATIONAL WARNINGS (CPRNW)

TERMS OF REFERENCE

Considering the need to provide an internationally co-ordinated network of broadcasts containing information which is necessary for safe navigation at sea, the International Hydrographic Organization established a Commission on Promulgation of Radio Navigational Warnings (CPRNW) with the following Terms of Reference and Rules of Procedure:

1. Terms of Reference

1.1 Monitor and guide the International Hydrographic Organization (IHO)/ International Maritime Organization (IMO) World Wide Navigational Warning Service (WWNWS) which includes NAVAREA and coastal warnings.

1.2 Study and propose new methods to enhance the provision of navigational warnings to mariners at sea.

1.3 Facilitate the implementation of the major changes in procedures for disseminating navigational warnings which are required by the Global Maritime Distress and Safety Systems (GMDSS), adopted by the IMO.

1.4 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 watchstander training.

1.5 Encourage the development of bilateral or multi-lateral arrangements between NAVAREA, Sub-Area and National Co-ordinators in the provision of navigational warnings.

1.6 Prepare and review the various guidance documents for the WWNWS and evaluate any proposed amendments prior to formal IHO or IMO consideration.

1.7 Co-operate with other international organizations concerned with improving the global standards for disseminating Maritime Safety Information, namely IMO, WMO and IMSO.

2. Rules of Procedure

2.1 The Commission is composed of NAVAREA Co-ordinators, Member States, the International Hydrographic Bureau (IHB) and Ex-Officio Representatives from IMO, WMO and IMSO.

2.2 Member State Representatives, the Commission as one whole, or the International Hydrographic Bureau may invite Observers, through the Chairman, to the Commission meetings.

2.3 The Commission works mainly by correspondence with a meeting normally held every even year. The venue and dates of the meeting will be announced at least one year in advance.

2.4 The Chairman is elected by the Commission from its membership at the first meeting after each ordinary session of the International Hydrographic Conference. A Chairman may serve more than one term. The Vice-Chairman will be the representative of the IHB.

2.5 Recommendations of the Commission will be submitted to the IHO Member States for adoption through the IHB Directing Committee.

Progress will be reported to the Member States through the Annual Report of the IHB and by means of a report to each ordinary session of the International Hydrographic Conference.

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ANNEX E

IHB File S3/3079

Circular Letter 31/2000
12 July 2000

IMPLEMENTATION OF THE GLOBAL MARITIME DISTRESS AND SAFETY SYSTEM (GMDSS)

Reference: IHB CL 26/1998

Dear Sir,

1. The Commission on Promulgation of Radio Navigational Warnings (CPRNW) at its 4th meeting in February 1998 was invited to address the issue of the definition and implementation of coastal warning areas for either NAVTEX or, alternatively, SafetyNET in lieu of NAVTEX broadcasts, as an important requirement within the Global Maritime Distress and Safety System. The points noted by the CPRNW during that meeting were brought to the attention of IHO Member States by CL 26/1998.

2. During its 5th meeting in June 2000, the CPRNW re-visited this important issue and decided that the following points should be brought to the attention of Member States:

In accordance with the Strategic Plan of the IHO, Element 3.5, all regional aspects of navigational warning broadcasts should be a standing agenda item for the Regional Hydrographic Commissions.

NAVAREA Co-ordinators have the responsibility outlined under 1. above under paragraph 6.2.1 of the IMO/IHO World-Wide Navigational Warning Service Guidance Document, IHO Special Publication S-53.

Additional guidance on this matter is also given in IMO Resolution A705 (17), Annex 1, attached herewith.

3. After careful consideration of the issues involved, the CPRNW recommends that the following items be considered when developing, defining, implementing and reviewing coastal warning service areas:

A study should be undertaken, in conjunction with the NAVAREA Co-ordinator and neighbouring states, of the coastal broadcast services available in the area, or planned.

3.2 Opportunities for cooperation of information/coordination of Service Areas between neighbouring states.

3.3 Updating of the GMDSS Master Plan.

4. It is further recommended that active participation, advice and assistance be sought from the CPRNW, WMO, IMO and other interested parties, including National Coordinators for MSI from countries in and adjacent to the NAVAREA, and that proposals should be forwarded to the CPRNW Chairman for review before implementation.

5. The Directing Committee regards this as an extremely important issue having a direct and immediate impact on the safety of life and navigation at sea and encourages Member States to recognize the necessity to actively address the issue or take appropriate actions in due course.

6. It may be of interest in this context that the IMSO representative informed the meeting of the availability of the 3rd edition of the SafetyNET User's Handbook from the INMARSAT WEB site http://www.inmarsat.org/support/index.html. It is located under the "Tools" icon and has a file size of 545 kb.

On behalf of the Directing Committee,
Yours sincerely,

Rear Admiral Giuseppe ANGRISANO
President

Encl: Annex 1 (IMO Resolution A 705 (17) Annex 1)
(English only).

ANNEX 1 to IHB CL 31/2000

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

IMO Resolution A.705 (17)

RECOMMENDATION ON PROMULGATION OF MARITIME SAFETY INFORMATION

1. INTRODUCTION

1.1 The maritime safety information service is an internationally coordinated network of radio broadcasts containing information which is necessary for safe navigation, received in all ships by equipment which automatically [1] monitors the appropriate frequencies and prints out in simple English only that information which is relevant to the ship. This concept is illustrated in figure 1.

1.2 Maritime safety information is of vital concern to all vessels. It is therefore essential that common standards are applied to the collection, editing and dissemination of this information. Only by doing so will the mariner be assured of receiving the information he needs, in a form which he understands, at the earliest possible time.

1.3 The purpose of this Recommendation is to set out the organization, standards and methods which should be used for the promulgation and reception of maritime safety information.

2. DEFINITIONS

For the purposes of this Recommendation, the following definitions apply :

.1 Maritime safety information means navigational and meteorological warnings, meteorological forecasts and other urgent safety-related messages.

.2 Maritime safety information service means the co-ordinated service of navigational and meteorological warnings, meteorological forecasts and distress alerts.

.3 World-wide navigational warning service (WWNWS) means the internationally co-ordinated service for the promulgation of navigational warnings as set out in resolution A . 706(17) .

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

.4 Meteorological information means the marine meteorological warning and forecast information described in regulation V/4 (b) (i) and (ii) of the 1974 SOLAS Convention.

.5 Distress alert means the initial shore–to-ship distress message broadcast in accordance with the Radio Regulations.

.6 NAVTEX means the system for the broadcast and automatic reception of maritime safety information by means of narrow-band direct-printing telegraphy.

.7 International NAVTEX service means the co-ordinated broadcast and automatic reception on 518 kHz of maritime safety information by means of narrow-band direct-printing telegraphy using the English language, as set out in the NAVTEX Manual, published by IMO.

.8 National NAVTEX service means the broadcast and automatic reception of maritime safety information by means of narrow-band direct-printing telegraphy using frequencies and languages as decided by the Administrations concerned.

.9 International SafetyNET service means the area-addressable global broadcast system, provided by INMARSAT, through the geostationary maritime communications satellite network for promulgation of maritime safety information.

3. BROADCAST SERVICES

3.1 Two systems are used for broadcasting maritime safety information. They are provided specifically to serve the requirements of chapter V of the 1974 SOLAS Convention in the areas covered by these systems, as follows :

.1 the international NAVTEX service transmissions in coastal regions; and

.2 the international SafetyNET service transmissions which cover all the waters of the globe, except for Polar Regions.

3.2 Information should be provided for unique and precisely defined sea areas, each being served only by the most appropriate of the above systems. Although there will be some duplication to allow a vessel to change from one system to another, the majority of messages will only be broadcast on one system.

3.3 NAVTEX transmissions should be made in accordance with the standards and procedures set out in the NAVTEX Manual. These transmissions are subject to approval by the Maritime Safety Committee. The means of obtaining this approval is described in the NAVTEX Manual.

3.4 International SafetyNET service transmissions should be made in accordance with the standards and procedures set out in the International SafetyNET Manual [2].

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

3.5 Member Governments may also choose to provide supplementary equivalent broadcasts of maritime safety information in other modes using other frequencies. These may include national NAVTEX services on 4,209. 5 kHz and 490 kHz and HF NBDP broadcasts.

4. RECEPTION FACILITIES

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

4.2 The international SafetyNET service receiving facility should conform to part A of the INMARSAT design and installation guidelines for the EGC SafetyNET equipment and should meet the performance standards adopted by the Organization by resolution A.664 (16).

4.3 The NAVTEX receiver should operate in accordance with the technical specifications set out in CCIR Recommendation 540, as amended, and should meet the performance standards adopted by the Organization by resolution A.525 (13).

5. PROVISION OF INFORMATION

5.1 Navigational warnings should be provided in accordance with the standards, organization and procedures of the WWNWS under the functional guidance of the International Hydrographic Organization through its Commission on Promulgation of Radio Navigational Warnings.

5.2 Meteorological information should be provided in accordance with the technical regulations and recommendations of the World Meteorological Organization (WMO).

5.3 Distress alerts should be provided by the various authorities responsible for co-ordinating maritime search and rescue operations in accordance with the standards and procedures established by the Organization.

6. CO-ORDINATION PROCEDURES

6.1 In order to make the best use of automated reception facilities and to ensure that the mariner receives the minimum information necessary for safe navigation, careful co-ordination is required.

6.2 In general, this requirement for co-operation and coordination will be met by the standard operational procedures of IHO, WMO, ITU and INMARSAT.

6.3 Cases of difficulty should be referred, in the first instance, to the most appropriate parent body.

6.4 Member States wishing to provide maritime safety information services should nominate a national coordinator for each type of information concerned, informing the Organization of such nominations as they are made. The Organization will maintain and, through the Maritime Safety Committee, publish a list of the nominated coordinators.

6.5 The establishment of transmissions in the international NAVTEX service is coordinated by the Maritime Safety Committee. Detailed guidance on the provision of NAVTEX services is contained in the NAVTEX Manual.

6.6 The use of satellite maritime safety information services is coordinated by the Maritime Safety Committee.

6.7 The designation of service areas is an important part of the coordination process since it is intended that a vessel should be able to obtain all the information relevant to a given area from a single source. Information coordinators should, therefore, design their broadcasts to suit a particular service area. The Maritime Safety Committee will designate service areas for the international SafetyNET service and the international NAVTEX service. In doing so, the Committee will take full account of the character and volume of information and the pattern of maritime traffic in the region and the advice of IHO and WMO.

7. SYSTEM MANAGEMENT

7.1 Proposals for amendment or enhancement of maritime safety information services should be submitted to the Maritime Safety Committee for evaluation.

7.2 The agreement of the International Hydrographic Organization, the World Meteorological Organization and the International Telecommunication Union, as appropriate, and the active participation of other bodies should be sought, according to the nature of the proposed amendments.

7.3 <u>The active participation of IHO, WMO, ITU and INMARSAT is considered necessary for the coordination of broadcasts of all maritime safety information.</u>

7.4 Amendments adopted by the Maritime Safety Committee will be notified to all concerned, will provide at least 12 months' notification and will come into force on 1 January of the following year.

_____

ANNEX F

LIST OF ACTION ITEMS
(Status as of 15 May 2003)

Agenda Item	Subject	Status	Comments	Action By
3.3.2	Navtex Characters B_3B_4		IHB to prepare a CL regarding the misuse of these characters.	IHB
3.3.2	International Navtex Service Areas		IHB to prepare a CL regarding the designation of Service Areas	IHB
3.3.2	NAVAREA in Arctic Waters		Commission Subgroup to prepare a proposal for the IHB	Commission Subgroup
3.4.1	Glossary for S53 Appendix 1		Chairman to produce. Members to review for consideration at CPRNW 7	Chairman/ ALL
5	The Future		IMSO to prepare a paper	IMSO
5	WHO Health Advisories		IMSO and WHO to prepare a paper.	IMSO
5	Caspian Sea Safety Services		IMSO to prepare a paper.	IMSO

IHO Commission on the Promulgation of Radio Navigational Warnings (CPRNW)
International Hydrographic Bureau, Monaco
Sixth Meeting
Agenda item 3.1

CPRNW 2003/3/01
13 May 2003
Origin: UK

PROMULGATION OF MSI IN ARCTIC WATERS

Submitted by the Chairman of the IMO NAVTEX Co-ordinating Panel

1. ACTION REQUIRED:

Consideration of the options outlined below to ensure a consistent approach is taken by all concerned in this increasingly busy area to the North of NAVAREAs I, IV, XII and XIII.

2. BACKGROUND:

When the boundaries for the above NAVAREAs were drawn up, no MSI broadcast facilities were envisaged for the Arctic Region. However since this time, maritime activity outside the northern limits of the WWNWS has grown markedly. Apart from exploration for oil, gas and minerals, scientific research and fisheries, there are now increasing numbers of cruise liners operating in these areas and, with the ice edge generally receding in recent years, the routes along the northern coasts of Canada and the Russian Federation are becoming viable for commercial traffic for longer periods each year. Both the Russian Federation and Canada are currently considering methods for promulgating MSI along their respective northern coasts. The time may therefore be right to consider whether these areas, or parts of these areas, should be absorbed within the WWNWS or, if not, whether the broadcasting of MSI for these regions should be formally co-ordinated with those areas within the WWNWS.

3. COMMENTS:

a. Definitions of both the International service and National services for NAVTEX and SafetyNET are included within the respective manuals. The principal difference between the definition of an International service and that of a National service is the inclusion of the word "co-ordinated" within the definition of an International service. This word "co-ordinated" refers to co-ordination within the WWNWS i.e. time slots for transmission of data are issued centrally, format and criteria for transmitting data conforms with the Joint IMO/IHO/WMO Manual on Maritime Safety Information (SP S-53 Appendix 1), and the service operates within the framework of co-ordination laid down within the IHO/IMO WWNWS Guidance Document (Special Publication No 53). Each station participating in an International service is under the authority of both a National Co-ordinator and a NAVAREA Co-ordinator, the responsibilities of which are laid down in Special Publication No.53.

b. When the International NAVTEX service was first set up, it was recognised that the stations at Murmansk and Arkhanglsk would fall outside the boundaries of any recognised NAVAREA. By common consent, it was agreed that they should be subsumed into NAVAREA I, so that they were encompassed within the overall co-ordination structure of the WWNWS.

c. Subsequently, when Norway set up a station in Svalbard as part of the International

service, again by common consent, it was subsumed for co-ordination purposes into NAVAREA I.

4. OPTIONS

The following options for broadcasting MSI to this region appear to be available:

a. Formally extend the limits of the WWNWS to include either the whole world or that portion likely to be navigable within the foreseeable future (up to 85ºN?). This would be the tidiest solution in the longer term, however it is recognised that it would involve extensive and probably time-consuming discussion on new NAVAREA boundaries.

b. If use of the International services are required and in advance of any possible decision to extend the limits of the WWNWS, follow the precedent set by the NAVTEX stations at Murmansk, Arkhanglsk and Svalbard i.e. subsume for co-ordination purposes into an appropriate NAVAREA.

c. Set up National services, using only national frequencies, to meet specific requirements. There will be no requirement to co-ordinate these with services delivered through the WWNWS.

5. RECOMMENDATION(S):

a. IHO should lead formal consultation with relevant members on the possible extension of the limits of the WWNWS into Arctic waters.

b. Where use of International frequencies/services is required outside the current limits of the WWNWS, it should be authorised only where co-ordination is exercised through designated National and NAVAREA Co-ordinators.

IHO Commission on the Promulgation of Radio Navigational Warnings (CPRNW)
International Hydrographic Bureau, Monaco
Sixth Meeting
Agenda item 3.2

CPRNW 2003/3/01
13 May 2003
Origin: Argentina

MSI SELF ASSESSMENTS

1. Action required:

None, submitted for information only.

2. Comments:

Radio navigational warnings for NAVAREA VI are issued by the SERVICIO DE HIDROGRAFIA NAVAL (SHN) through INMARSAT, NAVTEX and Coastal Stations in HF and VHF 24 hours a day.

2.1 NAVAREA VI RNW

From mid-September 1997, the RNW issued by SAFETYNET (INMARSAT) are broadcast in the times scheduled in the Master Plan.

SERVICIO METEOROLOGICO NACIONAL sends twice a day METEOROLOGICAL WARNINGS AND FORECAST FOR THE HIGH SEAS, by INMARSAT from Buenos Aires and Marambio Base in Antarctica.

2.2 COASTAL RNW

Broadcast by NAVTEX from :

Ushuaia
Río Gallegos
Comodoro Rivadavia
Bahía Blanca
Mar del Plata
Buenos Aires
La Paloma (Uruguay)

Also METEOROLOGICAL WARNINGS AND FORECAST FOR THE HIGH SEAS are broadcast by NAVTEX.

2.3 LOCAL RNW

These warnings (Local, Río de la Plata and Paraná, Paraguay and Uruguay Rivers) are broadcast in VHF.

2.4 NOTICES TO MARINERS:

The navigational warning dealing with the care of oceanographic data buoys (ODAS) proposed by the World Meteorological Organization (WMO) was issued in October 2000. The text published is similar to that suggested by the WMO.

2.5 INTERNET

For about three years the Servicio de Hidrografía Naval has been issuing NAVAREA, COASTAL AND LOCAL RADIO NAVIGATIONAL WARNINGS on its website (www.hidro.gov.ar). NAVAREA and COASTAL warnings are also published in English.

According to discussions during the last CPRNW meeting its use has been modified to read as follows:

"Si bien se trata de mantener la información actualizada en la página, se recomienda al navegante efectuar la escucha y recepción de los Avisos a los Navegantes en el sistema de difusión por comunicaciones radiales o satelitales, que proveen la información sobre seguridad náutica con mayor celeridad."

("Though we try to keep our site uptaded, mariners are highly advised to listen to and receive warnings by radio or satellite system since they provide a more speedily maritime safety information.")

ADVERTENCIA: Ambas informaciones se ponen a disposición del navegante por este medio a los fines de su divulgación. Su reproducción es parcial y no se incorporan gráficos correctivos a la cartografía, páginas de recambio a las distintas publicaciones, ni hojas adicionales que se encuentran en la versión en papel del folleto.

("NOTE: These informations are made available to mariners by these means for proper circulation. Its reproduction may be partial. Block corrections, loose-leaves and additional sheets for the publications that may be found in the Notice to Mariners paper version are not included.")

ARGENTINA

SCHEDULE OF RADIO NAVIGATIONAL WARNINGS BROADCAST

NAVIGATIONAL WARNINGS	2001	2002
NAVAREA VI	357	479
COASTAL	428	455
LOCAL	2070	2077

IHO Commission on the Promulgation of Radio Navigational Warnings (CPRNW)
International Hydrographic Bureau, Monaco
Sixth Meeting
Agenda item 3.2

CPRNW 2003/3/02
13 May 2003

Origin: India

NAVAREA ASSESSMENT OF NAVIGATIONAL WARNINGS SUBMITTED BY INDIA – AREA CO-ORDINATOR NAVAREA VIII REGION

1. **ACTION REQUIRED**: - None. Submitted for information only.

2. **BACKGROUND**: -Under the World Wide Navigational Warning Service, Chief Hydrographer to the Government of India has been nominated the Area Co-ordinator for NAVAREA VIII region. As Area Co-ordinator, India has successfully implemented GMDSS with effect from 01 August 1997 for transmission of Radio Navigational Warnings in NAVAREA VIII.

3) **COMMENTS**: -

a) **Maritime Safety Information**: -Maritime safety information such as Navigational Warnings are issued by the Naval Chart Depot, Mumbai on behalf of the Area Co-ordinator of NAVAREA VIII region. The entire NAVAREA VIII region has been notified as Sea Area A_3 and accordingly the broadcast is routed through INMARSAT via LES, Arvi. The broadcast is made at 1000 hrs UTC daily. However, urgent messages are transmitted as and when received. Navarea Warnings for the Coastal regions are being transmitted to NAVTEX shore stations at Mumbai and Chennai through Telex or Radio from Communication Center, Mumbai. The transmission of Radio Navigational Warning is being monitored continuously both from Naval Chart Deport, Mumbai and the National Hydrographic Office, Dehradun through INMARSAT 'C' with EGC System. It is mentioned that the existing Navigational Warning facilities, both Safety Net and NAVTEX are working very well and we have not experienced any problem so far in implementing the GMDSS for Navigational Warnings within NAVAREA VIII. Apart from transmission of Radio Navigational Warnings through INMARSAT, the Maritime Safety Information (MSI) are also made available to mariners through issue of weekly bulletins of Navigational warnings and through publication of fortnightly Notices to Mariners. These Notices to Mariners and Navigational Warnings in force are also available on Indian Hydro website **http//www.hydrobharat.org** which can be accessed freely by one and all.

b) **Standardisation of Format of Navarea Warnings**: - While drafting radio navigational warnings, guidelines given in "Joint IMO/IHO/WMO Manual on Maritime Safety Information (MSI)" Special Edition S-53, Appendix 1 are being followed strictly. All those concerned with drafting and issuance of these warnings have been informed about the new format of reporting of NAVAREA Warnings given in the above manual through fortnightly Notices to Mariners.

c) **Ship Report for Maritime Search and Rescue (M-SAR) - INDSAR**: - The Indian Coast Guard is responsible for co-ordinating SAR operations in the Indian Maritime SRR. With effect from 01 Feb 2003,the ship report for search and rescue services has been brought into operation for participation of merchant vessels of more than 300 GRT operating/transiting in the Indian SRR. The new reporting system INDSAR is an advanced computerised system designed to contribute to safety of life at sea and is operated and maintained by Indian Coast Guard through Rescue co-ordination center in Mumbai. This reporting system is a supplement of INSPIRE. The participation is voluntary and ships do not incur any charges or additional responsibilities than already under SOLAS 74 and SAR 79. The ships are required to pass these reports through code 43 of INMARSAT 'C' number 441907210. The complete details of this reporting system have been promulgated to mariners through Indian fortnightly Notices to Mariners edition 03/2003.

4. **RECOMMENDATIONS**: - To be noted by the Commission.

IHO Commission on the Promulgation of Radio Navigational Warnings (CPRNW)
International Hydrographic Bureau, Monaco
Sixth Meeting
Agenda item 3.2

CPRNW 2003/3/03
13 May 2003

Origin: France

NAVAREA II coordinator : assessments of Navigational Warnings Services

Submitted by : **France**

1. ACTION REQUIRED:

None, submitted for information only.

2. BACKGROUND :

Within the French organisation, the national HO, SHOM, is responsible for collecting, handling and broadcasting the Maritime Safety Information (MSI). EPSHOM, the SHOM's main subsidiary in Brest (Brittany), is in charge of responsibilities and tasks of National Co-ordinator. EPSHOM fulfils its attributions in Navareas I, II, III, IV, VII, VIII, IX, X, XII and XIV, where are situated French territories, through associate national co-ordinators. In the WWNWS organisation, EPSHOM carries out the tasks and responsibilities of NAVAREA II co-ordinator.

3. COMMENTS :

AREA WARNINGS

NAVAREA II navigational warnings are provided on SafetyNET at 1630 UTC and as appropriate.
In 2002, EPSHOM's NAVAREA II Office received about 19000 pieces of Maritime Safety Information. Among this total, the information provided by NAVAREA II foreign national Co-ordinators account for 162 pieces as shown in the attached table 1. The main NAVAREA II coastal countries contributors were Spain, Portugal, and Morocco.
This information, after control and evaluation, was dispatched to mariners through 516 NAVAREA II warnings.
Since May 2002, the watch at EPSHOM's NAVAREA II Office is carried out without interruption 24 hours per day, by two watchkeepers (12 hours each) with a handover at 0800 and 2000.

COASTAL WARNINGS

French, Spanish and Portuguese coastal warnings are provided on International Navtex (see GMDSS Master Plan).

France national Navtex service (490 kHz) is operational since 2002, using its Corsen station (Atlantic), La Garde station (Mediterranean) and, for experimentation, UK Niton station (The Channel and North Sea).

A study is ongoing regarding the possibility of changing the B1 character for La Garde (from W to C) in order to stop interferences between La Garde (France) and Cabo La Nao (Spain).

Some years ago, Portugal has declared its intention to implement a new international Navtex station on Madeira island (Porto Santo), and also announced that it is setting up a national service in its two existing stations (Horta and Montsantos) and the future Madeira station. No update and precise schedule have been provided for those implementations.
Morocco has also announced an international Navtex setting up without any schedule for implementation.

RELATIONS WITH OTHERS NAVAREA COORDINATORS

There are no problem with the neighbouring NAVAREA Co-ordinators I, III, IV, V and VII who have sent regularly their information to the NAVAREA II co-ordinator, as shown in the attached table 2.

COMMENTS ON THE GMDSS IMPLEMENTATION WITHIN NAVAREA II

The NAVAREA II co-ordinator is concerned by the poor level of GMDSS implementation in the southern part of his area, particularly the lack of MSI dissemination. This situation implies that quite surely many potentially hazardous navigational situations remain ignored by the seafarers.
Since October 2002, within the framework of CHAtO (Commission Hydrographique de l'Atlantique Oriental), a group of experts has started a tour in West Africa (see note). MSI dissemination is one of the issues discussed during the visits. The lack of national co-ordination facilities for collecting MSI has been noticed in most of the countries (except Morocco, and to a lesser extent Senegal and Ghana). A recommendation has been made to the countries to create such co-ordination facilities, and to use Navarea II co-ordinator and SafetyNet for MSI dissemination, as a substitute to the lack of Navtex stations.

Note :
Oct/Nov 2002 : visit to Gabon, Nigeria, Ghana, Mauritania, Senegal, Cape Verde, Guinea Conakry, Sierra Leone ;
Mars 2003 : visit to Democratic Republic of Congo, Congo, Equatorial Guinea, Benin, Togo ;

4. RECOMMENDATION(S) :

None.

5. ACTIONS REQUESTED :

None, submitted for information only.

TABLE 1

PORTUGAL	10
SPAIN	91
MOROCCO	53
MAURITANIA	0
CAPE VERDE ISLANDS	0
SENEGAL	2
THE GAMBIA	0
GUINEA BISSAU	0
GUINEA CONAKRY	0
SIERRA LEONE	0
LIBERIA	0
IVOIRY COAST	6
GHANA	0
TOGO	0
BENIN	0
NIGERIA	0
CAMEROON	0
EQUATORIAL GUINEA	0
GABON	0
SAO TOME AND PRINCIPE	0
CONGO	0
DEMOCRATIC REPUBLIC OF CONGO	0
Total NAVAREA II foreign National coordinators	162

TABLE 2

NANAVAREA I	500
NANAVAREA III	664
NANAVAREA IV	516
NANAVAREA V	1090
NANAVAREA VII	142
NANAVAREA VIII	702
NANAVAREA XII	363
NANAVAREA XIII	34
NANAVAREA XIV	193

Appendix 1

SITUATION IN FRENCH OVERSEAS REGIONS OR TERRITORIES IN THE OTHERS NAVAREAS[1]

AREA I :
- East of the Channel: COMAR Cherbourg (Commander for Manche-Mer du Nord) ;
- Coastal Navigational Warnings (AVURNAV CHERBOURG) are broadcast within the NAVAREA I by the UK's Niton Navtex station. The co-operation is excellent ;
- West of the Channel: CECLANT (Chief Commander for Atlantic, Brest) ;
- Coastal Navigational Warnings (AVURNAV BREST) are broadcast on Corsen Navtex station (emitter on Ouessant island on limits between NAVAREA I/NAVAREA II).

AREA III :
- CECMED (Chief commander for Mediterranean sea, Toulon) ;
- Coastal Navigational Warnings (AVURNAV TOULON) are broadcast on La Garde Navtex station.

AREA IV :
- Administrateur des Affaires Maritimes de Saint-Pierre-et-Miquelon ;
- Only local warnings are usually broadcast (very few) ;
- An arrangement has been set up with the Canadian MSI authority in order to promulgate coastal warnings as necessary on Placentia VHF station.

- COMAR Antilles (Martinique, Fort-de-France) ;
- Coastal Navigational Warnings (AVURNAV FORT DE FRANCE) are broadcast on SafetyNET and sent to the NAVAREA IV co-ordinator.
  France is studying implementation of an international Navtex service based over a station to be build in Martinique (long term study – no schedule for implementation).
- COMAR Guyane (Cayenne, French Guyana), Coastal Navigational Warnings (AVURNAV CAYENNE) are broadcast on SafetyNET and sent to the NAVAREA IV and V.

AREA VII, VIII :
- COMAR La Réunion (La Réunion),
- Coastal Navigational Warnings (AVURNAV LA REUNION) are broadcast on SafetyNET.

AREA X :
- COMAR Nouvelle-Calédonie (Nouméa),
- Coastal Navigational Warnings (AVURNAV NOUMEA) are broadcast on SafetyNET.

AREA XII :
- COMAR Polynésie (Tahiti, Papeete),
- As there is only a French (most of the time uninhabited) island Clipperton, situated in this area, no MSI dissemination is normally provided.

AREA XIV :
- COMAR Polynésie (Tahiti, Papeete) Coastal Navigational Warnings (AVURNAV PAPEETE) are broadcast on SafetyNET,
- COMAR Nouvelle-Calédonie (Nouméa) Coastal Navigational Warnings are broadcast on SafetyNET.

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[1] For each area are indicated:
- associate French national co-ordinator:
- Coastal warning facility used
- a brief commentary as necessary

IHO Commission on Promulgation of Radio Navigational Warnings (CPRNW) **CPRNW 2000/3/04**

International Hydrographic Bureau, Monaco

13 – 15 May 2003 **Origin: Australia**

MSI SELF ASSESSMENT

Submitted by AUSTRALIA

1. ACTION REQUIRED

None, submitted for information only.

2. GENERAL

Australia is the Navarea coordinator for Navarea X. Three types of navigational warnings are issued within Navarea X, Navarea warnings, coastal warnings and local warnings. The primary means of transmitting navigational warnings is the international SafetyNET service through the Perth Inmarsat Land Earth Station (LES). All warnings are broadcast on the Pacific and Indian Ocean Region satellites (POR and IOR) on receipt with an echo and then at the scheduled times of 0700 UTC and 1900 UTC, once only ie. without an echo. It should be noted that Australia does not broadcast any warnings on NAVTEX.

The Australian Rescue Coordination Centre (RCC Australia) in Canberra, which is manned 24 Hours/7 Days per week, issues all navigational warnings. RCC Australia is a section of AusSAR, Australian Search and Rescue a business unit of the Australian Maritime Safety Authority (AMSA).

No broadcast warnings are issued in respect of weapons firing and exercise areas. Australian Notice to Mariners No. 9/2003 lists and defines the restricted, prohibited and surface restricted areas. The range authorities are responsible for ensuring that no risk of damage occurs to surface vessels and clear range procedures apply.

Australian MSI broadcasts can also be obtained via the Internet from address, ausmsi@amsa.gov.au. The requestor need only enter the address in the e-mail message user interface and nothing else. The requestor will be provided with a listing of all Australian MSI broadcasts as per Attachment 1 within a few minutes of the request. Navarea X and other warnings can also be obtained from the AMSA world wide web site at www.amsa.gov.au/amsa/msi.htm.

Most navigational warning broadcasts issued by Australia are coastal warnings. Only a few warnings are issued as Navarea X warnings. This is on account of the approximately 250 nautical mile offshore limit used in the coastal warnings boundary and as is normally provided by medium frequency (MF) voice broadcasts. This is in accordance with the World-Wide Navigational Warning Service (WWNWS) document, section 4.2.2.1. The definitions of terms used in navigational warnings by RCC Australia are given in Attachment 2.

The Australian Search and Rescue business unit of the Australian Maritime Safety Authority has a contractual arrangement in place with the Perth LES Operating Company. This arrangement requires Perth LES to provide an availability of at least 99.5 percent per calendar month. The availability of the Perth LES over the past 14 months is provided in Table 1 below.

MONTH	IOR	POR
February 2003	99.89	99.96
January 2003	99.78	99.98
December 2002	100.00	100.00
November 2002	99.04	99.04
October 2002	99.99	100.00
September 2002	100.00	100.00
August 2002	99.98	99.98
July 2002	100.00	99.99
June 2002	100.00	100.00
May 2002	100.00	100.00
April 2002	99.96	98.62
March 2002	100.00	100.00
February 2002	100.00	100.00
January 2002	99.96	100.00
Average for 14 Months	99.89	99.80

Table 1 – PERTH LES AVAILABILITY

Where the availability has been less than 100 per cent, this has been on account of power outages, Inmarsat-C SafetyNET software change at the Perth LES and internal LES congestion.

3. NAVAREA X WARNING BROADCASTS

Below is an example of a Navarea X warning submitted to various authorities, including the Perth LES for broadcast on the Inmarsat POR and IOR satellites. The warning is initially issued with C4, Category A repetition code "11" ie. transmit on receipt with an echo. Thereafter the computer submits the message to the Perth LES again at the scheduled time of either 0700 UTC or 1900 UTC, with a C4, Category B repetition code "16" ie. transmit 12 hourly, with no echo.

Example of a Navarea X message created by RCC Australia:

```
Our ref: Y03231028
     X400 ref: X03233660,X03233661,X03233662,X03233663,X03233664,X03233665,
               X03233666,X03233667,X03233668

     Sent via AFTN/telex/fax/Defence/Inmarsat-C
     Created 22:49 23 MAR 03 by NAV

     To: GG NWWNZXWN
         F00156753214968,F0889475274,F0894428615,F0749731212,I64121531
         COMAUSNAVHYDROGRP,MCC AST OPS

         INMARSAT C - INDIAN,INMARSAT C - PACIFIC
         Priority:  1   SAFETY
          Service:  31  NAVAREA WARNINGS
          Address:  10  NAVAREA X
           Repeat:  11  TRANSMIT ONCE WITH ECHO
         Alphabet:  00  ENGLISH

     EGC Signal: SECURITE

     ITD: C-IOR  1:31:10:11:00  456285:03-03-23/22-51
          C-POR  1:31:10:11:00  456276:03-03-23/22-50

     AFTN ref: 232250 SMO0173
```

```
Defence ref: 6415

Filed on : NAV X NAVY
. . . . . .
015/03 JOMARD ISLAND REPORTED UNLIT REPORTS REQUESTED
. . . . . .
R 232246Z MAR 03
FM RCC AUSTRALIA
TO INMARSAT C - INDIAN OCEAN REGION
INMARSAT C - PACIFIC OCEAN REGION
COMAUSNAVHYDROGRP
FAX DEPT OF TRANSPORT PORT MORESBY
FAX COAST RADIO DARWIN
FAX COAST RADIO PORT HEDLAND
FAX COAST RADIO CAIRNS
MCC AST OPS
INFO NAVAREA XIII COORDINATOR
AFTN COMAR NEW CALEDONIA
BT
UNCLAS
SIC LTJ
SUBJ: NAVIGATION WARNING PROMULGATION
/BEGINTEXT
FM RCC AUSTRALIA 232246Z MAR 03
NAVAREA X 015/03
PNG JOMARD ISLAND LIGHT K3450 IN POSITION 11 15.3S 152 08.1E
REPORTED UNLIT. REPORTS REQUESTED.
/ENDTEXT
BT
```

The above message as received on the RCC Australia POR Mobile Earth Station (MES) which is used to monitor Navarea X broadcasts is shown below.

```
23-22:48 244 9521  EGC
LES 222,MSG 2903,MetWarn/Fore Safety Call to Area: 10,Rep# 0

XANTIC LES 22 505262752032 23-MAR-2003 22:50:50 456276

Y03231028/2

SECURITE

FM RCC AUSTRALIA 232246Z MAR 03
NAVAREA X 015/03
PNG JOMARD ISLAND LIGHT K3450 IN POSITION 11 15.3S 152 08.1E
REPORTED UNLIT. REPORTS REQUESTED.
```

Nine Navarea X warnings were issued during 2002. It took an average time of 42 minutes to issue a Navarea X broadcast from the time of notification to RCC Australia. It is appreciated that the WWNWS document states that SafetyNET warnings should be broadcast within 30 minutes of receipt of original information. The Navarea X coordinator will continue to monitor this requirement during 2003.

4. COASTAL WARNING BROADCASTS

To facilitate the reception of coastal warnings around the Australian coast, a similar concept to the Navtex B1 character is used and eight coverage areas, A to H have been identified. This is depicted in Figure 1 below. These warnings are termed AUSCOAST warnings.

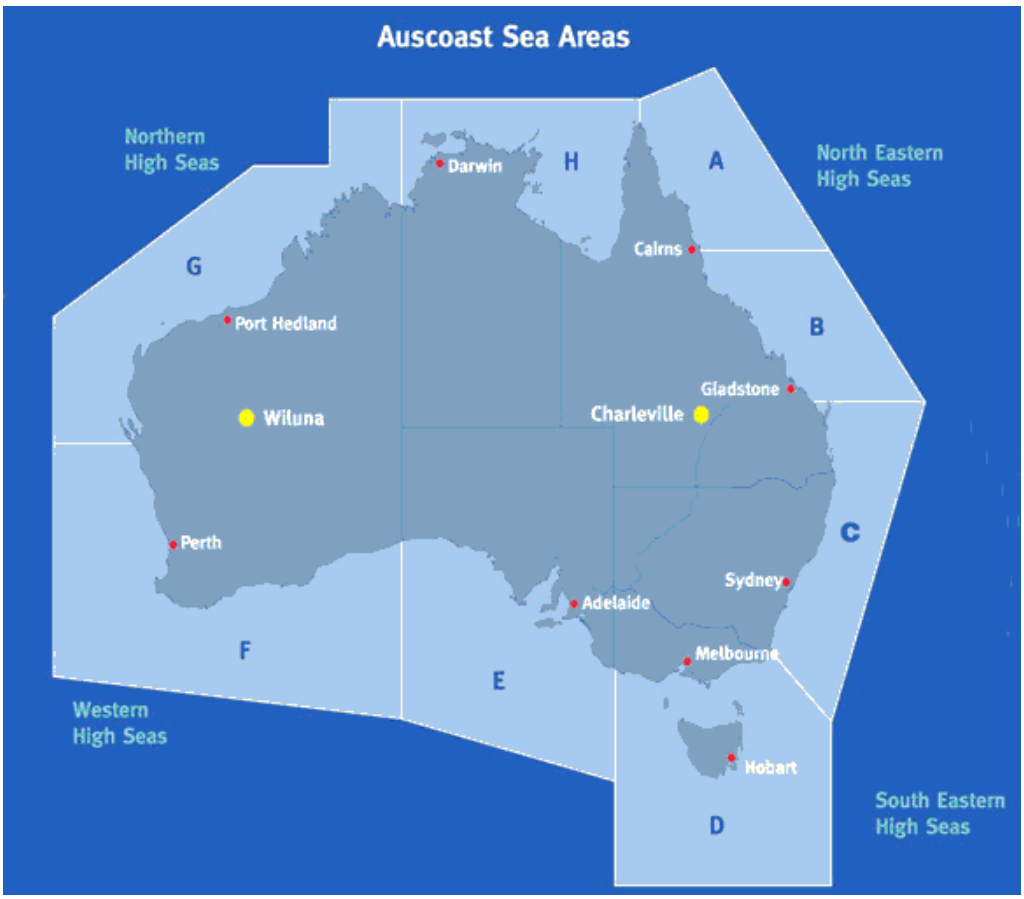


Figure 1 – Australian Coastal Areas for use with SafetyNET Broadcasts

Example of a Coastal Warning message created by RCC Australia:

```
Our ref: Y0304590 X400 ref: X03047999,X03048000

     Sent via Inmarsat-C.  Created 07:02 04 MAR 03 by NAV

     To: INMARSAT C - PACIFIC,INMARSAT C - INDIAN
         Priority:  1     SAFETY
          Service:  13    CALL TO COASTAL AREA
          Address:  10DA  Nav: NAVAREA X Area: D Mess: NAVIGATIONAL WARNINGS
           Repeat:  16    CAT B:TX 12 HRLY NO ECHO
        Alphabet:  00    ENGLISH

     EGC Signal: SECURITE

     ITD: C-POR  1:13:10DA:16:00  336914:03-03-04/07-02
          C-IOR  1:13:10DA:16:00  336911:03-03-04/07-02
     . . . . . .
     ACW D 071/03
     . . . . . .
     FM RCC AUSTRALIA 031925Z MAR 03
     AUSCOAST WARNING 071/03 SE.COAST
     DRILL RIG SEDCO 702 RELOCATING FROM 38 12S 148 35E AT 031300UTC VIA
     BASS STRAIT TO FREMANTLE ETA 201300UTC MAR 03.
```

The above message as received on the RCC Australia IOR MES monitor at the scheduled broadcast time of 0700 UTC, 4 March 2003 is shown below.

```
04-07:02 344 2941  EGC
LES 322,MSG 738,CoastalWarn Safety Call to Area: 10 D A,Rep# 0
```

```
XANTIC LES 22 505262752032  4-MAR-2003 07:02:49 336911

Y0304590/2

SECURITE

FM RCC AUSTRALIA 031925Z MAR 03
AUSCOAST WARNING 071/03 SE.COAST
DRILL RIG SEDCO 702 RELOCATING FROM 38 12S 148 35E AT 031300UTC VIA
BASS STRAIT TO FREMANTLE ETA 201300UTC MAR 03.
```

During 2002, RCC Australia issued 380 coastal warnings. It took an average time of 32 minutes to issue a coastal warning broadcast from the time of notification to RCC Australia.

5. LOCAL WARNING BROADCASTS

These types of warnings are issued as "Sea Safety Messages (SSM)" and are normally minor hazards eg. floating logs, and the duration of the warning is finite, that is, a SafetyNET C4, Category B code is not used. During 2002, RCC Australia issued 72 local warnings with an average time to broadcast of 16 minutes from time of notification.

6. MONITORING MSI BROADCASTS

RCC Australia actively monitors its scheduled 0700 UTC and 1900 UTC warning broadcasts via two mobile earth stations monitoring the IOR and POR satellites. If a scheduled broadcast is not received then a message similar to the following is generated and transmitted to the duty RCC Australia officer. In the example below, all warnings failed due to various problems at Perth LES.

```
INTERNAL message  Our ref: W012714

Received at 07:35 27 JAN 03 by SAR

. . . . . .
Report of overdue EGC messages
. . . . . .
AUTOMATIC SYSTEM WARNING

The following Inmarsat-C EGC messages have not been
received at or near their expected DTG.

This could be a result of a problem with our transceiver,
communications or software.  Alternatively, the messages
may not have been transmitted by the satellite.

Please investigate.
```

OR	Cat	Msg Ref	Last received	expected DTG	Subject
P	B	201634	261909 JAN 03	270709 JAN 03	ACW H 357/02
P	B	356678	261905 JAN 03	270705 JAN 03	ACW G 359/02
P	A	470818		270624 JAN 03	AUSCOAST 020/03 CAN
P	B	119632	261900 JAN 03	270700 JAN 03	ACW A 015/03
P	B	268727	261903 JAN 03	270703 JAN 03	ACW F 002/03
P	A	470812		270623 JAN 03	AUSCOAST 020/03 CAN
P	B	500517	261905 JAN 03	270705 JAN 03	ACW G 364/02
P	B	789742	261902 JAN 03	270702 JAN 03	ACW G 011/03
P	B	332394	261903 JAN 03	270703 JAN 03	ACW G 017/03
P	B	672727	261902 JAN 03	270702 JAN 03	ACW D 010/03
P	B	146468	261907 JAN 03	270707 JAN 03	NAVX 001/02
P	B	446483	261859 JAN 03	270659 JAN 03	ACW G 019/03
P	B	856958	261905 JAN 03	270705 JAN 03	ACW D 376/02
I	A	463284		270316 JAN 03	SAFETY SSM007/03
P	B	461165	261904 JAN 03	270704 JAN 03	ACW F 003/03
P	B	201646	261909 JAN 03	270709 JAN 03	ACW D 357/02

```
P   A    470821                  270624 JAN 03  AUSCOAST 021/03 CAN
P   A    471062                  270634 JAN 03  AUSCOAST 022/03 CAN
P   B    123268   261908 JAN 03  270708 JAN 03  ACW C 310/02
P   B    471142                  270638 JAN 03  URGENCY 03/0581
P   A    471116                  270636 JAN 03  AUSCOAST 023/03 CAN
P   B    326547   261906 JAN 03  270706 JAN 03  ACW E 338/02
P   B    201670   261907 JAN 03  270707 JAN 03  ACW A 357/02
P   B    332402   261903 JAN 03  270703 JAN 03  ACW G 018/03
P   B    326579   261906 JAN 03  270706 JAN 03  ACW E 339/02
P   B    514756   261903 JAN 03  270703 JAN 03  ACW G 005/03
P   B    123266   261908 JAN 03  270708 JAN 03  ACW C 331/02
P   B    705321   261904 JAN 03  270704 JAN 03  ACW C 372/02
```

7. BACKUP LES ARRANGEMENTS

AusSAR has arrangements with Singapore LES to submit SafetyNET MSI messages in the event that Perth LES has an extended outage. These arrangements were formally tested in March 2003 and will be tested at least twice a year. The RCC Australia software has been modified to do this but will still require the duty AusSAR IT person to make some configuration changes.

8. PORT STATE CONTROL (PSC) MSI INSPECTIONS

During 2002 a total of 2842 PSC inspections were undertaken with respect to MSI reception by vessels trading to Australia. Of these, 101 deficiencies were noted resulting in 3.56% of vessels inspected having problems with MSI reception. These problems were in the main attributed to, vessels' MES not configured or incorrectly configured to receive SafetyNET EGC messages for the Australian area.

Attachment 3, with vessel name deleted, lists the MSI deficiencies as recorded by marine surveyors.

9. NON-SOLAS VESSELS MSI BROADCASTS

The Australian States and Territories maritime authorities broadcast coastal warnings at scheduled times on VHF and 8176 kHz via nine limited coast radio stations (CRS) located at Cairns, Gladstone, Sydney, Melbourne, Hobart, Adelaide, Perth, Port Hedland and Darwin. These limited CRS are listed in Figure 1, Section 4 of this paper and the marine radio frequencies used are given in Figure 2, below.

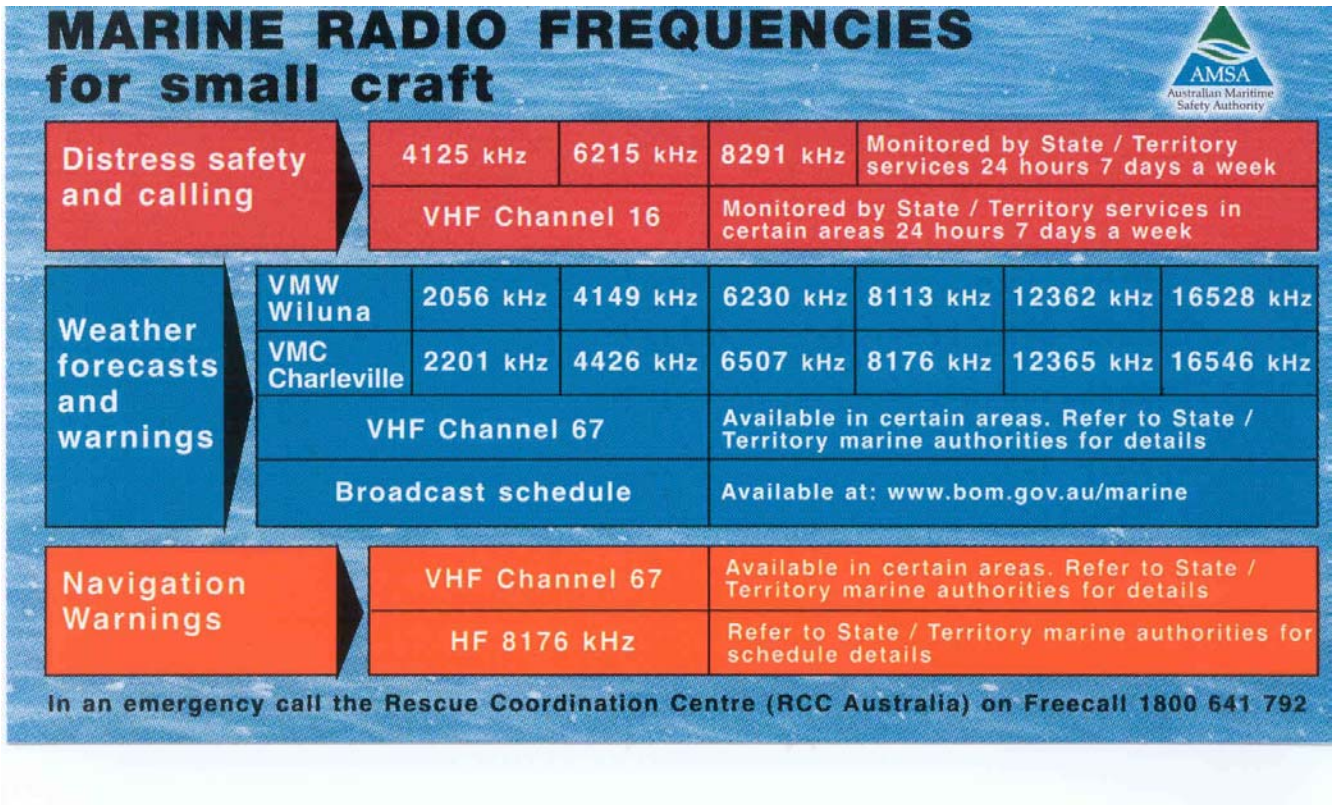


Figure 2 – NON-SOLAS Vessels Marine Frequencies

ATTACHMENT 1 (Page 1 of 5)

RESPONSE FROM USING AUSMSI@AMSA.GOV.AU

Maritime Safety Information current at 040015 UTC APR 03.

Issued by the Australian Maritime Safety Authority,
Maritime Rescue Coordination Centre (RCC Australia).

This is an automatic reply.

Part 1. Distress, Urgency, CQ and Safety messages:

SECURITE
FM RCC AUSTRALIA 030656Z APR 03
SSM018/03
PORT WALCOTT TO MONTEBELLO ISLANDS CHART AUS 327
NORTH RANKIN A STAND-BY MOORING BUOY NUMBER 2 MISSING FROM POSITION 19 35.4S 116 03.0E SINCE 29 MARCH 2003. BUOY IS 15 TONNE, 2.5 BY 4.5 METRES AND YELLOW IN COLOUR.

Part 2. NAVAREA X warnings:

FM RCC AUSTRALIA 232246Z MAR 03
NAVAREA X 015/03
PNG JOMARD ISLAND LIGHT K3450 IN POSITION 11 15.3S 152 08.1E REPORTED UNLIT. REPORTS REQUESTED.

FM RCC AUSTRALIA 220226Z MAR 03
NAVAREA X 014/03
PNG KITAVA ISLAND LIGHT K3437 IN POSITION 08 38.7S 151 20.3E REPORTED UNLIT.

FM RCC AUSTRALIA 220220Z MAR 03
NAVAREA X 013/03
PNG BOMATU POINT LIGHT K3436 IN POSITION 08 24.1S 150 01.4E REPORTED UNLIT.

FM RCC AUSTRALIA 240634Z FEB 03
NAVAREA X 008/03
VABUKORI REAR LIGHT K3459.1 09 29.8S 147 11.3E REPORTED UNLIT

FM RCC AUSTRALIA 110445Z FEB 03
NAVAREA X 005/03
MASTERS ARE REMINDED THAT HF DSC SERVICES IN AUSTRALIA ARE PROVIDED BY "RCC AUSTRALIA / VIC", MMSI 005030001. THE HF DSC COAST RADIO STATIONS ARE LOCATED IN CHARLEVILLE (26 19.83S 146 15.85E) AND WILUNA (26 20.45S 120 33.4E). ALL OTHER COAST RADIO STATIONS CEASED PROVIDING HF DSC SERVICES FROM JULY 2002. REFER TO CHAPTER-11, ALRS VOL.5, NP285 FOR DETAILS.

RESPONSE FROM USING AUSMSI@AMSA.GOV.AU

Part 3. Coastal warnings:

AUSCOAST coastal warnings - area A:

FM RCC AUSTRALIA 170138Z MAR 03
AUSCOAST WARNING 090/03 NE.COAST
FREDERICK PATCHES LIGHT BUOY ESTABLISHED IN POSITION
12 52.15S 143 38.22E. STARBOARD LATERAL FLG2.5SEC

FM RCC AUSTRALIA 170136Z MAR 03
AUSCOAST WARNING 089/03 NE.COAST
SUNK REEF LIGHT BUOY ESTABLISHED IN POSITION 12 51.35S 143 38.4E
PORT LATERAL BUOY FLR2.5SEC.

FM RCC AUSTRALIA 160743Z MAR 03
AUSCOAST WARNING 087/03 NE.COAST
WESTDERRY SHOAL LIGHT BUOY ESTABLISHED IN POSITION
13 02.1S 143 45.6E. WEST CARDINAL BUOY VQ(9)10SEC.

FM RCC AUSTRALIA 160737Z MAR 03
AUSCOAST WARNING 086/03 NE.COAST
THIRTEENSOUTH ROCK LIGHT BUOY ESTABLISHED IN POSITION
12 59.7S 143 43.65E. EAST CARDINAL MARK VQ(3) 5SEC AND RACON (O).

FM RCC AUSTRALIA 160240Z MAR 03
AUSCOAST WARNING 085/03 NE.COAST
DIAMOND REIGN REEF LIGHT BUOY ESTABLISHED IN POSITION
13 11.5S 143 47.83E. EAST CARDINAL MARK Q(3)10SEC AND RACON (K).

FM RCC AUSTRALIA 152300Z MAR 03
AUSCOAST WARNING 082/03 NE.COAST
TENNINE SHOAL LIGHT BUOY ESTABLISHED IN POSITION 13 17.1S 143 51.0E
WEST CARDINAL MARK Q(9)15SEC.

FM RCC AUSTRALIA 150911Z MAR 03
AUSCOAST WARNING 081/03 NE.COAST
FAIRWAY CHANNEL EAST BUOY ESTABLISHED POSITION 13 54.0S 144 17.2E.
WEST CARDINAL BUOY PAINTED YELLOW ABOVE AND BELOW A BLACK BAND.
TOPMARK OF TWO BLACK CONES, ONE ABOVE THE OTHER WITH POINTS TOGETHER.
LIGHT CHARACTERISTICS: VQ(9) WHITE 10 SECS RANGE 6 NM.

AUSCOAST coastal warnings - area B: nil.

AUSCOAST coastal warnings - area C:

ATTACHMENT 1 (Page 3 of 5)

RESPONSE FROM USING AUSMSI@AMSA.GOV.AU

FM RCC AUSTRALIA 030344Z MAR 03
AUSCOAST WARNING 070/03 E.COAST
NUMEROUS GROUND MINES LAID IN AREA BOUNDED BY 35 04S TO 35 07S AND
150 44E TO 150 47E DURING PERIOD 26 MAR 03 TO 18 APR 03.

AUSCOAST coastal warnings - area D:

FM RCC AUSTRALIA 120516Z MAR 03
AUSCOAST WARNING 079/03 SE.COAST
VESSEL SOUTHERN SUPPORTER CONDUCTING DRILLING OPERATIONS POSITION
39 14S 142 54E. ONE NM CLEARANCE REQUESTED.

FM RCC AUSTRALIA 280821Z FEB 03
AUSCOAST WARNING 066/03 SE.COAST
HUNTER ISLAND LIGHT K3518 IN POSITION 40 29.4S 144 43.4E
RANGE INCREASED TO 10 NM.

FM RCC AUSTRALIA 070600Z FEB 03
AUSCOAST WARNING 037/03 SE.COAST
WESTERN PORT FWY LT BUOY RACON ALRS87760 IN POSITION
38 30.21S 145 05.35E TEMPORARILY DISCONTINUED

AUSCOAST coastal warnings - area E:

FM RCC AUSTRALIA 180707Z FEB 03
AUSCOAST WARNING 053/03 S.COAST
CAPE WILLOUGHBY LIGHT K2112 IN POSITION 35 50.6S 138 08.0E
CHARACTER CHANGED AND RANGE REDUCED. NEW CHARACTERISTICS FL(3)W 15S
RANGE 11 NM.

FM RCC AUSTRALIA 180700Z FEB 03
AUSCOAST WARNING 052/03 S.COAST
CAPE ST ALBAN LIGHT K2110 IN POSITION 35 48.2S 138 07.5E
RED SECTOR REMOVED. NEW CHARACTERISTICS FL W 5S ARC OF VISIBILITY
118 TO 005 DEGREES TRUE.

FM RCC AUSTRALIA 110045Z FEB 03
AUSCOAST WARNING 043/03 S.COAST
SNAPPER POINT LIGHT K2108 IN POSITION 35 44.7S 138 02.5E
PERMANENTLY DISCONTINUED

AUSCOAST coastal warnings - area F: nil.

AUSCOAST coastal warnings - area G:

ATTACHMENT 1 (Page 4 of 5)

RESPONSE FROM USING AUSMSI@AMSA.GOV.AU

FM RCC AUSTRALIA 312015Z MAR 03
AUSCOAST WARNING 101/03 NW.COAST
DRILL RIG ENSCO 56 IN POSITION 20 31.3S 115 15.1E
2.5 NM CLEARANCE REQUESTED

FM RCC AUSTRALIA 300053Z MAR 03
AUSCOAST WARNING 100/03 NW.COAST
DRILL RIG ENSCO 53 IN POSITION 21 03.6S 115 35.9E
2.5 NM CLEARANCE REQUESTED.

FM RCC AUSTRALIA 260834Z MAR 03
AUSCOAST WARNING 099/03 NW.COAST
DRILL RIG SEDCO 703 IN POSITION 19 28.6S 116 21.9E.
2.5 NM CLEARANCE REQUESTED

FM RCC AUSTRALIA 220307Z MAR 03
AUSCOAST WARNING 096/03 NW.COAST
DIVE SUPPORT VESSEL ROCKWATER 2 IN POSITION 20 54.1S 114 54.1E
CONDUCTING UNDERWATER OPERATIONS. WIDE BERTH REQUESTED.

FM RCC AUSTRALIA 180416Z MAR 03
AUSCOAST WARNING 091/03 NW.COAST
SEISMIC SURVEY VESSEL VERITAS SEARCHER TOWING 4.6 NM CABLE IN AREA
BOUNDED BY 18 30S TO 21 00S AND 113 00E TO 116 00E.
7 NM CLEARANCE REQUESTED.

FM RCC AUSTRALIA 111328Z MAR 03
AUSCOAST WARNING 078/03 NW.COAST
DRILL RIG ATWOOD FALCON IN POSITION 21 28.8S 113 49.6E
2.5 NM CLEARANCE REQUESTED

FM RCC AUSTRALIA 080403Z JAN 03
AUSCOAST WARNING 005/03 NW.COAST
TWO STEEL CYLINDRICAL BUOYS APPROXIMATELY 2 METRE DIAMETER
AND 3 METRE IN LENGTH ESTABLISHED IN POSITIONS 19 35S 116 03E
AND 19 36S 116 00E. BUOYS ARE YELLOW IN COLOUR AND UNLIT.

FM RCC AUSTRALIA 180820Z DEC 02
AUSCOAST WARNING 364/02 NW.COAST
EXMOUTH DGPS (IALA REF STN ID 015, TX STN ID 715) POSITION
21 53.03S 114 08.02E SET TO TRIAL UNTIL FURTHER NOTICE. STATION NOT
TO BE USED FOR NAVIGATION.

AUSCOAST coastal warnings - area H: nil.

RESPONSE FROM USING AUSMSI@AMSA.GOV.AU

Part 4. Summary of Mobile Drilling Rigs :

NAME	POSITION
ATWOOD FALCON	21 28.8S 113 49.6E
ENSCO 53	21 03.6S 115 35.9E
ENSCO 56	20 31.3S 115 15.1E
GLOMAR JACK RYAN	13 42.3S 121 43.9E
SEDCO 703	19 29.0S 116 22.0E

For information on coastal areas, please refer to the ANNUAL AUSTRALIAN NOTICES TO MARINERS or the AUSTRALIAN GMDSS HANDBOOK.

The date-time format used is "ddhhmmZ mon yy", where "Z" indicates UTC. Australian Eastern Standard Time is 10 hours ahead of UTC.

Feedback/suggestions can be sent to: msi_sup@amsa.gov.au

TERMS USED IN NAVIGATION WARNINGS

Station
The authorised and exact location of a navigational aid.

Established in position
Any type of aid placed in operation for the first time at a given station.

Re-established in position
Any type of aid placed in operation at a station at which a similar type of aid with identical characteristics had been previously established, but subsequently destroyed, withdrawn or discontinued.

Unlit
When a light is out because of defective equipment, maintenance or any other unintentional or deliberate occurrence, and it is intended to restore it to normal as soon as practicable.

Unreliable
When an aid of any type is not exhibiting its correct characteristics and it is intended to restore it to normal as soon as practicable.

Reduced power
When an aid of any type is not operating at its correct power, but is exhibiting its correct characteristics and it is intended to restore it to normal as soon as practicable.

Off station
When a floating aid is adrift, missing or out of position and it is intended to replace it as soon as practicable.

Altered
When the characteristics or structure of any aid have been altered, without changing the type of aid or its station.

Altered in position
When a change is made to the station of an aid, that is, its location, without changing the type of aid, character or structure.

Destroyed
Any type of aid damaged so as to no longer be of use as a navigational aid, but remnants of the structure may remain.

Restored to normal
Any type of aid which had been 'unlit', on 'reduced power' or 'temporarily discontinued', which has been serviced and now exhibits its correct characteristics and power.

Replaced in position
A floating aid previously described as 'off station' or 'temporarily withdrawn' is returned to its correct station.

ATTACHMENT 2 (Page 2 of 2)

TERMS USED IN NAVIGATION WARNINGS

Replaced by
When any aid is discontinued, withdrawn or off station and another aid of a different type or characteristic is immediately established at the same station.

Temporarily withdrawn
When a floating aid has been entirely removed from its station and no similar aid left in its place, but it is intended to re-establish the aid in the near future.

Temporarily discontinued
When a sound signal or radio beacon service is silent because of defective equipment or maintenance or any other unintentional or deliberate occurrence and it is intended to restore it to normal as soon as practicable.

Permanently withdrawn
When a floating aid has been entirely removed from its station with no similar aid left in its place and it is not intended to re-establish that aid at that station in the future.

Permanently discontinued
When any aid, including a sound signal or radio beacon service, but excluding a floating aid, is removed from a station because it is no longer required.

ATTACHMENT 3 (Page 1 of 3)

PORT STATE CONTROL INSPECTION – MSI DEFICIENCIES NOTED - 2002

VISIT_PORT	VISIT_DATE	DEFICIENCY_EXPLANATION
Gladstone	2-Jan-02	NO AUSTRALIAN NAVIGATION WARNINGS RECEIVED ONBOARD
Geraldton	4-Jan-02	EGC NOT SET UP CORRECTLY TO RECEIVE MSI FOR COASTAL NAV. WARNING
Geraldton	4-Jan-02	NAVTEX PRINTER OUT OF PAPER
Townsville	5-Jan-02	NO NAVAREA X MSI INFORMATION RECEIVED ONBOARD
Gladstone	7-Jan-02	NO AUSTRALIAN COASTAL NAVIGATION WARNINGS RECEIVED ONBOARD.
Cairns	9-Jan-02	NO NAVAREA X INFORMATION ONBOARD
Gladstone	14-Jan-02	NO AUSTRALIAN COASTAL WARNING RECEIVED ONBOARD
Fremantle	22-Jan-02	INMARSAT EGC NOT CORRECTLY SET UP FOR RECEIVING MSI (MARINE SAFETY INFORMATION)
Esperance	26-Jan-02	EGC NOT SET TO RECEIVE MSI.
Esperance	27-Jan-02	EGC NOT CORRECTLY SET TO RECEIVE MSI
Hay Point	4-Feb-02	INMARSAT C EGC NAVIGATION AREA INCORRECT - V/L NOT RECEIVING LOCAL MSI
Fremantle	5-Feb-02	EGC IS NOT SETUP TO RECEIVE COASTAL NAV. WARNING
Kwinana	5-Feb-02	EGC NOT SET TO RECEIVE MSI
Gladstone	9-Feb-02	NO AUSTRALIAN NAVIGATION WARNINGS RECEIVED ONBOARD
Useless Loop	11-Feb-02	INMARSAT C-EGC NOT CONFIGURED FOR COASTAL WARNINGS FOR AREA G
Gladstone	11-Feb-02	SAT C EGC NOT SET UP TO RECEIVED AUSTRALIAN COASTAL WARNINGS
Kwinana	13-Feb-02	EGC NOT SETUP TO RECEIVE COASTAL NAV WARNING
Gladstone	18-Feb-02	NO AUSTRALIAN COASTAL WARNING RECEIVED ONBOARD (SYSTEM APPEARS TO BE SET UP CORRECTLY
Gladstone	19-Feb-02	INMARSAT C - EGC SYSTEM NOT SET UP TO RECEIVE NAVAREA X NAVIGATION WARNINGS
Fremantle	20-Feb-02	VESSEL'S EGC NOT CORRECTLY SET TO RECEIVE MSI
Port Walcott	22-Feb-02	CORRECT MSI NOT RECEIVED, EGC AUSTRALIAN COASTAL WARNING NOT RECEIVED
Brisbane	27-Feb-02	NAVAREA X MSI NOT BEING RECEIVED
Port Hedland	5-Mar-02	AUSTRALIAN COASTAL NAV WARNINGS NOT SIGHTED
Port Hedland	5-Mar-02	NAVAREA X & AUS COAST WARNINGS NOT ONBOARD.
Gladstone	8-Mar-02	NO AUSTRALIAN (NAVAREA 10) NAVIGATION WARNINGS RECEIVED ONBOARD
Bunbury	21-Mar-02	EGC NOT CONFIGURED TO NAVAREA X AND NO AUST COASTAL MSI ON BOARD
Fremantle	22-Mar-02	INMARSAT C- EGC NOT CONFIGURED FOR NAVAREA10 & COASTAL AREAS OF OPERATION
Dampier	27-Mar-02	NAVAREA 10 & COASTAL WARNINGS NOT SIGHTED.
Kwinana	28-Mar-02	EGC NOT SET UP TO RECEIVE AUSTRALIAN COASTAL NAV. WARNING
Esperance	1-Apr-02	EGC NOT SETUP CORRECTLY TO RECEIVE COASTAL WARNINGS
Esperance	2-Apr-02	EGC NOT SETUP CORRECTLY TO RECEIVE COASTAL MSI
Gladstone	8-Apr-02	NO AUSTRALIAN NAVIGATION WARNINGS - SYSTEM NOT SET UP FOR NAVAREA 10
Fremantle	17-Apr-02	MSI RECEPTION FACILITY NOT CORRECTLY SET
Port Hedland	*27-Apr-02*	*SUMMARY OF DISTRESS & URGENCY NOT ENTERED IN GMDSS LOG BOOK*
Bundaberg	15-May-02	NO AUSTRALIAN MSI RECEIVED ONBOARD
Weipa	15-May-02	NO NAVEAREA X MSI INFORMATION ONBOARD
Geraldton	21-May-02	EGC NOT CONFIGURED TO CORRECT AREA
Fremantle	13-Jun-02	EGC NOT SET TO RECEIVE NAVAREA 10 MARINE SAFETY INFORMATION
Kwinana	20-Jun-02	EGC NOT SETUP TO RECEIVE COASTAL MSI. CREW UNAWARE OF THIS SETUP.
Port Hedland	25-Jun-02	AUSTRALIAN COASTAL NAV WARNINGS NOT SIGHTED, INMARSAT C INCORRECTLY CONFIGURED
Gladstone	28-Jun-02	NO AUSTRALIAN COASTAL WARNINGS RECEIVED - EGC NOT SET UP
Albany	29-Jun-02	EGC NOT SET UP TO RECEIVE COASTAL NAV. WARNINGS
Geraldton	30-Jun-02	MARINE SAFETY INFORMATION NOT RECEIVED
Gladstone	8-Jul-02	NO AUSTRALIAN COASTAL NAVIGATION WARNING ONBOARD
Fremantle	23-Jul-02	INMARSAT C - NOT CONFIGURED TO RECEIVE AUSTCOAST WARNINGS FOR INTENDED VOYAGE
Geraldton	30-Jul-02	EGC NOT SET UP TO RECEIVE AUST. NAV. WARNINGS
Geraldton	31-Jul-02	EGC NOT SET UP TO RECEIVE AUST. COASTAL NAV. WARNINGS

ATTACHMENT 3 (Page 2 of 3)

PORT STATE CONTROL INSPECTION – MSI DEFICIENCIES NOTED - 2002

VISIT_PORT	VISIT_DATE	DEFICIENCY_EXPLANATION
Gladstone	31-Jul-02	NO AUSTRALIAN NAVIGATION WARNINGS RECEIVED ONBOARD
Port Alma	2-Aug-02	NO AUSTRALIAN COASTAL WARNINGS RECEIVED ONBOARD
Port Alma	2-Aug-02	EGC NOT SET UP TO RECEIVE AUSTRALIAN COASTAL WARNINGS
Brisbane	4-Aug-02	MSI NOT BEING RECEIVED (EGC RECEIVER NOT ENABLED FOR NAVAREA X)
Dampier	15-Aug-02	MSI: EGC INCORRECTLY SET UP
Gladstone	19-Aug-02	NO AUSTRALIAN COASTAL WARNINGS RECEIVED ONBOARD
Dampier	23-Aug-02	MSI: EGC INCORRECTLY CONFIGURED.
Bunbury	5-Sep-02	AUSTRALIAN COASTAL NAV. WARNING NOT RECEIVED AND NOT SET UP FOR RECEPTION
Fremantle	6-Sep-02	AUSCOAST WARNINGS NOT RECEIVING - INMARSAT C NOT CONFIGURED CORRECTLY
Dampier	7-Sep-02	MSI: EGC INCORRECTLY SET
Dampier	11-Sep-02	MSI: AUSCOAST & NAVAREA 10 WARNINGS NOT AVAILABLE & EGC INCORRECTLY SET.
Esperance	18-Sep-02	MSI FOR AUST. COASTAL NOT RECEIVED AND NOT SET UP CORRECTLY TO RECEIVE.
Gladstone	19-Sep-02	NO AUSTRALIAN COASTAL WARNINGS RECEIVED.
Gladstone	19-Sep-02	NO COASTAL WARNINGS RECEIVED.
Gladstone	27-Sep-02	NO AUSTRALIAN COASTAL WARNINGS RECEIVED ONBOARD.
Dampier	30-Sep-02	MSI: AUSCOAST & NAVAREA 10 WARNINGS NOT SIGHTED & EGC INCORRECTLY SET UP
Dampier	1-Oct-02	AUSCOAST & NAVAREA 10 WARNINGS NOT SIGHTED & EGC INCORRECTLY SET UP.
Townsville	8-Oct-02	NO MSI FOR NAVAREA X ONBOARD
Fremantle	9-Oct-02	NAVAREA 10 NAVIGATIONAL & COASTAL WARNINGS NOT RECEIVING - (INMARSAT C EGC)
Gladstone	11-Oct-02	NO AUSTRALIAN NAVIGATIONA WARNINGS RECEIVED. (EGC NOT SET FOR NAVAREA 10).
Kwinana	11-Oct-02	SATCOM C NOT CONFIGURED TO RECEIVE MSI FOR NAVAREA 10
Port Hedland	18-Oct-02	MSI: AUSCOAST & NAVAREA 10 WARNINGS NOT SIGHTED.
Bunbury	20-Oct-02	AUSTRALIAN COASTAL NAV. WARNING NOT RECEIVED AND NOT SET UP TO RECEIVE.
Townsville	20-Oct-02	NO NAVAREA X MSI INFORMATION ONBOARD
Brisbane	25-Oct-02	IMMARSAT C NOT SET TO RECEIVE NAVAREA 10
Port Walcott	29-Oct-02	MSI: AUSCOAST WARNING & SAFETY NET MESSAGES NOT AVAILABLE FOR SIGHTING.
Port Walcott	1-Nov-02	MSI: NAVAREA 10 & AUSCOAST WARNINGS NOT AVAILABLE FOR SIGHTING.
Dampier	4-Nov-02	MSI: AUSCOAST & NAVAREA 10 WARNINGS NOT AVAILABLE FOR SIGHTING.
Dampier	5-Nov-02	EGC INCORRECTLY SET & AUSCOAST WARNINGS NOT SIGHTED.
Brisbane	6-Nov-02	SHIP STATION NOT SET UP TO RECEIVE CURRENT MSI
Gladstone	11-Nov-02	NO AUSTRALIAN COASTAL WARNINGS RECEIVED.
Kwinana	18-Nov-02	EGC NOT SET UP TO RECEIVE COASTAL SAFETY INFORMATION.
Brisbane	19-Nov-02	NAVIGATION WARNINGS FOR AREA 10 NOT SIGHTED
Dampier	20-Nov-02	AUSTCOAST & NAVAREA 10 WARNINGS NOT AVAILABLE & EGC INCORRECTLY SET.
Dampier	22-Nov-02	NAVAREA 10 & AUSCOAST WARNINGS NOT AVAILABLE & EGC NOT CORRECTLY SET.
Kwinana	24-Nov-02	AUSTRALIAN COASTAL NAV. WARNING NOT RECEIVED. EGC NOT SET UP CORRECTLY
Fremantle	*29-Nov-02*	*NAVTEX TRACTOR PAPER NOT FEEDING THROUGH PRINTER CORRECTLY, RESULTING IN MESSAGE OVERPRINT*
Dampier	30-Nov-02	MSI: AUSCOAST & NAVAREA 10 TRAFFICS NOT AVAILABLE & EGC INCORRECTLY CONFIGURED.
Port Walcott	4-Dec-02	MSI: AUSTCOAST & NAVAREA 10 TRAFFICS NOT AVAILABLE & EGC INCORRECTLY SET.
Dampier	5-Dec-02	MSI: AUSCOAST WARNINGS NOT AVAILABLE & EGC INCORRECTLY SET.
Dampier	6-Dec-02	MSI: AUSTCOAST & NAVAREA 10 TRAFFICS NOT AVAILABLE & EGC INCORRECTLY SET.
Dampier	9-Dec-02	MSI: AUSCOAST & NAVAREA X WARNINGS NOT AVAILABLE AND EGC INCORRECTLY SET.
Port Alma	10-Dec-02	NO AUSTRALIAN COASTAL WARNINGS ONBOARD (EGC NOT SET)
Port Hedland	12-Dec-02	NO RECENT NAVAREA X OR AUS COAST WARNINGS RECEIVED ON JRC INMARSAT C (SINCE 24/11/2002)
Dampier	12-Dec-02	MSI: NO NAVAREA X OR AUSCOAST WARNINGS RECEIVED
Esperance	16-Dec-02	EGC NOT SET TO RECEIVE MARINE SAFETY INFORMATION FOR WA COAST AND NAVAREA.
Port Walcott	16-Dec-02	AUSCOAST WARNINGS NOT AVAILABLE AND LOCAL EGC SETTING NOT SET CORRECTLY.

ATTACHMENT 3 (Page 3 of 3)

PORT STATE CONTROL INSPECTION – MSI DEFICIENCIES NOTED - 2002

VISIT_PORT	VISIT_DATE	DEFICIENCY_EXPLANATION
Gladstone	18-Dec-02	NO AUSTRALIAN NAVIGATION WARNINGS RECEIVED ONBOARD. (EGC NOT SET TO NAVAREA 10).
Gladstone	19-Dec-02	NO AUSTRALIAN NAVIGATION WARNINGS ONBOARD.
Dampier	19-Dec-02	AUSCOAST & NAVAREA X TRAFFICS NOT AVAILABLE AND EGC INCORRECTLY SET.
Kwinana	20-Dec-02	INMARSAT C - NOT CONFIGURED FOR NAVAREA 10 & COASTAL AREAS
Gladstone	22-Dec-02	NO AUSTRALIAN COASTAL WARNINGS RECEIVED (EGC NOT SET).
Dampier	23-Dec-02	MSI: AUSCOAST WARNING NOT AVAILABLE AND EGC INCORRECTLY SET.
Albany	27-Dec-02	EGC NOT SETUP CORRECTLY TO RECEIVE AUSTRALIAN COASTAL WARNINGS

IHO Commission on the Promulgation of Radio Navigational Warnings (CPRNW)
International Hydrographic Bureau, Monaco
Sixth Meeting
Agenda item 3.2

CPRNW 2003/3/05
13 May 2003
Origin: Sweden

MSI SELF ASSESSMENT - Baltic Sea Sub-area Co-ordinator (BALTICO) Submitted by Sweden

1. ACTION REQUIRED: NONE, submitted for information only

2. BACKGROUND

The BALTICO-office at the Swedish Maritime Administration, Hydrographic Office, is acting as
- Baltic Sea Sub-area Co-ordinator
- National Co-ordinator of Sweden
- Co-ordinator for all NAVTEX broadcasts within the Baltic Sea area
- Publisher of the Swedish NtM

The Swedish Meteorological and Hydrological Institute (SMHI) is acting as co-ordinator for all NAVTEX broadcasts of meteorological information within the Baltic Sea area.

The Baltic Sea Sub-area is covered by four NAVTEX-stations, see Annex 1. Three of these stations are situated in Sweden and one in Estonia. All messages are passed through BALTICO for numbering, formatting etc., before broadcasting.
Statistics for the broadcasting of navigational warnings on NAVTEX, within the Baltic Sea Sub-area, is shown in Annex 2.

3. COMMENTS:

a. To improve the NAVTEX-coverage off the coasts of southern Latvia, Lithuania and the Kaliningrad area of Russia, the limit between NAVTEX stations [J] and [U] has been moved somewhat northwards. The new limit, valid since October 2002, is shown on the map in Annex 1.

b. To gain experience about the interest in establishing 490 kHz Navtex-service in the Baltic Sea Sub-area an inquiry was sent to the nations in the Sub-area in October 2000. The opinion among the national co-ordinators was found very different. Some were not interested at all, some were interested in sending MSI in the national language and others in sending local warnings in English language. The question has not been further discussed with the sub-area nations.
The Baltic Sea Sub-area Co-ordinator wishes to gain more experience in this matter from the other delegates at the CPRNW meeting, perhaps under agenda item 3.5.

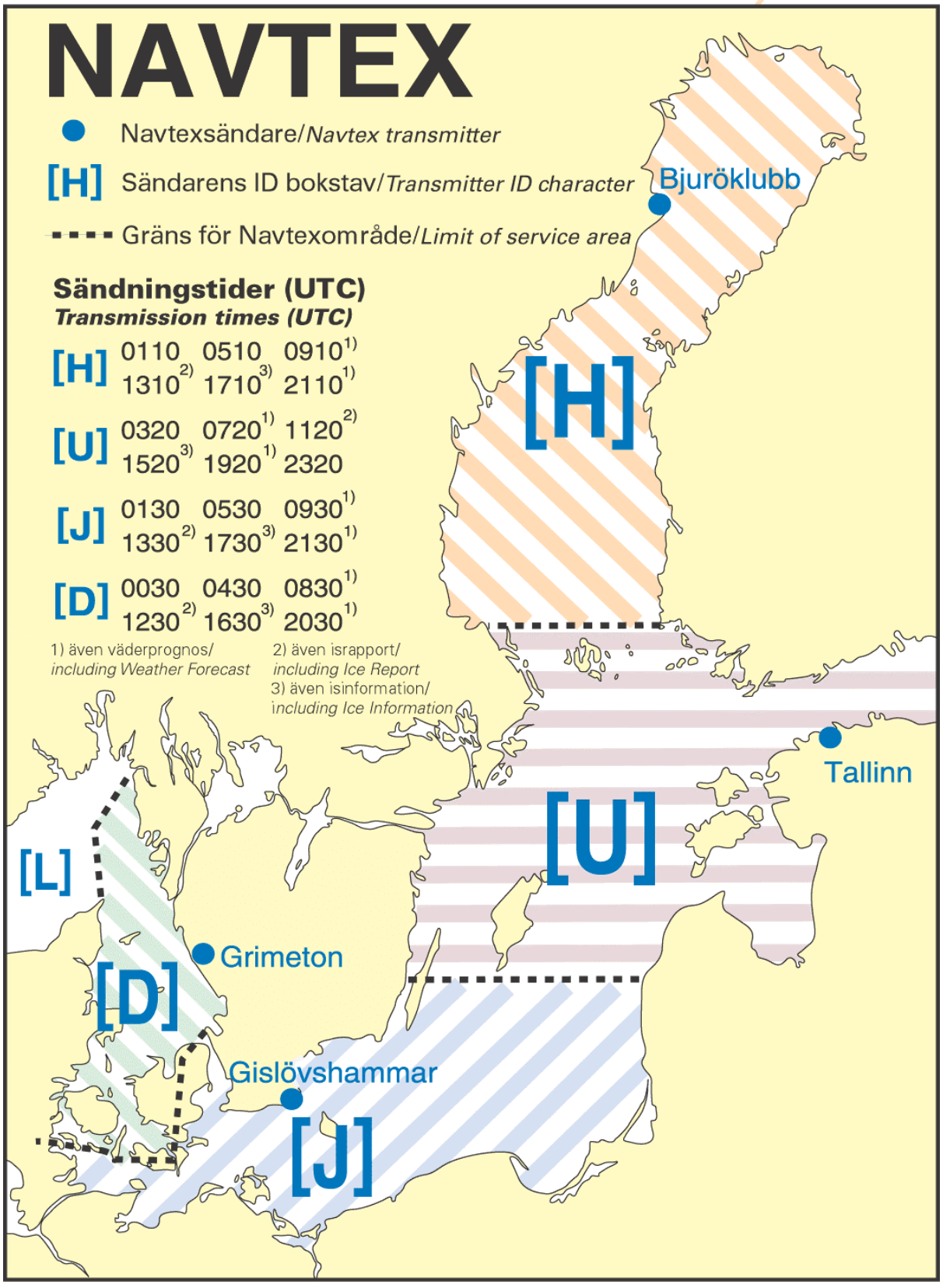
c. The Swedish Telecom company Telia has up to now been engaged by Swedish Maritime Administration (SMA) for carrying out the broadcasts of MSI. In the near future, this service will be taken over by SMA, most likely by MRCC Sweden. In connection to this, new equipment for administration and control of the transmissions need to be installed at SMA.
The Baltic Sea Sub-area Co-ordinator wishes to gain experience from other delegates of CPRNW regarding equipment for the administration and performing of the transmissions.

d. The Swedish (SMA) and Estonian Maritime Administrations have, up to now, been carrying out the NAVTEX service free of charge. To be able to fulfil and improve this service the broadcasting nations (Sweden and Estonia) will, in the future, need to charge the nations that are utilizing the service.
The Baltic Sea Sub-area Co-ordinator wishes to gain experience from other delegates of CPRNW, regarding the principles for charging of broadcasting services.

e. A database for NtM is under construction at the Swedish Maritime Administration. From this database the “NtM-information” will be available on the Internet. Via Internet, it will be possible to search for information in the database in different ways, e.g. chart, area, publishing date, valid date etc. The weekly NtM-booklet will also be produced from this database.
When the NtM-database has been taken in operation, it will be extended and modified to also deal with Navigational Warnings.
The Baltic Sea Sub-area Co-ordinator wishes to gain experience from other delegates of CPRNW regarding publishing of NtM and MSI on the Internet.

4. RECOMMENDATIONS: To be noted by the Commission

Annex 1



Annex 2

Statistics for Baltic Sea Sub-area

Originating nation	Number of warnings	Number of warnings	% warnings trans-

	received at BALTICO	ransmitted on NAVTEX	mitted on Navtex
2000			
Sweden	421	162	38
Finland	49	48	98
Russia, Petersburg	16	9	56
Russia, Kaliningrad	19	19	100
Estonia	39	31	79
Latvia	16	12	75
Lithuania	24	13	54
Poland	68	66	97
Germany	130	118	91
Denmark	345	201	58
TOTAL	**1127**	**679**	**60**
2001			
Sweden	448	149	33
Finland	41	41	100
Russia, Petersburg	18	14	78
Russia, Kaliningrad	49	46	94
Estonia	34	27	79
Latvia	11	9	82
Lithuania	49	28	57
Poland	66	66	100
Germany	99	96	97
Denmark	312	190	61
TOTAL	**1127**	**666**	**59**
2002			
Sweden	461	119	26
Finland	41	36	88
Russia, Petersburg	21	17	81
Russia, Kaliningrad	100	99	99
Estonia	39	24	62
Latvia	15	12	80
Lithuania	40	19	48
Poland	99	97	98
Germany	109	100	92
Denmark	324	126	39
TOTAL	**1249**	**649**	**52**

IHO Commission on the Promulgation of Radio Navigational Warnings (CPRNW)
International Hydrographic Bureau, Monaco
Sixth Meeting
Agenda item 3.2

CPRNW 2003/3/06
13 May 2003
Origin: Croatia

MSI SELF ASSESSMENT

Submitted by Croatia

1.Action required:

None, submitted for information only.

2. Background:

According to the IMO/IHO/WMO Joint Manual on Maritime Safety Information (S-53, Appendix 1) the Hydrographic Institute of the Republic of Croatia has been appointed the national Coordinator for navigational warnings by the Ministry of Maritime Affairs, Transport and Communications of the Republic of Croatia. As navigational warnings are only one type of information necessary for the safety of navigation, this assessment refers only to the situation regarding the promulgation of navigational warnings within the area of responsibility of the Republic of Croatia in the period from the 5th CPRNW Meeting (06/2000) to the present day.

3. Comments:

a) Cooperation

In performing our task of the national Coordinator we cooperate directly with the Harbour Master's Offices and Coast Radio Stations as basic sources of information relevant for the safety of navigation. We also cooperate with the port authorities of the Republic of Slovenia regarding the promulgation of navigational warnings affecting their territorial waters. A close, direct cooperation with the NAVAREA III Coordinator has been continued as well.

b) b) Standardization and broadcasting

We have taken all the necessary steps in the standardization of radio navigational warnings in the part of MSI information we are in charge of, referring to VHF radiotelephony and NAVTEX broadcasts (Split-Q).

When preparing navigational warnings, we follow the provisions of the "Joint IMO/IHO/WMO Manual on Maritime Safety Information" – MSI) – Special Publication S-53. All the authorities engaged in the development, preparation and distribution of radio navigational warnings in the Republic of Croatia (Ministry of Maritime Affairs, Transport and Communications, Harbour Master's Offices, Coast Radio Stations, Croatian Navy, Maritime Police, etc.) have been informed of the contents of amendments to the above mentioned Manual.

Navigational warnings in force are published in Notices to Mariners and ten-day bulletins. After being prepared for radio broadcasting, the text of navigational warnings (NAVAREA, Coastal or Local) is forwarded to all Harbour Master's Offices, Croatian Navy and Maritime Police.

The Croatian NAVTEX Station has been installed in Hvar Is. (Q) since 1999 (previously Split), covering area of the Adriatic Sea, being maintained by the coastal station Split Radio. This station broadcast every four (4) hours. Correctness in the promulgation of information is controlled on the NAVTEX receiver in Nautical Department.

Special attention is paid to the time duration of the navigational warnings broadcasted by NAVTEX. Throughout the last period, the NAVTEX Station was in good working order, functioning without any failure or interruption. Therefore, there was no need for the SafetyNET services which, as previously agreed, would have been requested from the NAVAREA III Coordinator.

The Split Radio, Rijeka Radio and Dubrovnik Radio also broadcast in VHF for their respective area of responsibility every eight (8) hours in Croatian and English language.

SCHEDULE OF RADIONAVIGATIONAL WARNINGS

NAVWARNINGS	2000	2001	2002
NAVAREA	20	8	22
NAVTEX	105	116	73
LOCAL	121	202	177

Computer-communication system has been modernized, enabling automatized reception, analysis, storage, and distribution of maritime safety information to different users.

The most important maritime safety information – Notices to mariner (monthly edition), 10-day's bulletin of the radio-navigational warnings and list of the Temporary (T) and Preliminary (P) Notices – are now available on www.hhi.hr.

4. Recommendations:

To be noted by the Commission.

IHO Commission on the Promulgation of Radio Navigational Warnings (CPRNW)
International Hydrographic Bureau, Monaco
Sixth Meeting
Agenda item 3.2

CPRNW 2003/3/07
13 May 2003
Origin: Russia

NAVAREA XIII Coordinator's Assessment of World Wide Navigational Warning Service functioning

Submitted by Russia

1. Action required: None, submitted for information only

2. Background: None

3. Comments:

The present situation regarding to the promulgation of navigational warnings for NAVAREA XIII is as follows:

a) *NAVTEX*

Russia operates a NAVTEX station in Kholmsk and NAVTEX stations in Vladivostok, Okhotsk, Magadan and Petropavlovsk-Kamchatskiy are planned to go operational in 2003-2004 and in Beringovskiy in 2004-2005.

b) *SafetyNet*

Texts of NAVAREA XIII and coastal warnings for the areas which are not yet covered by NAVTEX transmissions are forwarded to the LES in Eik (Norway) to be promulgated via INMARSAT POR satellite. In accordance with the decision of COMSAR 7 (13-17 January 2003, IMO, London) the facility for addressing messages to temporary geographical areas noted in paragraph 4.5 of the International SafetyNet Manual may be exceptionally used by NAVAREA XIII in this specific area for navigational warnings whilst the problem of INMARSAT C equipment modification exists. The volume of NAVAREA XIII navigational warnings traffic, broadcast via SafetyNet, will be decreased while above mentioned new NAVTEX stations are being set up.

Both NAVTEX and SafetyNet existing shore facilities for transmission of navigational warnings comply with the GMDSS requirements.

The present situation regarding to the promulgation of navigational warnings originated by Russian authorities for the Arctic waters of Russia coasts, for the Baltic, Black and Caspian seas is as follows:

a) NAVTEX

Russia operates NAVTEX stations in Novorossiysk within NAVAREA III and in Astrakhan' (Caspian Sea; it was put in operation in 2001), Murmansk (Barents Sea) and Arkhangelsk (White Sea). It is planned that NAVTEX station in Tiksi at the junction of satellites coverage of POR and IOR areas will come into effect in 2003. It is planned also to open NAVTEX stations on Bol'shoy Begichev island and Andrey island in 2003-2004, on Sterligova point and Medvezhiy island in 2004-2005. Texts of coastal warnings on the areas of responsibility of Russia in the Baltic Sea are forwarded to the Baltic Sea Sub-Area Coordinator (Sweden) of NAVAREA I to be promulgated via Sweden or Estonian NAVTEX stations.

b) *SafetyNet*

Russian Federation ensures broadcasts of coastal warnings for the coastal Arctic waters of Russia for the last three years via LES in Nudol (Russia) and via LES in Eik (Norway).

Both NAVTEX and SafetyNet existing shore facilities for transmission of navigational warnings comply with the GMDSS requirements.

c) *Notes on WWNWS functioning*

Unfortunately, the diagram of NAVAREA/METAREA on page 7, figure 3 in the International SafetyNet Manual is incorrect and doesn't identify to the scheme specifically the boundary between NAVAREA XI and NAVAREA XIII is incorrectly shown in the southwestern part of NAVAREA XIII. This error is also reflected in the INMARSAT-C SDM Release 20, issue 1(4/93), pages 4-8 and in the coding of the current EGC receivers with the implication that the NAVAREA XIII messages are not received properly throughout NAVAREA XIII. The diagram should be replaced. New INMARSAT-C equipmet produced after 1 January 2005 should incorporate this change.

According to the GMDSS Master Plan (GMDSS/Circ. 8/Corr 6 dated 25.10.02), besides Russia navigational warnings as well as hydrometeorological information are transmitted for the southern part of NAVAREA XIII (to the S of 60°N parallel) by Japan (NAVAREA XI) as well - navwarnings via LES in Eik and hydrometeorological information via LES in Yamaguti.

Taking into account that Russia has been broadcasting coastal and NAVAREA warnings for several years already within the International SafetyNet Service for NAVAREA XIII, the uncoordinated promulgation of any information on safety of navigation by Japan within NAVAREA is unrightful and may have undesirable consequences and it will be rather difficult to determine those responsible for them.

4. Recommendation(s): To attract the Commission attention on the existing faults in the WWNWS work which are described above and to ask it to take necessary measures for putting them away.

IHO Commission on the Promulgation of Radio Navigational Warnings (CPRNW)
International Hydrographic Bureau, Monaco
Sixth Meeting
Agenda item 3.2

CPRNW 2003/3/08
13 May 2003
Origin: Japan

MSI SELF ASSESSMENT
Submitted by JAPAN

1 ACTION REQUIRED : None, submitted for information only.

2 BACKGROUND :

Under WWNWS, NAVAREA XI Navigational Warning Service is being operate smoothly by Japan Hydrographic and Oceanographic Department（JHOD）, JAPAN COAST GUARD, cooperated with National Coordinators in the region.

Especially, the NAVAREA XI area covering the East Asia has a range of unique and intricate topographic features, such as Malacca Strait, Singapore Strait and a number of archipelagic sea lanes passages, unparalleled by the other areas which makes navigation in this area extraordinarily difficult, therefore, more cooperation between Area Coordinator and National Coordinators is indispensability.

As a part of it, JHOD held a " Meeting on World-Wide Navigational Warnings in Eastern Asia " in Tokyo in October 2000.

3 COMMENTS :

a. SITUATION WITHIN NAVAREA XI :

1）AREA WARNINGS--NAVAREA XI warnings are provided on SafetyNET at 0005, 0805, 1205 UTC daily. In 2002, JHOD's was provided 950 pieces of NAVAREA XI warnings, main contents are exercises and training 311, SAR information 172, survey works 75. NAVAREA XI warnings messages in force are issued by weekly Notices to Mariners and weekly Summary of NAVAREA XI Navigational Warnings.

2）COASTAL WARNINGS--China, Indonesia, Japan, Republic of Korea, Singapore, Thailand, Guam, Viet Num coastal warnings are provided on International NAVTEX.
Philippines and Haiphong（Viet Num）are planning establishment of NAVTEX stations.

3）RELATIONS WITH OTHERS NAVAREA COORDINATORS--There are no problem with the neighbouring NAVAREA Coordinators.

b REGARD TO PIRACY AND ARMED ROBBERY:

Piracy and Armed Robbery against ships become serious threats to maritime transportation. Especially in the South East Asia, form about 60 % in the whole of the world. JHOD provided 59 NAVAREA XI navigational warnings regarding with it in 2002 through International SafetyNET

based on IHO/IMO WWNWS Document（S-53）, those information obtained from Piracy Centre, International Maritime Bureau in Kuala Lumpur, they have informed everyday as Situation Report through e-mail.

c Meeting on World-Wide Navigational Warnings in Eastern Asia:

JHOD held a " Meeting on World-Wide Navigational Warnings in Eastern Asia" in Tokyo in October 2000, composed of Area Coordinator and nine National Coordinators, including Mr. Roy Soluri, former Chairman of CPRNW.

Especially, as the result of the meeting, decided to prepare of " Operation Manual of NAVAREA XI Warnings" mentioned（2）-④bellow, this manual includes a respecting the Basic Idea of IMO and IHO and a considering the topographic features, and for contribute to more repletion of NAVAREA XI Navigational Warning Service.

This manual prepared after about one year of the meeting.

1） main object of the meeting

① GMDSS shifted to full enforcement in February 1999. Accordingly, it is required for NAVAREA warnings and NAVTEX warnings of each country to complement and suit in order to secure the safety navigation in the NAVAREA XI region.

Therefore, it is necessary to strengthen further the cooperation between XI Coordinator and the relation National Coordinators in the region.

② The meeting in a region held for establishment of smooth information exchange system after examined of each problem, and after understanding mutually. It is going to aim at exact employment of a navigational warning.

2）agreed matter at the meeting

① The countries shall smoothly exchange and offer information among the countries concerned in NANAREA XI.

② The national or NAVAREA XI coordinator who receives information shall issue timely and accurate Navigational Warnings.

③ Considering the progress of Information Technology in recent years, the countries will make efforts to promote utilization of the Internet, etc. as a means of offering information.

④ The countries shall continue with their discussions through letters from now on, and create the " Operation Manual of NAVAREA XI Warnings " .

d PROVISION OF NAVIGATIONAL WARNINGS VIA INTERNET HOMEPAGE.

JHOD has been provided navigational warnings, NAVAREA XI, NAVTEX and Local warnings via Internet from 01 August 2000.

Internet address http://www1.kaiho.mlit.go.jp/

4 RECOMMENDATION : To be noted by the Commission.

IHO Commission on the Promulgation of Radio Navigational Warnings (CPRNW)
International Hydrographic Bureau, Monaco
Sixth Meeting
Agenda item 3.2

CPRNW 2003/3/09
13 May 2003

Origin: Spain

6th MEETING OF THE IHO COMMISSION ON THE PROMULGATION OF RADIO NAVIGATIONAL WARNINGS

REPORT BY THE INSTITUTO HIDROGRÁFICO DE LA MARINA (SPAIN)

Monaco 13-15 May 2.003

REPORT BY THE INSTITUTO HIDROGRÁFICO DE LA MARINA (SPAIN) ON DISSEMINATION OF MARITIME SAFETY INFORMATION

The Instituto Hidrográfico de la Marina (Hydrographic Office) of Spain serves as Spanish National Coordinator for Coastal Warnings. It also became the NAVAREA III Area Coordinator in 1975. From these double duties we can report the following:

1.- Current status and future plans for MSI dissemination in Spain

The Spanish Government has made a huge effort for the implementation of GMDSS in Spanish coasts, increasing the availability of human and material resources with the establishment of the Maritime Rescue and Safety Society to manage the Maritime Rescue Coordination Centres, and improving Radiomaritime Communication Centres (CCR) of the Telephone Company which are tasked with the reception and broadcast of Maritime Safety Information.

With regards to the dissemination of Notices to Mariners, there are four operative NAVTEX broadcasting stations (La Coruña, Las Palmas, Tarifa y La Nao), each one assigned to one Rescue Coordination Centre (La Coruña, Las Palmas, Tarifa y Valencia), covering all our coasts and adjacent waters up to 400 nm away. Their scheduled broadcasts (see Annex I) include Notices to Mariners (Coastal Radio Warnings), Weather Reports plus any other subject susceptible of NAVTEX broadcast.

Also, it has been established a Local Computer Network (Mercurio Network) linking up the Instituto Hidrográfico de la Marina, the National Rescue Coordination Centre, the Radiomaritime Communication Centres (CCR) of the Telephone Company, and the Rescue Coordination Centres (MRCC) with NAVTEX station.

2.- Dissemination of Notices to Mariners in Spain

The Instituto Hidrográfico de la Marina as the National Coordinator for Radio Navigational Warnings and the NAVAREA III Coordinator, broadcasts information considered as relevant for mariners in accordance to the following:

2.1.- Coastal Radio Warning by the VHF and OM coastal stations of the Telephone Company, plus the relevant NAVTEX station for the area.

Also, in case the information affects Atlantic waters and is considered as potentially a subject for a Navarea warning, it is submitted to the NAVAREA II Coordinator (France) for consideration.

2.2..- Navarea Radio Warning: if it affects the Mediterranean or Black seas and the information is considered to qualify as Navarea warning due to its relevance or to the area it affects. This information is submitted to the land station at Goonhilly (UK) to be broadcasted by SafetyNet over the Inmarsat through the AOR-E satellite. There are two daily broadcasts by this method, at 1200 and 0000 TU for 42 days maximum (thus complying with Section "a" of annex 4 to the SafetyNet Manual). Also, a summary listing all Navarea warnings still in force is broadcasted by this method on Tuesdays.

Consequently, the number of warnings broadcasted in recent years is as follows (figures in brackets indicate Navarea III warnings from information originated in Spain):

	2000	**2001**	**2002**
NAVAREA III	539 (93)	710 (112)	664 (169)
Coastal Radio Warnings	1951	2879	3144

3.- Broadcasting Radio Notices to Mariners in NAVAREA III area

According to available data, there has been a considerable deployment of NAVTEX stations in the North Coast of the Mediterranean Sea and in the Black Sea (see Annex IV), as 23 stations have been established. Considering the special features of the Mediterranean Sea, these facilities provide NAVTEX coverage for the whole NAVAREA III area except for a small part of the Libyan North coast (as depicted in Annex IV).

Information should be broadcasted:

3.1.- Via NAVTEX when it is information regarding coastal waters (as stated in item 4.15.b in the Report of the 3rd Meeting of the CPRNW). The Spanish Instituto Hidrográfico de la Marina as the NAVAREA III Coordinator cannot monitor these broadcasts.

3.2.- The NAVAREA III Coordinator, after evaluating the information submitted by National Coordinators will broadcast via Inmarsat as NAVAREA such of it as is considered necessary.

Nevertheless, two issues persist:

- Between National Coordinators, as is the case when one country has no NAVTEX stations and the neighbouring country with such facilities does not give permission for its use by the former country (a solution was stated in item 4.15.d of the Report of the 3rd Meeting of the CPRNW). This results in the information being submitted to the NAVAREA III Coordinator for its broadcast as Navarea warning, despite that in most cases the information itself would not qualify as such.

- Between Navarea Coordinator and the National Coordinators:

  - Some National Coordinators will not specify whether information submitted to the NAVAREA Coordinator are being broadcasted by NAVTEX (as requested in item 3.1 of the report of the NAVAREA III Coordinator to the 3rd Meeting of the CPRNW).

  - Lack of information exchange, as for instance with several countries in the Southern shore of the Mediterranean (as seen in Annex II).

- The National Coordinator for Warnings in a significant number of countries is unknown. Following a request from the IMO NAVTEX Coordinating Panel, all countries in our area of responsibility were asked to provide their details regarding national authorities serving as Warning Coordinators. Up to date, we have received response only from Russia, Ukraine, Italy, Greece, Cyprus, Malta, Croatia and Egypt.

4.- Suggested Coordination Guidelines

The actions by the Instituto Hidrográfico de la Marina from the date when the GMDSS entered into force are as follows:

4.1.- As the National Coordinator for Radio Navigational Warnings, we submit all radio warnings considered as Coastal to the NAVTEX station in the relevant area for broadcast. Spain maintains VHF and OM broadcasts for vessels not covered by the SOLAS Convention, such as fishing craft and yatches.

Also, in case the information makes reference to events affecting Atlantic waters and is considered as potentially a subject for a Navarea warning, it is submitted to France as the NAVAREA II Coordinator for consideration, just as it was done up to now.

4.2.- As the NAVAREA III Coordinator:

The singing of agreements between National Coordinators without NAVTEX stations and neighbouring countries possessing them should be fostered, so that the latter take charge of the broadcast via NAVTEX of coastal warnings of the former, keeping SafetyNET as a backup, although this coordinator realizes that often there are political, financial or technical (broadcasting time) reasons that prevent these agreements.

This NAVAREA coordinator believes that National Coordinators with NAVTEX stations ought to apply to IMO/Inmarsat for their certification as MSI providers, so that they may be able to broadcast Coastal Warnings via SafetyNET in case of station failure or malfunction.

Finally, all countries without NAVTEX stations should apply for a similar certification to broadcast Coastal Warnings via SafetyNET, in case they do not reach an agreement with neighbouring countries with a NAVTEX station.

ANNEX I

NAVTEX STATIONS IN SPAIN

	Position	Range	Schedule	Status
LA CORUÑA	42º54N0916W	400 nm	0030 1630 0430 2030 0830 1230	Operative
TARIFA	36º01N05º34W	300 nm	0100 1700 0500 2100 0900 1300	Operative
LAS PALMAS	28º10N15º25W	300 nm	0120 1720 0520 2120 0920 1320	Operative
LA NAO	38º43N00º09E	300 nm	0350 1950 0750 2350 1150 1550	Operative

ANNEX II

NUMBER OF NAVAREAS BROADCASTING THE LAST THREE YEARS AND ORIGINATING COUNTRIES

	2000	2001	2002
ITALY	78	149	38
FRANCE	87	157	97
TUNISIA	69	77	82
SPAIN	93	112	169
RUSSIA	6	14	35
GREECE	78	72	19
ROMANIA	17	17	26
MALTA	12	13	17
CROATIA	17	3	12
U.S.A.	-	1	-
LIBYA	2	2	5
SYRIA	3	-	-
TURKEY	18	17	39
YUGOSLAVIA	-	2	-
U.K.	2	1	1
BULGARIA	-	-	-
EGYPT	23	19	27
ISRAEL	5	17	12
UKRAINE	2	6	30
MOROCCO	-	-	3
OTHERS (Vessels)	27	31	42
OVERALL	**539**	**710**	**664**

ANnEXO III

NAVTEX STATIONS IN NAVAREA III AREA

Country	Station	Position	Range	Schedule
BULGARIA	Varna	43º04N27º46E	350 nm	0130-2130
CROATIA	Split	43º30N16º29E	150 nm	0240-2240
CYPRUS	Troodos	35º03N33º17E	200 nm	0200-2200
EGYPT	Alejandría	31º12N29º52E	350 nm	0210-2210
FRANCE	Cross La Garde	43º06N05º59E	250 nm	0340-2340
GREECE	Iraklion	35º20N25º07E	280 nm	0110-2110
	Kerkyra	39º37N19º55E	280 nm	0140-2140
	Limnos	39º52N25º04E	280 nm	0150-2150
ISRAEL	Haifa	32º49N35º00E	200 nm	0020-2020
ITALY	Roma	41º37N12º29E	320 nm	0250-2250
	Augusta	37º14N15º14E	320 nm	0300-2300
	Cagliari	39º13N09º14E	320 nm	0310-2310
	Trieste	45º40N13º46E	320 nm	0320-2320
MALTA	Malta	35º49N14º32E	400 nm	0220-2220
RUSSIA	Novorossiysk	44º42N37º44E	300 nm	0300-2300
SPAIN	Tarifa	36º01N05º34W	400 nm	0100-2100
	Cabo La Nao	38º43N00º09E	300 nm	0350-2350
TURKEY	Estambul	41º04N28º57E	300 nm	0030-2030
	Samsun	41º17N36º20E	300 nm	0040-2040
	Anatolia	36º53N30º42E	300 nm	0050-2050
	Izmir	38º22N26º36E	300 nm	0120-2120
UKRAINE	Kercii	47º06N37º33E	280 nm	0100-2100
	Odessa	46º29N30º44E	280 nm	0230-2230

IHO Commission on the Promulgation of Radio Navigational Warnings (CPRNW)
International Hydrographic Bureau, Monaco
Sixth Meeting
Agenda item 3.2

CPRNW 2003/3/10
13 May 2003
Origin: UK

MSI SELF ASSESSMENT – NAVAREA ONE

Submitted by the United Kingdom

1. ACTION REQUIRED:

None, submitted for information only.

2. COMMENTS:

a. INTERNATIONAL NAVTEX SERVICES (518 kHz):

i. Since the last meeting of this Commission, the new stations established in Ireland at Valentia (B_1 character W) and Malin Head (B_1 character Q) have become operational.

ii. From time to time the station at Niton has overrun its time slot due to increasing volumes of data for transmission. This has caused interference with the station transmitting in the following time slot at Ostende. Consequently the UK chose to change the time slot and associated B_1character of Niton in September 2002 from 'S' to 'E'. The changeover was well publicised in advance and the transition achieved without event. Feedback from users indicates that the subsequent service is much improved. Interference was also reported between the Irish station at Valentia and La Garde in the south of France (NAVAREA III). These stations share the same B_1character. The problem was due in part to "Night Effect" but also to Valentia using 500 watts at night rather than the recommended 300. Valencia has now reduced the power output at night to the recommended level and the situation is much improved.

iii. There have been concerns for some time about NAVTEX coverage to the East and South-east of Iceland. In this vicinity which is a popular fishing area, reception from the station at Reykjavik is poor due to overland signal paths and it is just out of range of the stations at Malin Head and Portpatrick. The Icelandic authorities are looking to fill this gap in NAVTEX coverage and are considering various alternatives. They have approached Denmark with a view to establishing a new station in the Faeroe Islands on the site of a redundant Danish MF station. They are also considering the possibility of setting up one or possibly two new stations on the east coast of Iceland.

b. NATIONAL NAVTEX SERVICES (490 kHz): Iceland, the United Kingdom and France all now have operational national NAVTEX services. Norway is in the final stage of setting up a national service which will be interlinked with its national VHF service.

c. SafetyNET SERVICES: All NAVAREA ONE Warnings are broadcast over SafetyNET via

the satellite ground station at Goonhilly; the fallback for this arrangement is Burum in the Netherlands. Goonhilly can access AOR (W), AOR (E) and IOR satellites but NAVAREA ONE Warnings are broadcast only over AOR (E). There are four INMARSAT satellite ground stations in NAVAREA ONE, Goonhilly in the UK, Burum in the Netherlands, Raisting in Germany and Eik in Norway. All are linked to their respective national RCCs.

d. MF/VHF SERVICES: The United Kingdom continues to broadcast MSI warnings over MF/VHF radio from sites controlled by the Coastguard. This service is additional to that provided for the GMDSS and may cease in 2005, depending upon the fitting of DSC and NAVTEX by non-SOLAS vessels.

e. GENERAL: The North Sea/North Atlantic and Baltic/Barents Sea Conferences on GMDSS continue to meet to ensure the high level of co-operation and co-ordination is maintained within the region. These conferences now devote their time principally to streamlining existing services and looking at future requirements. One area of concern throughout the region is that of "information-overload" for the bridge watch-keepers at sea. There is a real danger that important safety information will be overlooked if it is either included with a quantity of lower priority information or if it is not displayed in a prominent way. As reported at the last meeting, the NAVAREA and National Co-ordinators within NAVAREA ONE have adopted a policy of restricting the broadcast of maritime safety information to the absolute minimum consistent with safety and only including essential information. Generally, this policy is working very well.

3. RECOMMENDATION(S):

To be noted by the Commission.

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International Hydrographic Bureau, Monaco
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CPRNW 2003/3/11
13 May 2003
Origin: UK

DESIGNATION OF NAVTEX SERVICE AREAS

Submitted by the Chairman of the IMO NAVTEX Co-ordinating Panel

1. ACTION REQUIRED:

National and NAVAREA Co-ordinators should note and action accordingly

2. COMMENTS:

As more NAVTEX stations are established as part of the International NAVTEX service, the coverage areas of new stations occasionally overlap with the coverage areas of existing stations. When this occurs, the national administrations concerned should liaise and agree limits to the Service Area of each station. Under normal circumstances the limits should be determined by the median line between the two stations, but local factors may dictate an alternative solution. This agreement should usually be reached before the new station becomes operational.

It is potentially confusing and dangerous for vessels using the service if Service Areas are not unique and clearly defined as it will be unclear which authority/station is responsible for co-ordinating and broadcasting all the MSI in that particular vicinity. If administrations are unable to agree on Service Area limits, then the matter should be passed to the NAVAREA Co-ordinator to broker an agreement. In the event that the NAVAREA Co-ordinator is unable to resolve the issue, it should be referred to the NAVTEX Co-ordinating Panel by the NAVAREA Co-ordinator. In every case, the NAVTEX Co-ordinating Panel (through the secretary of the Panel) should be informed of Service Area limits so that these can be promulgated for the benefit of system users in the relevant international publications.

If, after Service Area limits have been agreed, one administration wishes to move its transmitter site a significant distance (more than about 20-30 km), then liaison with adjacent administrations may again be appropriate and the limits of Service Areas adjusted. The NAVAREA Co-ordinator and NAVTEX Co-ordinating Panel should be informed, even when the move results in no change to the agreed Service Areas, as there may be a secondary impact on more distant stations.

Where existing coverage areas already overlap and the limits of the Service Area for each station has not been agreed, administrations are urged to liaise as necessary to establish limits. Once these areas have been agreed, National co-ordinators should ensure that information for broadcast is routed to the correct station according to its agreed Service Area. As above for new stations, the agreed limits should be forwarded to both the NAVAREA Co-ordinator and the NAVTEX Co-ordinating Panel.

3. RECOMMENDATION:

It is recommended that an IHO circular letter is distributed to all members outlining this issue and the necessary actions required.

IHO Commission on the Promulgation of Radio Navigational Warnings (CPRNW)
International Hydrographic Bureau, Monaco
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CPRNW 2003/3/12
13 May 2003

Origin: USA

MSI SELF ASSESSMENT - NAVAREA IV and XII

Submitted by the United States

1. ACTION REQUIRED: None, submitted for information only.

2. COMMENTS:

a. Attached is Special Paragraph 60 published in U.S. Notice to Mariners 1/2003 regarding the promulgation of MSI in the United States. As can be seen from Figure 1 to the attachment, all eleven NAVTEX stations are operational. Please note that the United States also has an operational NAVTEX facility on Guam (NAVAREA XI).

b. Additionally, within the limits of the NAVAREAs, the Canadian Coast Guard also provides NAVTEX coverage of much of the Great Lakes and their coastline. There are also NAVTEX stations in Bermuda and Greenland.

c. To meet the requirements of the U. S. Navy for HYDROLANTS and HYDROPACs, a store and forward Inmarsat-C SafetyNET receiver has been established in Naples, Italy to monitor the IOR and in San Diego, California for the POR.

d. The message totals:

Message Type	**1999**	**2000**	**2001**	**2002**
NAVAREA IV	1005	960	482	518
HYDROLANTs	3216	3072	3310	2885
NAVAREA XII	804	768	393	368
HYDROPACs	1675	1600	2130	2467
TOTAL	**6700**	**6400**	**6315**	**6238**

e. To fulfill its responsibilities under Paragraph 6.2 of the IMO/IHO World-Wide Navigational Warning Service Guidance Document, S53, the NAVAREA IV Co-ordinator offered, in Novemeber 2002, to provide either a permanent or interim coastal warning service via the International SafetyNET Service for MesoAmerican-Caribbean Sea Hydrographic Commission Nations. Thus far, several nations have contacted NIMA regarding this offer.

3. RECOMMENDATION: To be noted by the Commission.

ATTACHMENT 1

ARTICLE PUBLISHED IN NOTICE TO MARINERS

(60) PROMULGATION OF MARITIME SAFETY INFORMATION BY U.S. INFORMATION PROVIDERS.

The purpose of this information is to provide mariners with the details of the promulgation of Maritime Safety Information (MSI) via the Global Maritime Distress and Safety System (GMDSS) by U.S. information providers, namely the National Imagery and Mapping Agency (NIMA), the U.S. Coast Guard (USCG), and the National Weather Service (NWS).

The equipment needed to receive MSI is a GMDSS type-approved Inmarsat-C transceiver for SafetyNET broadcasts via Inmarsat satellites and a NAVTEX receiver for Coastal Warnings. SafetyNET is an international service for the broadcast and automatic reception of MSI by means of direct printing through Inmarsat's Enhanced Group Call (EGC) system. NAVTEX is an internationally coordinated system for the automatic reception of MSI via MF 518 kHz. The area of coverage for the United States is NAVAREA/METAREA IV and XII for SafetyNET and for NAVTEX, approximately 200 nautical miles from each NAVTEX station (see figure 1). Additionally, the NWS is providing further coverage for NAVAREA/METAREA XVI (Peru) for weather forecasts and warnings.

The major categories of MSI in the United States for both SafetyNET and NAVTEX are:

a. navigational warnings (including electronic navigation system messages such as Loran-C and GPS)
b. meteorological warnings
c. ice reports
d. search and rescue information
e. meteorological forecasts

The figure 2 details the scheduled times for the U.S. information providers and what types of broadcasts are being sent.

In order to ensure that all relevant SafetyNET MSI is received before sailing, it is recommended that the Inmarsat-C receiver remain in operation while the ship is in port. To receive SafetyNET traffic automatically, the ship's receiver must be set up properly at the start of the voyage:

a. select the appropriate satellite (AOR-W, AOR-E, POR, IOR)
b. enter extra NAVAREA/METAREA codes in addition to the one that the vessel is currently in, if desired
c. key in the ship's position and ensure a periodic update (at least every 12 hours is recommended). This determines the NAVAREA/METAREA that will be monitored. If the position is not updated for more than 12 hours, ONLY geographically addressed messages with priorities greater than routine within the entire ocean region will be printed out.

In order to ensure that all relevant NAVTEX MSI is received before sailing, it is recommended that the NAVTEX receiver remain in operation while the ship is in port. To receive MSI

automatically via NAVTEX, the ship's NAVTEX receiver must be programmed with the desired NAVTEX stations and subject identifiers.

It is intended that all NAVTEX weather be broadcast with subject indicator "B," for Meteorological Warnings, which cannot be rejected by the NAVTEX receiver, or "E" for routine forecasts. However, this cannot be fully implemented at the present time within the U.S. Therefore, all mariners in U.S. waters should program their NAVTEX receivers to include subject indicator "E" in order to receive both warnings and routine weather forecasts via NAVTEX.

The repetition rates of SafetyNET and NAVTEX messages vary, depending on the type of broadcast and situation. NAVTEX messages are generally repeated at each scheduled time slot until canceled (usually every four hours). SafetyNET weather forecast messages from the NWS normally are sent once unless an unscheduled warning is being issued, in which case an echo is used. The echo is rebroadcasted six minutes after the initial transmission to give vessels which are transmitting at the time of the initial broadcast another opportunity to receive the message.

NIMA promulgates all of its SafetyNET messages (which do not have a known cancellation within 24 hours of the initial broadcast) once each day until canceled. Those messages canceling others and those with a known expiration within 24 hours are sent only once.

For search and rescue, the USCG determines the repetition of the broadcast depending upon the type of incident, area of the incident, and known potential rescue vessels.

The USCG's International Ice Patrol, which sends SafetyNET messages concerning the status of ice in the Atlantic Ocean, sends its traffic once.

All type-approved Inmarsat SafetyNET and NAVTEX receivers are designed to suppress redundant copies of correctly copied messages For further discussion of GMDSS and its many aspects, users are encouraged to read the appropriate chapter in The American Practical Navigator (Bowditch) and/or in Publication 117, Radio Navigational Aids. Pub. 117 also lists in-depth worldwide GMDSS coverage. Other valuable GMDSS reference sources include:

IMO Newsletters
NOAA Mariners Weather Log (http://www.vos.noaa.gov)
USCG Amver Bulletins
USCG Local Notice to Mariners
British Admiralty List of Radio Signals, Volumes 3 and 5
Many commercial maritime magazines

FIGURE 1 NAVTEX COVERAGE

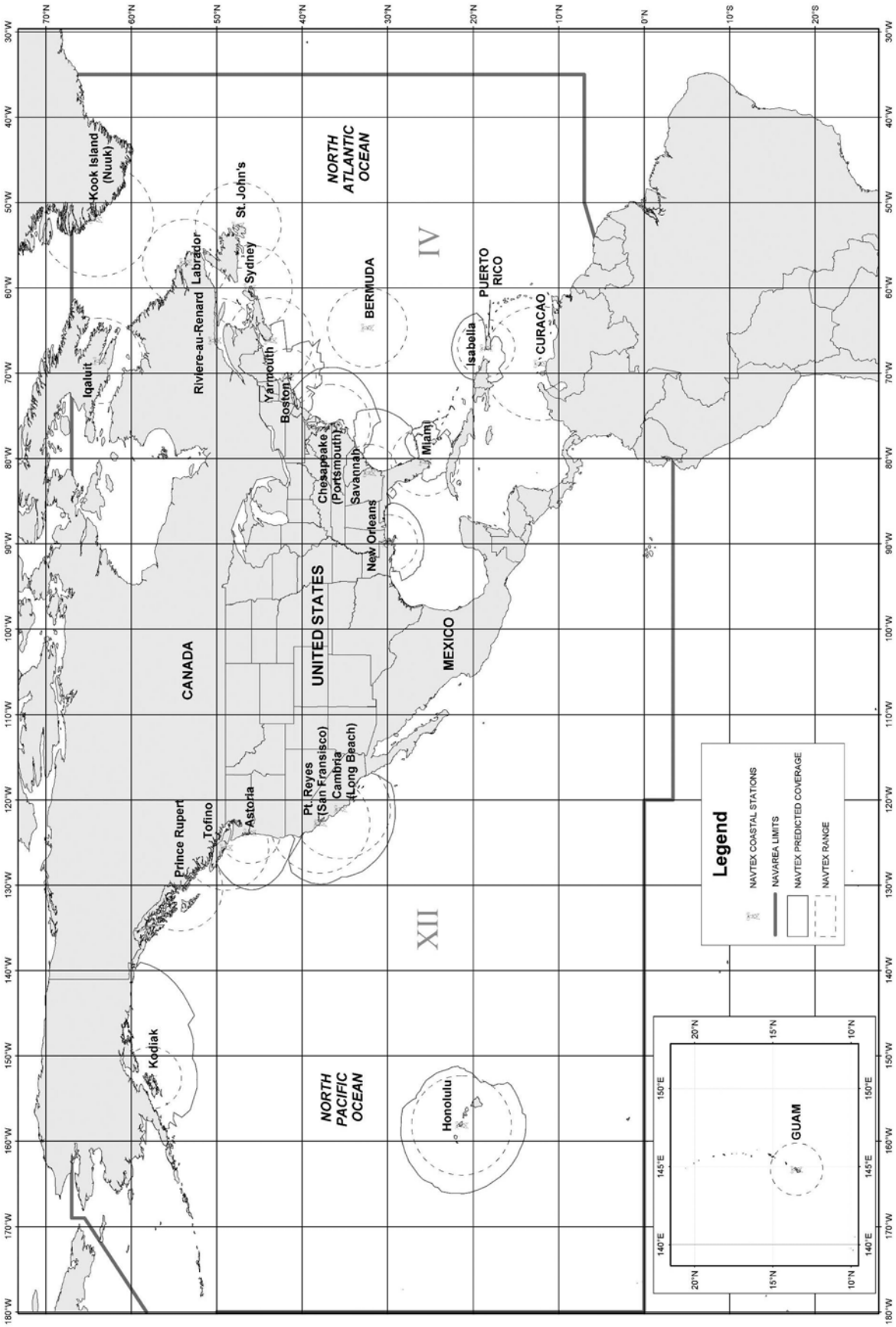

FIGURE 2

PROMULGATION OF MARITIME SAFETY INFORMATION BY U.S. INFORMATION PROVIDERS

SCHEDULED BROADCAST TIMES

WHAT	WHO	WHEN (UTC)	HOW	NAVAREA/ METAREA	SATELLITE
High seas warnings and forecasts	NWS	0430, 1030, 1630, 2230	SafetyNET	IV	AOR-W
High seas warnings and forecasts	NWS	0545, 1145, 1745, 2345	SafetyNET	XII	AOR-W/POR
High seas warnings and forecasts	NWS	0515, 1115, 1715, 2315	SafetyNET	XVI	AOR-W
Hurricane advisories West Atlantic	NWS	as required	SafetyNET	IV	AOR-W
Hurricane advisories East Pacific	NWS	as required	SafetyNET	XII	POR/AOR-W
Hurricane advisories Central Pacific	NWS	as required	SafetyNET	XII	POR
Long range navigational warnings	NIMA	1000, 2200	SafetyNET	IV	AOR-W
Long range navigational warnings	NIMA	1030, 2230	SafetyNET	XII	POR/AOR-W
Long range search and rescue	USCG	upon receipt	SafetyNET	IV/XII	AOR-W/POR
Coastal MSI	USCG	4 to 6 times daily for routine traffic; upon receipt for distress	NAVTEX	Generally, within 200 miles of the coastline	None; see Pub 117 for stations and times
Status of ice in North Atlantic Ocean	USCG	twice daily 0000, 1200	SafetyNET	IV	AOR-W

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International Hydrographic Bureau, Monaco
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CPRNW 2003/3/13
13 May 2003

Origin: New Zealand

MSI SELF ASSESSMENT - NAVAREA XIV

Submitted by: **New Zealand**

1. ACTION REQUIRED:

None, submitted for information only.

2. COMMENTS:

New Zealand is the Navarea Coordinator for **NAVAREA XIV**. Two types of warnings are issued by New Zealand within **NAVAREA XIV** :

(A) COASTAL NAVIGATIONAL WARNINGS (New Zealand)

These warnings are issued by the Maritime Safety Authority of New Zealand, Wellington and are restricted to coastal waters out to a distance of up to 300 miles from the coast.

(B) NAVAREA XIV WARNINGS (SW PACIFIC)

NAVAREA XIV warnings are issued by the New Zealand Defence Force Joint Geospatial Support Facility, which operates on a 24 Hours/Days per week basis to monitor and issue warnings.

Both warnings are broadcast by **Taupo Maritime Radio(ZLM), Wellington** and the **Inmarsat SafetyNET C** system via the **Pacific Ocean Region (POR**). The warnings are not broadcast on **NAVTEX.**

Within **NAVAREA XIV,** French national coastal navigational warnings are broadcast by **Inmarsat SafetyNET C** via **(POR)** for Nouvelle Caledonie , Wallis and Futuna and Polynesia Francaise**.**

Local **Fiji Coastal Warnings** are issued by the Government Shipping Services Department, Suva, Fiji and are broadcast on radio.

A listing of National Coordinators is given in Attachment.

2. RECOMMENDATION(S) :

None.

3. ACTIONS REQUESTED :

None, submitted for information only.

Attachment: List of National Co-coordinators

NAVAREA XIV (New Zealand)
South Pacific (West of 120°W)
Joint Geospatial Support Facility
Private Bag 32-901
Devonport
Telephone: +64(9) 4455709
Fax: +64(9) 4455589
E–mail: iain.lamont@nzdf.mil.nz

National Co–ordinators

COUNTRY	TELEPHONE	FACSIMILE	TELEX	E-MAIL
Fiji	+679-331-5266	+679-330-3251		
New Zealand	+64-4-472-7367	+64-9-473-1300		marine.duty.officer@msa.govt.nz
Tuvalu	+688-27148	+688-20149		
Papeete	+689 462432	+689 423915		mrccpapeete@mail.pf
Wallis Is	+687 255305	+687 255344		mrcc.nc@lagoon.nc

IHO Commission on Promulgation of Radio Navigational Warnings (CPRNW) **CPRNW 2003/3/15**

International Hydrographic Bureau, Monaco

13 – 15 May 2003 **Origin: Australia**

MARITIME WEATHER SERVICE

Submitted by AUSTRALIA

1. ACTION REQUIRED

None, submitted for information only

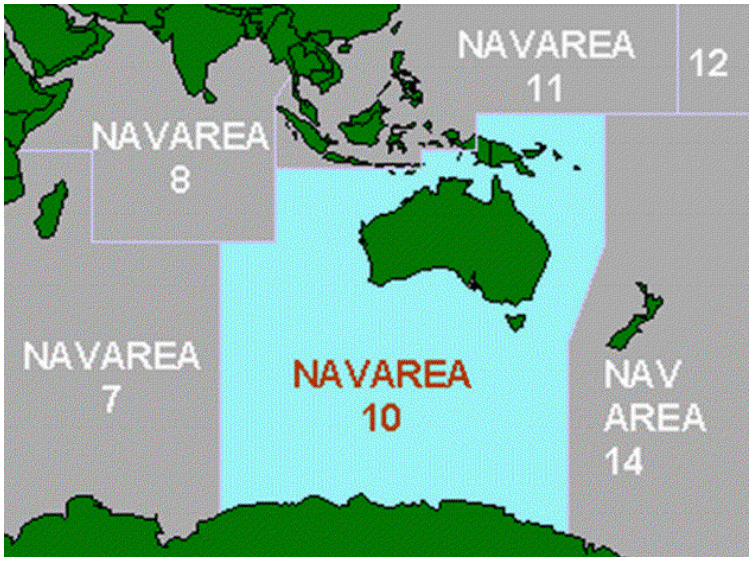
2. COMMENTS

The Bureau of Meteorology provides a limited range of forecasts and warnings via the Inmarsat-C, SafetyNET system. Services are provided for Bass Strait, Western Australian and Northern Territory coastal waters and for the Navarea X and Australian high seas areas.

The high seas and coastal waters forecast areas are depicted in Attachment 1. Attachment 1 also provides information on HF Radio broadcasts intended for non-SOLAS vessels.

Warnings are broadcast as they are issued by Bureau Forecasting Centres with an echo broadcast. High seas warnings are broadcast to a circular area with a radius up to 999 miles or to Metarea X. High seas forecasts are transmitted to Metarea X.

Coastal weather broadcasts are transmitted using B2 code 'B' (meteorological warnings) or B2 code 'E' (meteorological forecasts) with the appropriate B1 pseudo 'Navtex' coverage code as depicted in Australian paper CPRNW 2003/3/04, Figure 1.



3. Weather Broadcast Forecast Schedule

Satellite	Forecast type	Areas	Times
Pacific Ocean	High seas	NorthEastern, SouthEastern, Western, Northern, Casey E	1100, 2300 UTC
Pacific Ocean	Coastal waters	Bass Strait (Area D) Northern Territory (Area H) Western Australia (Area F & G)	0550 LST; 1950 UTC* 1210 LST; 0210 UTC* 1645 LST; 0645 UTC* 2300 LST; 1300 UTC* 0515 LST; 1945 UTC 1145 LST; 0115 UTC 1515 LST; 0445 UTC 0420 LST; 2020 UTC 1120 LST; 0320 UTC 1530 LST; 0730 UTC
Indian Ocean	High seas	Western, Casey W	1030, 2330 UTC
Indian Ocean	Coastal waters	Northern Territory (Area H) Western Australia (Area F & G)	0515 LST; 1945 UTC 1145 LST; 0115 UTC 1515 LST; 0445 UTC 0420 LST; 2020 UTC 1120 LST; 0320 UTC 1530 LST; 0730 UTC

1 hour earlier during Australian Eastern Daylight Saving Time

ATTACHMENT 1

Australian Maritime Meteorological Services

A guide to Australia's marine forecasts and warnings broadcast via HF Radio

MARINE WEATHER SERVICES

1. Marine Forecasts and Warnings

Routine coastal waters and high seas forecasts and warnings are produced by the Bureau of Meteorology and broadcast by Telstra marine radio. They are also available from a variety of other sources.

Routine Coastal Waters Forecast are for areas within 60 nautical miles of the coast (see map for coastal waters sections). They are issued by Regional Forecasting Centres in each capital city several times daily and monitored continuously for changes which may occur.

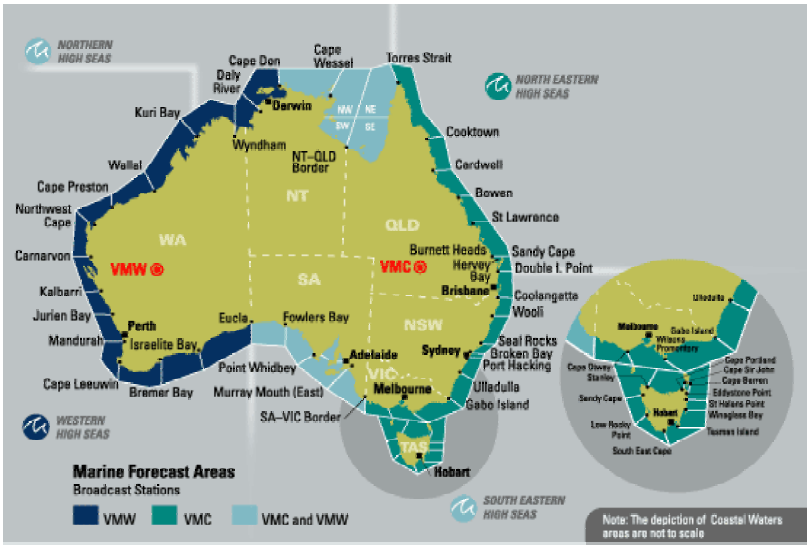
Routine High Seas Forecasts are issued twice daily by the Regional Forecasting Centres in Perth, Darwin, Brisbane and Melbourne for the areas beyond the coastal waters surrounding Australia.

Warnings for Coastal Areas are issued whenever strong winds, gales, storm or hurricane-force winds are expected. The initial warning attempts to provide a 12 to 24-hour lead-time and warnings are renewed every 6 hours.

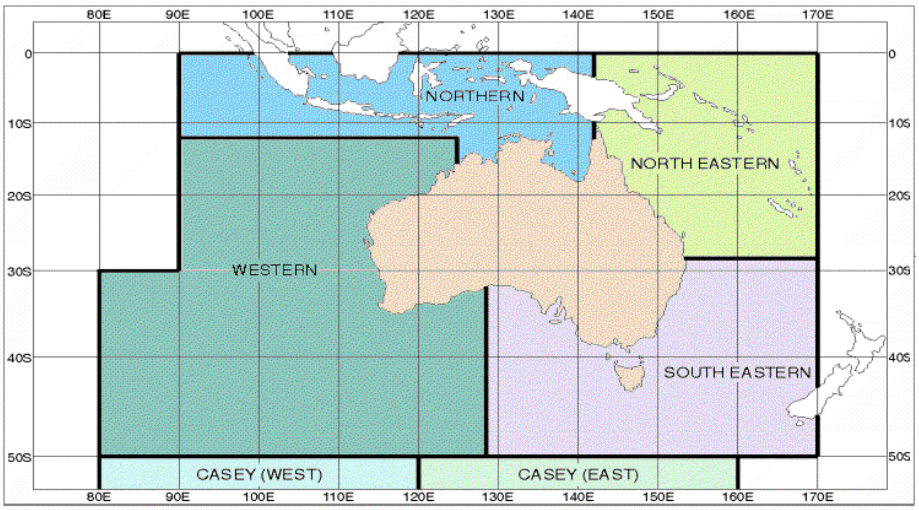
Warnings to Shipping on the High Seas are issued whenever gale, storm or hurricane-force winds are expected. The initial warning attempts to provide a 12 to 24-hour lead-time and warnings are renewed every 6 hours.

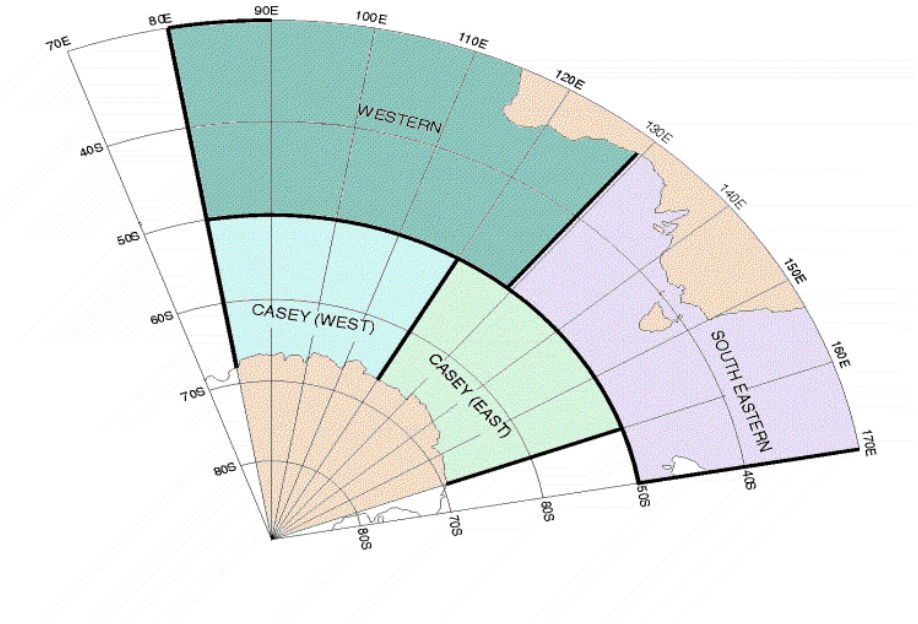
2. Marine Radio - Maps of forecast areas:

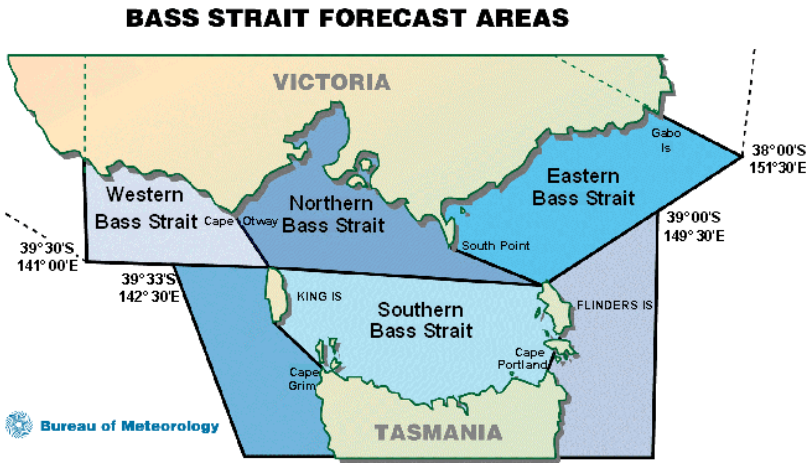
Coastal Waters Forecast Areas



High Seas Forecast Areas







3. HF Radio Broadcasts

The Bureau of Meteorology broadcasts its marine weather **radio services** for high seas and Australian coastal areas from transmitters at Charleville in Queensland and Wiluna in Western Australia. Identifiers are **VMC** (for services from Charleville) and **VMW** (for services from Wiluna).

VMC (Australia Weather East) broadcasts for the following areas:
Coastal Waters between Cape Don in the Northern Territory and Eucla in Western Australia, including all Queensland, New South Wales, Victoria, Tasmania and South Australia zones. **High Seas** for the Northern, North Eastern and South Eastern high seas areas.

VMW (Australia Weather West) broadcasts for the following areas:
Coastal Waters between the South Australia - Victoria border and Torres Strait in Queensland including all South Australia, Western Australia and Northern Territory zones. **High Seas** for the Northern, Western and South Eastern high seas areas.

Voice Schedule
Voice broadcast provide bulletins of warnings (using a program repeated every hour) and forecast (using a program repeated every four hours). The full schedule is available at www.bom.gov.au/marine

Fax Schedule
Fax broadcasts run on a 24 hour cycle. The full schedule is available at www.bom.gov.au/marine or by faxing 1902 93 5046 (call costs 66 cents per minute including GST, higher from mobile phones).

HF Frequencies

VMW HF Voice broadcast frequencies are:
Times here relate to local time (WST) at the transmitter.
Daytime (7am-6pm) **4149, 16528**, **8113** and **12362**.
Night-time (6pm-7am) **2056, 6230**, **8113** and **12362**.

VMW HF Fax broadcast frequencies are:
Times here relate to local time (WST) at the transmitter.
Daytime (5am-7pm) **18060**, **7535, 10555** and **15615**
Night-time (7pm-5am) **5755**, **7535, 10555** and **15615**

VMC HF Voice broadcast frequencies are:
Times here relate to local time (EST) at the transmitter.
Daytime (7am-6pm) **4426, 16546**, **8176*** ** and **12365.**
Night-time (6pm-7am) **2201, 6507**, **8176*** ** and **12365.**

VMC HF Fax broadcast frequencies are:
Times here relate to local time (EST) at the transmitter.
Daytime (5am-7pm) **20469**, **5100, 11030** and **13920**
Night-time (7pm-5am) **2628**, **5100, 11030** and **13920**

***Navigation Warnings - Sharing of 8176 KHz with State Authorities:

The Bureau has agreed to allow State maritime authorities to transmit navigation warnings for a few minutes each hour on the above frequency (only). These transmissions by state authorities commence at three minutes to the hour completed within two-three minutes, before the next regular Bureau transmission (on the hour). All state authorities share this frequency/time slot. Schedule details are available from these authorities.

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International Hydrographic Bureau, Monaco
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CPRNW 2003/3/08
13 May 2003
Origin: Pakistan

MSI SELF ASSESSMENT
Submitted by PAKISTAN

1. ACTION REQUIRED: None. Submitted for information only.

2. BACKGROUND:

NAVAREA IX is one of the 16 areas established through the Worldwide Navigational Warning Service (WWNWS). It consists of Northwest Arabian Sea, the Gulf and the Red Sea. 16 littoral states are bordering the area. Limits of Navarea IX are shown on the enclosed map. Pakistan assumed the responsibility of coordination of Navarea IX in 1976. Hydrographer of Pakistan Navy is the Navarea IX Coordinator. Since assuming this responsibility, Pakistan has been endeavouring to meet all requirements satisfactorily to ensure expeditious transmission of information that are significant for the safety of navigation, to mariners in the area.

3. COMMENTS:

Under the Global Maritime Distress and Safety System (GMDSS), Navarea IX Coordinator issues the following two types of MSI:

a. Navarea IX Warnings. All MSIs concerning to NAVAREA IX except for Pakistani waters are transmitted on SafetyNet as Securites. Scheduled Navarea IX warnings are sent to LES Perth for broadcast through IOR satellite daily at 0800 UTC. Unscheduled broadcast for urgent navigational warnings is done as and when required. A numerical list of all

Navarea IX warnings inforce is broadcast each Saturday. A reprint of all Navarea IX warnings issued in the current week is included in the weekly Edition of Pakistan Notices to Mariners.

b. Coastal Warnings. These warnings are broadcast on NAVTEX on 518 kHz from GMDSS Coast Radio Station, Karachi. Navigational warnings are broadcast six times a day i.e. after every four hours at 0230, 0630, 1030, 1430, 1830 and 2230 UTC. Weather messages are transmitted at 0630 and 1830 UTC daily. Details are given in Admiralty List of Radio Signals Volume 5 (NP 285, 2001 Edition). A list of NAVTEX stations being operated for transmission of messages by the National Coordinators of NAVAREA IX is enclosed.

MSIs on Website:

NAVAREA IX has also hosted a web page www.paknavy.com/hydro, and is being updated regularly. Navigational Warnings, Coastal Warnings and Weekly Notices to mariners are available freely for download by mariners.

4. RECOMMENDATION: To be noted by the Commission.

5. ACTION REQUESTED: NIL

ATTACHMENTS:

1. Navarea IX Limits
2. Navtex Station – Navarea IX

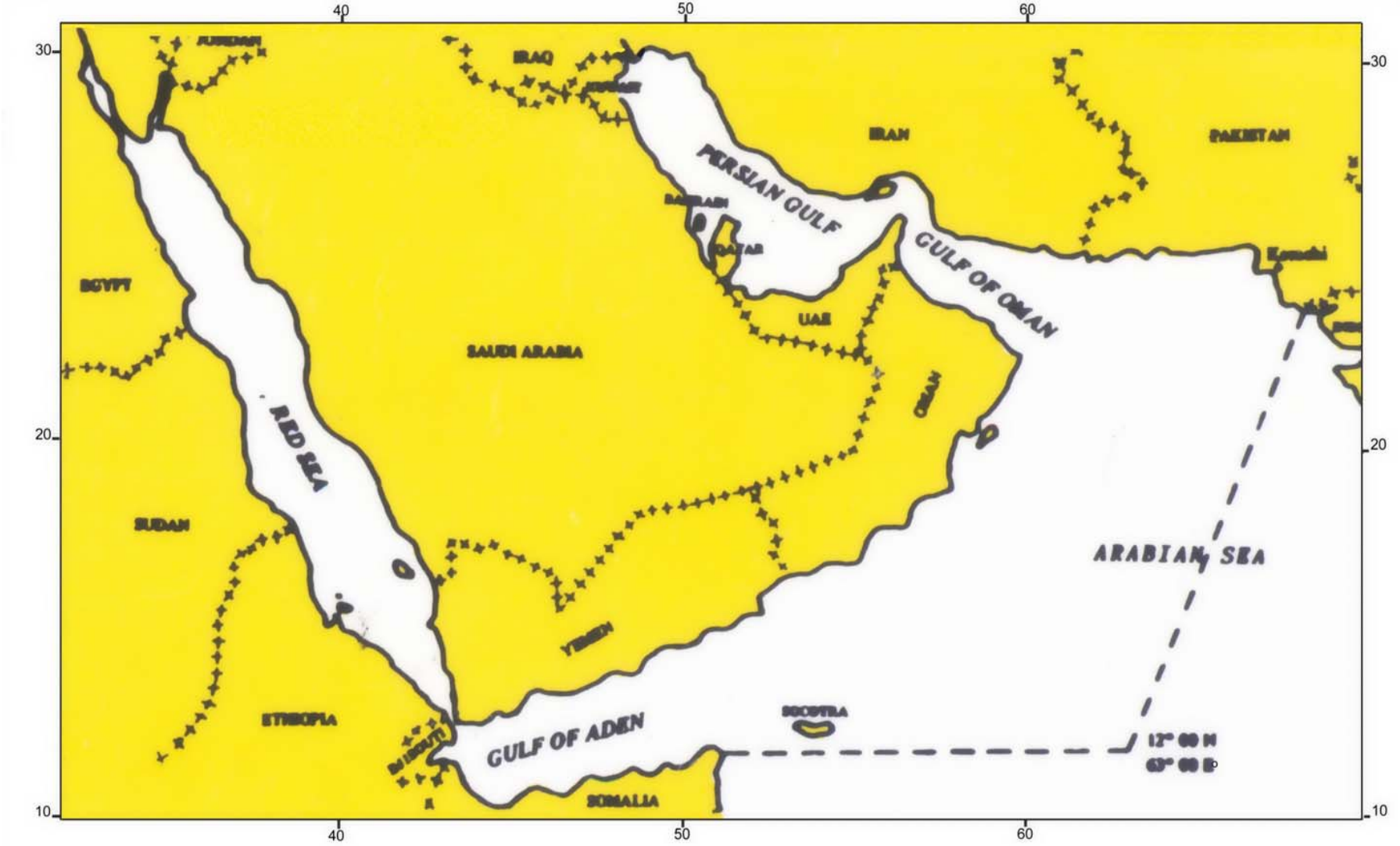
ATTACHMENT - 1

NAVTEX STAION – NAVAEA IX

Country	Name	Position	Range (NM)	Status
Bahrain	Bahrain	26º 09’ N 50º 28’ E	300	Operational
Egypt	Alexandria	31º 11’ N 29º 52’ E	350	- “ -
	Ismailia	30º 28’ N 32º 22’ E	400	- “ -
	El Quseir	26º 06’ N 34º 17’ E	350	- “ -
Iran	Bandar Abbas	27º 07’ N 57º 04’ E	300	- “ -
	Bushehr	28º 58’ N 50º 50’ E	300	- “ -
Oman	Mascat	23º 36’ N 58º 30’ E	270	- “ -
Saudi Arabia	Dammam	26º 26’ N 50º 06’ E	390	- “ -
	Jedha	21º 23’ N 39º 11’ E	390	- “ -
Pakistan	Karachi	24º 51’ N 67º 03’ E	400	- “ -

ATTACHMENT - 2

NAVAREA IX LIMITS



IHO Commission on the Promulgation of Radio Navigational Warnings (CPRNW)
International Hydrographic Bureau, Monaco
Sixth Meeting
Agenda item 3.3.1

CPRNW 2003/3/01
13 May 2003
Origin: UK

REPORT OF THE NAVTEX CO-ORDINATING PANEL

Submitted by the Chairman of the IMO NAVTEX Co-ordinating Panel

1. ACTION REQUIRED:

None, submitted for information only.

2. COMMENTS:

a. At the 5th CPRNW meeting, it was reported that there were seven main issues on which the NAVTEX Panel were concentrating their efforts. These were:

- encouraging those nations, who have as yet made no provision for promulgating MSI, to set up their own facilities. The Panel provides advice on the most suitable facilities for the administrations concerned.
- preventing interference between stations with adjacent B_1 character/time slots caused by the first station overrunning its 10 minute time slot due to the volume of data to be transmitted.
- preventing interference between remote stations using the same B_1 character/time slot caused by propagation conditions and excessive power output from one or both of the stations.
- bringing the B_1 characters and time slots into line according to section 5 and figure 3 of the NAVTEX manual for those stations established before these items were linked.
- encouraging standardisation of format and use of abbreviations in weather forecasts broadcast on the International NAVTEX service.
- encouraging the establishment of National NAVTEX services for national language and/or national requirements broadcasts.
- allocating B_1 characters and associated time slots for new stations being established world-wide and advising administrations on procedural matters associated with participation in the International NAVTEX service. This is the ongoing routine work of the Panel.

b. These remain principal areas of concern. Since the last meeting, taking each issue in turn, the following progress has been made:

- **Advice to administrations**. Two of the major geographical areas still to fully embrace the GMDSS are The Caribbean and West Africa. The Caribbean is of particular concern as it covers the eastern approaches to the Panama Canal. The Panel has been active in supporting ITU workshops in the Caribbean where facilities are slowly being established. This work is ongoing and another workshop is planned for early this year. For West Africa, the Panel provided advice on MSI matters to the IHO West African Action Team prior to their visit to the region in October 2002. Substantive work on establishing

suitable facilities within the region has yet to start. The Panel also assisted with an IHO sponsored training workshop in Oman during 2000 for the ROPME region. The aim being to improve the quality of MSI issued within the region by familiarising watch-keeping personnel with the standard formats and criteria for Radio Navigation Warnings contained within the Joint IMO/IHO/WMO Manual on Maritime Safety Information. This was a particularly successful workshop which could be repeated in other areas to meet specific needs. There is also ongoing dialogue with a number of administrations by letter, e-mail, fax and telephone regarding potential new services and possible changes to existing services.

- **Interference between adjacent stations**. Since the last meeting, the volume of information being broadcast over the International NAVTEX service has continued to increase and more stations are now finding it difficult to avoid overrunning their 10-minute timeslot. Where stations do overrun, in many areas there is a strong possibility of them interfering with the transmissions from stations operating in subsequent time slots. In some cases this has necessitated changing the B_1character and associated time slots of one or other of the adjacent stations. Interference between Niton in the UK and Ostend in Belgium was solved by moving the Niton broadcast to a different time slot. Similar measures were taken to resolve interference problems between stations in Vietnam and Taiwan, and Guam and Korea. Where administrations have set up National NAVTEX services (see below), this has generally relieved the pressure on the International service sufficiently for no other action to be taken. Further measures which may be considered to reduce this type of interference are outlined below.
- **Interference between remote stations**. Occasionally this may be due to abnormal atmospheric conditions, however, usually where there is a problem it is due to one or other of the stations transmitting with excessive power, particularly at night. The Panel report to COMSAR 5 re-iterated the guidance that transmitter power should never exceed 1 Kw by day and 300 watts by night. Interference between Valentia in Ireland and La Garde in France was solved by the Panel requesting a reduction in power output from Valentia. Interference between other stations remains under investigation.
- **Synchronising B_1 characters and time slots**. Since the previous meeting, the B_1 characters of the stations in Canada have been brought into line with their respective time slots. The only areas now at variance with the instructions in the NAVTEX manual are the Black Sea and the United States of America. There is currently no indication of when these areas will conform although discussions are ongoing.
- **Formatting and abbreviations within weather services**. This item is closely linked with the time-overrun/interference between adjacent stations issue outlined above. Formats of weather forecasts world-wide vary considerable and those produced by or on behalf of many administrations are not succinct. The view of the Panel is that there should be a common format and use of a common set of abbreviations for forecasts on the International NAVTEX service. To this end, the Panel has been liaising with WMO and latterly working with WMO's Expert Team on Maritime Safety Services to agree standard formats and abbreviations, and produce suitable guidance for all administrations. It is expected that WMO will brief the meeting separately on progress to date.
- **Establishment of National NAVTEX services**. Following a recommendation by the Panel at COMSAR 5, IMO issued COMSAR/Circ 28 which "encouraged Administrations to migrate non-English language broadcasts and broadcasts of information provided specifically for non-SOLAS vessels from 518 kHz to 490 kHz or 4209.5 kHz, as appropriate". It further "urged Administrations to complete this migration

by 1 January 2005". National services are becoming more prevalent, particularly in Europe, where they are being used to provide additional information aimed at recreational and fishing vessels. Elsewhere take up is slow and the Panel reported to COMSAR 7 that "no proposals have been received . . . . to make arrangements to migrate the non-English language broadcasts off the International NAVTEX frequency. 29 stations remain affected". On 490 kHz, National services are now well established in the United Kingdom, Iceland, France, Portugal, Taiwan, Korea, Vietnam, Uruguay and Canada (Iqaluit summer only), and further services are in the process of being set up in Norway, Spain, Italy, Portugal and Romania. On 4209.5 kHz, National services are well established in Egypt and Taiwan, and further services are being set up or considered in the United States of America, Brazil, Vietnam and Canada. The National service in Japan is on its own frequency, 424 kHz.

- **Allocating B_1 characters**. On the International service, requests to establish new stations have slowed to a trickle. Several stations which administrations had intended to set up and for which B_1characters had been issued, still have not been activated. This creates a problem for the Panel when there is an interference problem in areas where there has been a considerable take up of NAVTEX and additional B_1characters are required to resolve the interference. It is looking more and more as though the Panel will have to take back some of the B_1characters for reuse to overcome these problems.

c. Other issues which have occupied the time of the Panel include:

- **Quality of data broadcast on the International NAVTEX service**. It is an aspiration of the Panel that there should be a consistent, high quality and seamless service world-wide on the International NAVTEX frequency. This would benefit the system users as they would have clearer expectations of what the system would provide for them, ensure they could access the messages or parts of messages of interest to them quickly and easily, and that they would not be distracted by low priority, unnecessary or particularly verbose messages. It would, however, require all administrations to conform to the relevant guidance documents both in terms of criteria for issuing messages and the format of each message. Each initiative by the Panel is invariably in support of this aspiration. It should be noted, however, that there is no desire to prescribe either content or format on National services as these should be tailored to meet purely national requirements.
- **Managing data overruns**. Several administrations now use computerised systems to control NAVTEX transmissions with software that can calculate the cumulative transmission times of all messages awaiting transmission. When this identifies a projected transmission overrun, it enables the administration to either prioritise the messages i.e. not transmit lower priority messages and thereby keep the transmission within the allocated period, or manage the overrun. Management would usually involve liaison with the NAVTEX co-ordinators who control adjacent broadcasts. If the previous broadcast is not planned to use the whole time slot, the transmission could start earlier than scheduled, without interference, and thereby include all data without the need for prioritisation. Similarly, if the following broadcast is likely to be relatively short, the transmission could overrun and the following broadcast start a little later. This sort of management requires good co-ordination between NAVTEX co-ordinators. The Panel is currently attempting to compile a list of all National NAVTEX co-ordinators with their contact numbers in order to facilitate such management.
- **System user requirements**. System users represented to the Panel that there was a need for a more ergonomically capable NAVTEX receiver that could be better integrated into

modern bridge designs than the standard receiver which prints out every message on paper. The Panel identified that this would require a modification to the performance standard for the receiver. After initial consultation with United Kingdom authorities and with other administrations through the BBRC and the NS-NA CCMR, the Panel supported a proposal by some of these administrations at IMO COMSAR to update the performance standard. This revision is now passing through IMO and should be implemented for newly manufactured receivers from 2004 onwards.

- **MSI in Arctic waters**. See separate paper.
- **Establishment of NAVTEX service areas, where appropriate**. See separate paper.
- **Use of B_3B_4 characters 00**. See separate paper.
- **Use of the world-wide web**. See separate paper.
- **Updating the NAVTEX manual**. Finally, the Panel has spent some time attempting to bring the NAVTEX manual up to date and to make it more user-friendly for those who are controlling and administering the service. Copies of the draft Manual will be made available to all those attending. It is proposed to submit this draft to IMO at COMSAR 8. It should then come into force in mid 2004 after it has been approved by the MSC.

3. RECOMMENDATION:

To be noted by the Commission and for comment on the draft of the new NAVTEX Manual.

IHO Commission on the Promulgation of Radio Navigational Warnings (CPRNW)
International Hydrographic Bureau, Monaco
Sixth Meeting
Agenda item 3.3

CPRNW 2003/3/02
13 May 2003
Origin: UK

USE OF B_3 B_4 CHARACTERS 00

Submitted by the Chairman of the IMO NAVTEX Co-ordinating Panel

1. ACTION REQUIRED:

National Co-ordinators should note and action accordingly.

2. COMMENTS:

Complaints have been forwarded to the NAVTEX Co-ordinating Panel from many vessels regarding how often the alarm sounds on the NAVTEX receiver and the types of received messages that have activated the alarm. The alarm function over-rides any selection that the user has made of NAVTEX station and subject indicator character to be received. Therefore even when programmed out of the receiver, any message received from any station with the appropriate coding cannot be rejected, will print and activate the alarm. This can be distracting and very irritating when the message is from a station several hundred miles away and the subject matter is not safety-critical and is of no interest to the receiving vessel. The principal cause of these "false alarms" appears to be the incorrect use of the B_3B_4 characters = 00 by some administrations.

Relevant sections from the NAVTEX manual include:

- para 7.1 - "Each message within a subject group is allocated a serial number, B_3B_4, between 01 and 99 . . . ."
- para 7.4 - "Certain messages are allocated B_3B_4 = 00. Use of this number should be strictly controlled since messages carrying it will always be printed, if the broadcast containing such messages is identified to be accepted by the receiver . . . . . Therefore , the number 00 must only be used for messages of singular importance, such as initial distress messages. Other more routine messages and service messages should not be allocated the number 00. The fact that receivers are in any case unable to reject certain classes of vital safety information should be borne in mind when considering the exceptional use of B_3B_4 = 00.
- para 9.1.5.1. - The NAVTEX broadcast is not suitable for distress traffic. Therefore, the initial distress message only should be retransmitted on NAVTEX, using B_2 = D, in order to alert mariners to a distress situation. The use of B_3B_4 = 00 is appropriate for distress messages.

Some manufacturers have interpreted these statements to mean that the combination of both D and 00 must be received to set off the NAVTEX alarm, whilst others have interpreted this as simply the receipt of 00 being the requirement to set off the alarm. Consequently, in many receivers the alarm is activated by any message received with B_3B_4 = 00.

A revised Performance Standard for NAVTEX was drafted at COMSAR 7 in January this year and has been forwarded to IMO's Maritime Safety Committee (MSC) for approval. This will clarify that it should be the appropriate B_2 character (D) which initiates the alarm and not B_3B_4 characters. The new NAVTEX Manual, to be issued in 2004/5, will reiterate this and further stress that $B_3B_4 = 00$ should only be used for Initial Distress Messages.

In the past $B_3B_4 = 00$ have been used by some administrations for test purposes and also, occasionally, for both Navigational Warnings and Meteorological Warnings/Forecasts. This is an incorrect use of the system which has resulted, in some cases, to system users switching off their receiver so as to avoid having the alarm sounding repeatedly.

3. RECOMMENDATIONS.

It is recommended that:

- the use of $B_3B_4 = 00$, other than in combination with $B_2 = D$ and then only for initial distress messages, should cease forthwith.
- an IHO circular letter is distributed to all members outlining this issue and the necessary actions required.

IHO Commission on the Promulgation of Radio Navigational Warnings (CPRNW)
International Hydrographic Bureau, Monaco
Sixth Meeting
Agenda item 3.5

CPRNW 2003/3/01
13 May 2003
Origin: UK

USE OF THE WORLDWIDE WEB FOR PROMULGATING RNW

Submitted by the Chairman of the IMO NAVTEX Co-ordinating Panel

1. ACTION REQUIRED:

National Co-ordinators for consideration and discussion

2. COMMENTS:

a. Feedback from certain sections of the maritime community indicate that there is an increasing demand for the information issued as Radio Navigational Warnings to be available in a system which can be accessed 24 hour/day at a time convenient for the system user rather than them having to be 'on air' at a specific time to read a broadcast. Such a facility may be particularly useful for vessels which put to sea at short notice and have not had their NAVTEX receiver switched on for long enough to have received all in-force warnings through the normal broadcasting cycle. It may also be useful for passage planning to be able to obtain such information before entering the area covered by the broadcast. The world-wide web could be a suitable facility on which to post information and which would meet this requirement. Currently a few administrations use this facility, many others do not.

b. There is little doubt that any ***additional*** means of getting safety information to vessels at sea should be welcomed and if this could be provided effectively by one simple download from a web site, then it would certainly contribute to maritime safety. However, there is not currently any formal guidance on the issues associated with promulgating MSI on the web, suitable procedures, or indeed the limitations. Should IHO or IMO become involved with producing guidance?

c. Guidance would need to address operating procedures as well as detail such as formatting, abbreviations and the structure of the data so that it could be downloaded in a user-friendly manner i.e. only those items required by the particular user, in a suitable software application, and small file sizes for quick (inexpensive) downloading.

d. Operating procedures would need to address such issues as:

- How often should the site be updated; as each warning is issued or cancelled, a set time afterwards, daily, weekly? This needs to be specified on the site so that the user understands how up-to-date the information is that is being downloaded.
- How often is the site monitored for data corruption and reloaded if necessary? When broadcast over the air, the issuing authority is required to monitor its broadcast for accuracy and to correct any errors immediately. Should monitoring of the site be continuous?

- What liability rests with the service provider if inaccurate or corrupt data is downloaded and subsequently leads to a maritime incident/accident? Would a suitable disclaimer protect the service provider; how should the disclaimer be worded; and would such a disclaimer undermine the credibility of valid, accurate information on the web site?

e. It is not envisaged that this method of promulgating MSI could be used in lieu of the standard established services i.e. SafetyNET and NAVTEX, but it may be a useful additional service to provide the hard-pressed mariner with options should he miss a broadcast or to give early warning of particular dangers. The incidents in the last few months in the traffic separation scheme to the NE of the Dover Strait which involved vessels colliding with a recently wrecked vessel, have highlighted that, as long as the information is up-to-date, it cannot be promulgated too often or using too many different methods.

3. RECOMMENDATION:

It is requested that the meeting discuss the issues and consider whether IHO should provide a lead on this subject.