

**MSI Self Assessment - NAVAREA I - CPRNW9-3.2.1-I**  
**Submitted by: United Kingdom**

1. **Action Required:** None, submitted for information only.
2. **Background:** Within NAVAREA I the WWNWS is a mature and effective system that in most respects requires little more than fine tuning. The Baltic Sea is run as a Sub-Area with Sweden (BALTICO) as the Co-ordinator. Coastal Warnings for all states in the area are promulgated on NAVTEX, and NAVAREA Warnings are broadcast on SafetyNET through the AOR(E) satellite once per day.
3. **Comments:** The following table shows the number of SafetyNet navigational warning messages (including weekly bulletins) that were promulgated:

	<b>2004</b>	<b>2005</b>	<b>2006</b>
<b>NAVAREA I</b>	462	521	360

4. **NAVTEX Coverage:** see attached diagrams. ANNEX A does not include the new Faeroe Islands Service area. ANNEXES B, C and D depict agreed and proposed changes to NAVTEX Service areas involving Iceland, Faeroe Islands, Ireland and United Kingdom (see below).
5. **Operational Issues:**
  - International NAVTEX service (518 kHz):
    - The German NAVTEX station at Pinneberg (near Hamburg), announced at the last meeting, became fully operational with Ident [S] in November 2006.
    - The Faeroe Islands NAVTEX station at Tórshaven, announced at the last meeting, became fully operational with Ident [D] in February 2007. Agreement has been reached to realign existing NAVTEX Service areas (see ANNEXES B and C).
    - Iceland has begun to exchange NAV and MET information for promulgation through the new Faeroe Islands NAVTEX station. Plans are also in progress to reposition their NAVTEX Stations; Ident [X], further South of Reykjavik and Ident [R] onto the North coast at Siglufjordur (see ANNEX B).
    - Discussions have taken place between United Kingdom and Ireland, to realign the NAVTEX service areas between Malin Head and Portpatrick to enable better NAVTEX reception off the West coast of Scotland (see ANNEX D).
  - National NAVTEX services (490 kHz):
    - The German NAVTEX station at Pinneberg (near Hamburg), announced at the last meeting, became fully operational with Ident [L] in November 2006.
    - Ireland have declared plans to establish a 490 kHz service from Malin Head and Valentia in 2008.
  - SafetyNET SERVICES:

Between November 2006 and March 2007, Stratos, the company which operated the Land Earth Station (LES) at Goonhilly, moved the services to the LES at Burum (also operated by Stratos) in The Netherlands, effectively changing the status of Goonhilly to a virtual LES.

The change of status was seamless for both the mariners and the NAVAREA I Co-ordinator, however, discussions are currently underway to enhance communication links

by using e-mail rather than Telex. New back-up facilities and procedures also need to be established as the LES at Burum has historically been the stand-by LES for Goonhilly.

Stratos stated that extensive works had taken place at Burum to enable the traffic from Goonhilly to be taken on. They envisaged that with the technological advances being made in the communications world, resources are likely to be pooled which could lead to a further reduction in the number of LESs. Changes to access codes would not be necessary as Inmarsat C messages are not logged into a specific LES and if the distress button is used the terminal will direct the message to the appropriate LES

- MF/VHF SERVICES - there have been no changes since the report to the last meeting.

#### 6. Capacity Building:

- The NAVAREA I Co-ordinator hosted a meeting for a delegation from Norway including representatives from, Norwegian Coastal Administration, Norwegian Ministry of Fisheries & Coastal Affairs, and Telenor Maritime Radio, to discuss requirements and responsibilities of a NAVAREA Co-ordinator in respect to the new NAVAREA XIX.

The program of events included a visit to the Operations room where they were given a demonstration of the equipment in use, a presentation on the various types of incoming data and how it is assessed, along with examples of record keeping.

There was also the opportunity to discuss some of the consequences of the changes to the current NAVAREA I boundaries and some of Norway's ideas on the methods of disseminating MSI above 71 degrees N (see ANNEX E).

The subject of record keeping was particularly interesting as there is currently no mention of this within any of the guidance documents. Perhaps a recommendation regarding both the type and length of time records should be kept by a NAVAREA Co-ordinator may be useful. It appears that currently different Co-ordinators adopt different standards. It is for consideration whether this topic may be worthy of further discussion and perhaps inclusion in the amendments to IMO Resolution A.706(17).

Overall this was a good meeting and the Norwegian delegation were keen to stress that they would rather keep the momentum going and not wait for the whole official process to be completed through IHO/CPRNW - COMSAR - MSC etc. before starting some form of limited "Trial" NAVAREA service, perhaps a rectangular SafetyNET Area.

- NAVAREA I sent two representatives to participate as instructors at the IHO MSI Training Course, 19-21 June 2007, at the Caribbean Maritime Institute, Kingston, Jamaica.

Further involvement is planned for the next course due to take place in Maputo, Mozambique, in November 2007.

#### 7. Other Activities: nothing to report.

#### 8. NAVAREA Website:

- NAVAREA I has yet to establish a dedicated web-based service for accessing NAVAREA messages. However, work is in progress for an internet site which will allow all NAVTEX messages transmitted via Niton, Portpatrick and Cullercoats to be viewed instantaneously in real time by the end of 2007.

9. **NAVAREA Contact Info:**

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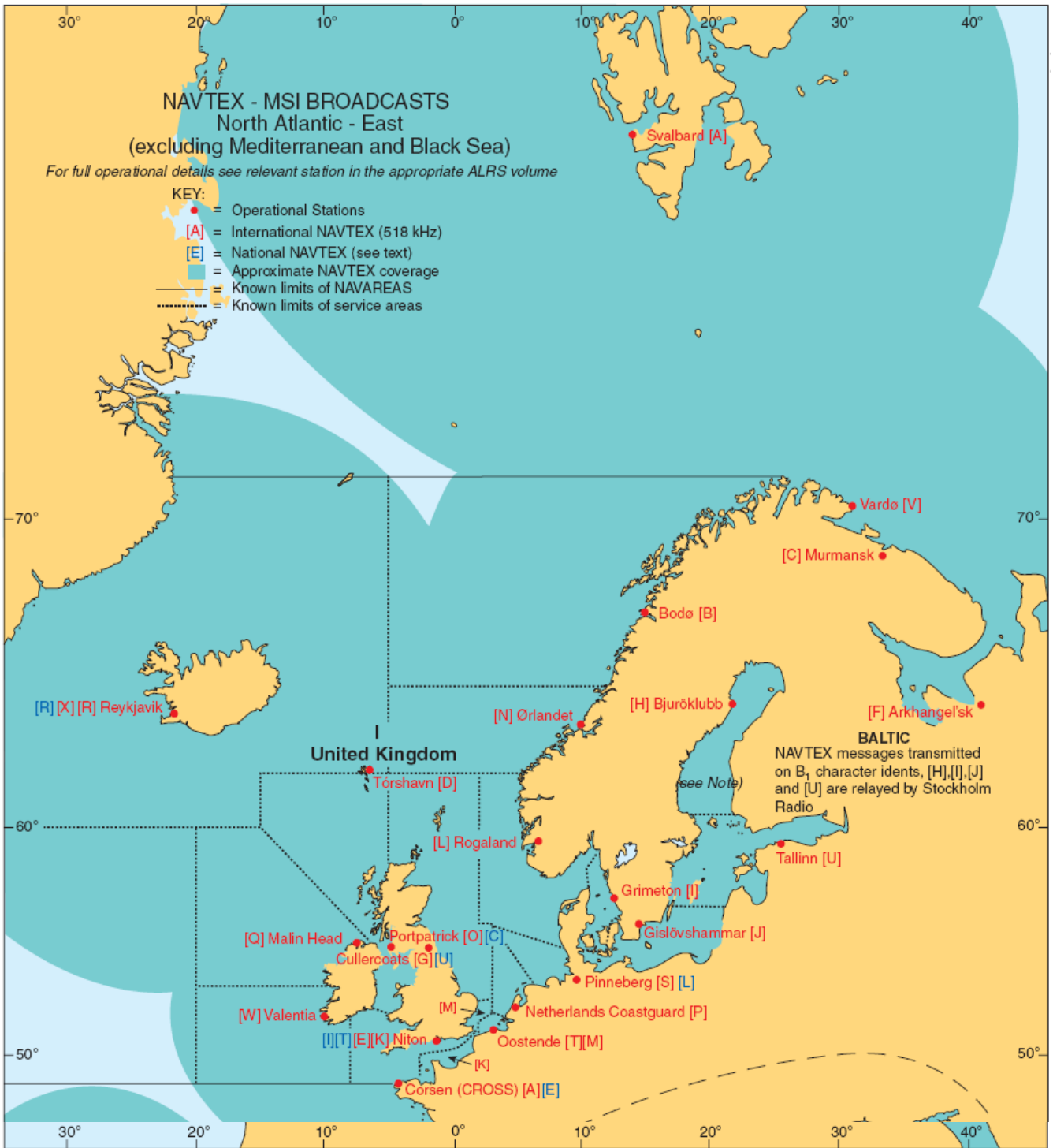
E-mail: [navwarnings@btconnect.com](mailto:navwarnings@btconnect.com)

10. **Recommendations:** the Commission is invited to note this report and consider whether the subject of record keeping (para 6 above) should be added in one of the guidance documents

11. **Actions required:** see para 10 above

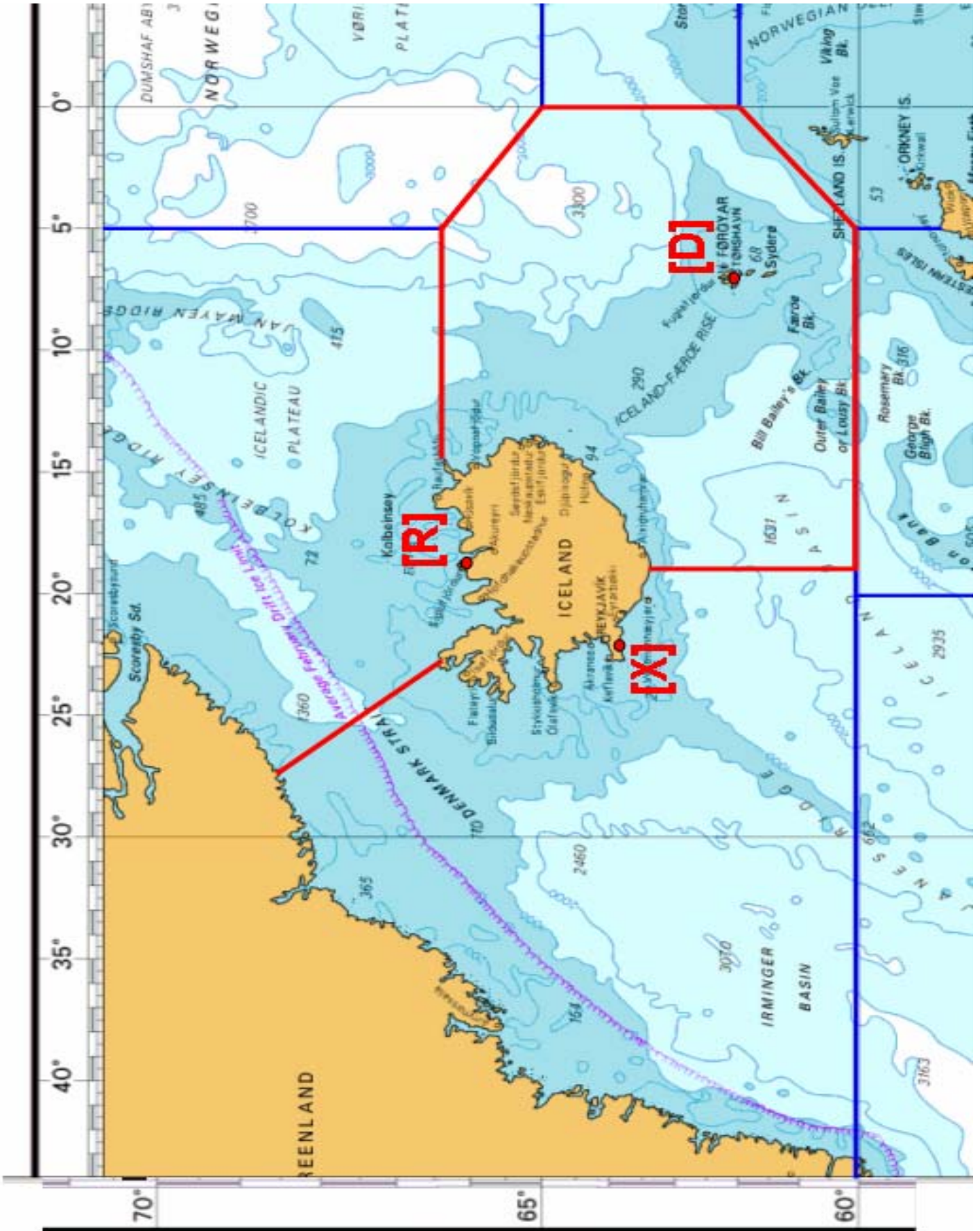
**ANNEX A**

**NAVAREA I - NAVTEX COVERAGE DIAGRAM**



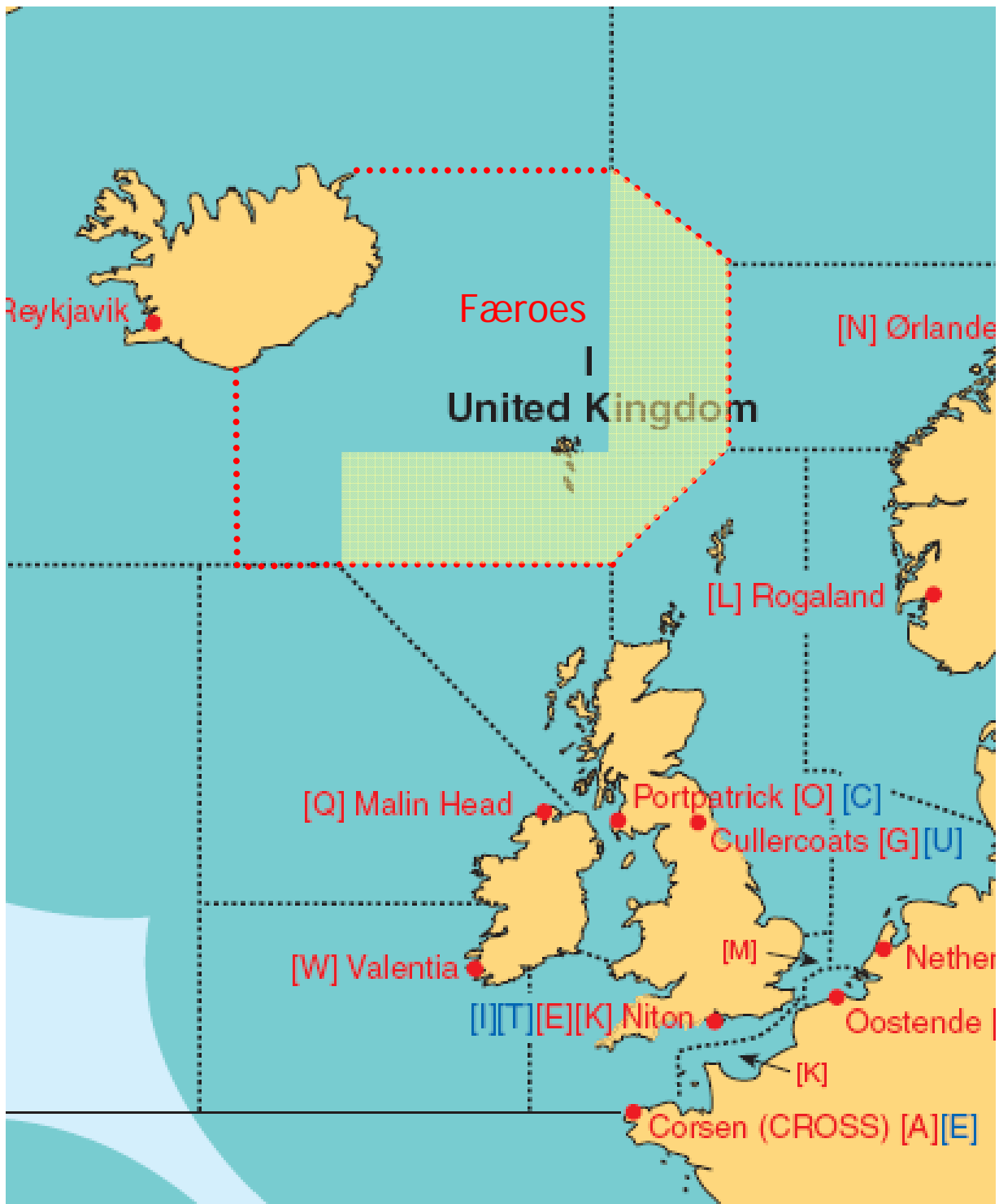
ANNEX B

New navtex service area for F eroes  
&  
Proposed new locations for Icelandic navtex stations



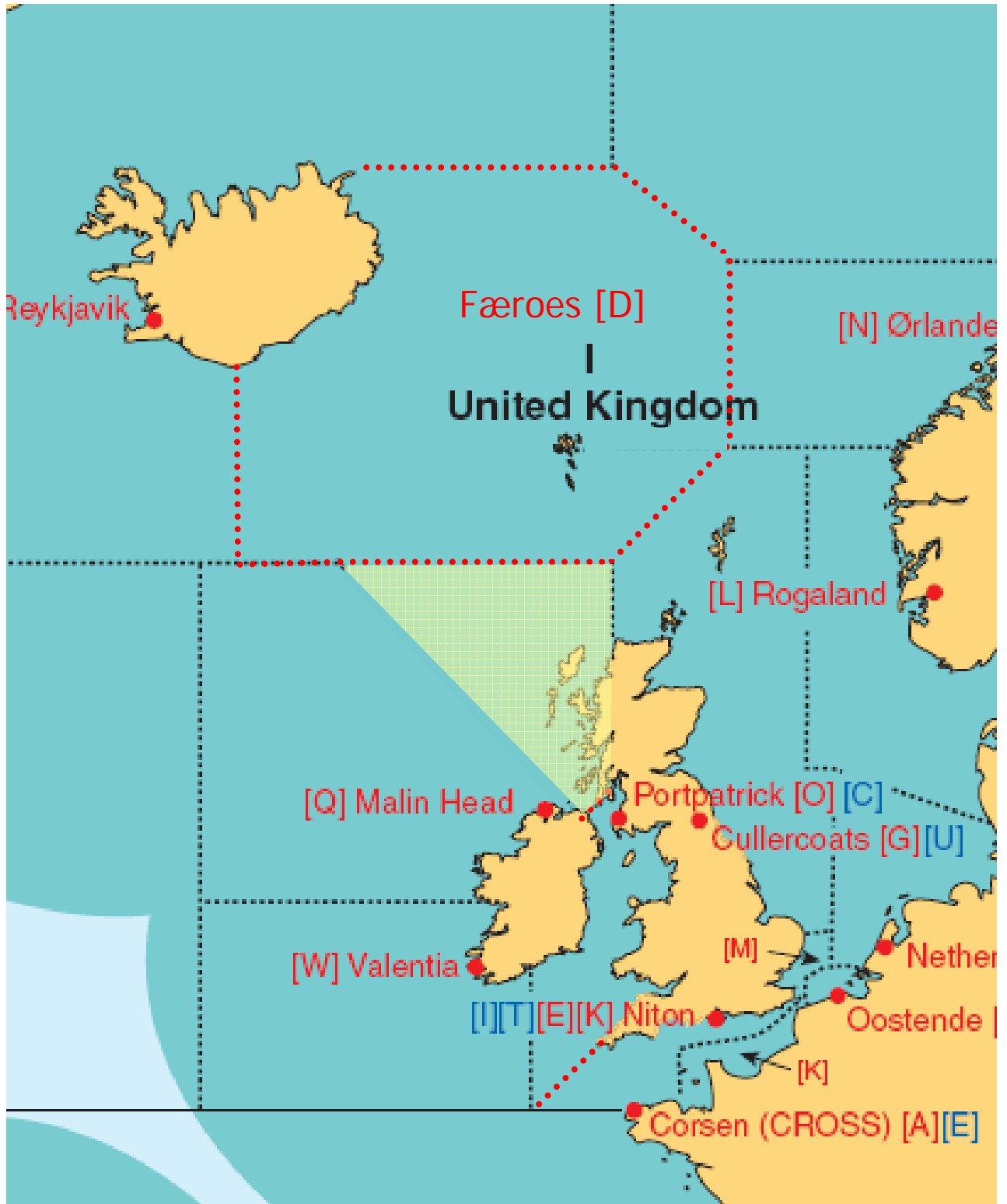
ANNEX C

New Færoes Service area, showing areas relinquished by other stations



ANNEX D

Proposed realignment of Malin Head and Portpatrick Service areas



ANNEX E

