

NAVTEX Panel Report - CPRNW 9-3.3.1
Submitted by: Chairman, IMO International NAVTEX Co-ordinating Panel

1. **Action Required:** None, submitted for information only.
2. **Background:** The Terms of Reference of the NAVTEX Panel are in the IMO NAVTEX Manual at Annex 1.
3. **The routine work of the Panel** is mainly associated with advising Administrations on procedures for establishing NAVTEX services and then providing identifying letters and time slots for approved additions to the NAVTEX infrastructure. The Panel has continued with its policy of requesting assistance from the relevant NAVAREA Co-ordinators on issues of local co-ordination within specific NAVAREAs and wishes to express its appreciation to all those concerned who have co-operated fully in this process over the past year. Since the last meeting of the Commission, the following items have been processed by the Panel:
 - **Algeria.**
 - Confirmation was received in December 2006 that the 518 and 490 kHz NAVTEX services installed by Algeria were fully operational utilizing the service area agreed at the meeting of western Mediterranean countries co-ordinated by NAVAREA III earlier in the year.
 - **Argentina.**
 - Following on from the very useful discussions between the Argentine administrations and the NAVTEX Co-ordinating Panel in the margins of the last CPRNW meeting, a complete overhaul of Argentina's NAVTEX services took place in February 2007. The whole of the Spanish language transmissions, which were previously being broadcast every 8 hours on 518 kHz, were successfully migrated to a new National NAVTEX Service on 490 kHz. All five of Argentina's NAVTEX stations now conform fully with COMSAR/Circ.28 as reproduced in ANNEX 7 of the IMO NAVTEX Manual. Due to the increase in cruise ship activity in the region, the Panel considers that this development significantly enhances the safety of life at sea by ensuring that mariners are able to receive messages in English & Spanish every 4 hours, for the whole of the Argentine coastline.
 - **Cabo Verde.**
 - Both the 518 and 490 kHz services announced at the last meeting are now fully operational.
 - **China.**
 - China has indicated that it intends to establish a national language service on 486 kHz from 7 stations.
 - **Colombia**
 - An initial enquiry has been made by Colombia with the NAVAREA IV Co-ordinator with regard to possibly establishing a NAVTEX station on the San Andres archipelago. This is a very welcome development as it could possibly cover the approaches to the Panama Canal on the Caribbean side as well as the northern coast of Colombia. Further discussions took place during the IHO MSI Training Course in Jamaica during which Colombia confirmed that they were ready to progress to the next stage of site surveys and tendering within the next year.

- **Democratic People's Republic of Korea.**
 - Co-ordination discussions for proposed new NAVTEX services are ongoing with the NAVAREA XI Co-ordinator. No substantive developments have been reported since CPRNW8.
- **Ecuador.**
 - Ecuador has established a national service on 490 kHz from its station in the Galapagos Islands.
- **Faeroes.**
 - The station on the Faeroe Islands became operational in early 2007.

Discussions between the NAVAREA I co-ordinator (United Kingdom) and the administrations of Iceland, the F eroes, and Norway regarding NAVTEX coverage for the north and east coasts of Iceland and the area around the Faeroes, have resulted in agreed service area limits for the new station on the Faeroes. The current service areas for the Stations at Reykjavik, Portpatrick, Cullercoats, Bod  and Orlandet will be amended.

- **Germany.**
 - The station at Pinneberg in Germany is now operational on both International and National frequencies. The service area has been agreed for the International service after discussions between the NAVAREA I Co-ordinator, Germany, the Netherlands, Denmark and Norway.
- **Iceland.**
 - The Icelandic Navtex situation is unchanged, with the old transmitter still running in Reykjav k. The new Navtex transmitter South of Reykjavik is planned to be installed later this year, with testing beginning later in August or September. The second new NAVTEX transmitter will be located on the North coast at Siglufjordur. Installation for the northern transmitter will continue after the southern transmitter has been declared operational.
- **Iran.**
 - Confirmation has been received from the installation company that the NAVTEX station at Fereydoonkenar on the Caspian Sea has been fully installed. Operational status will be declared on successful completion of trials and operator training.
- **Italy.**
 - The Italian Delegation to COMSAR 11 reported that two of their new NAVTEX stations in the Mediterranean were operational, however, the NAVTEX Co-ordinating Panel has not received official confirmation of this to date.
- **Philippines.**
 - A contractor has contacted the Panel with regards to moving forward with the establishment of NAVTEX coverage in the Philippines. The Panel welcomes this development, but is concerned that the plan involves using 5 kW transmitters. The Panel has indicated that before any station starts broadcasting the service area would need to be agreed and also that it would be most reluctant to approve any station with such a power output.
- **Senegal.**
 - Co-ordination discussions for proposed new NAVTEX services are ongoing with the NAVAREA II Co-ordinator. No substantive developments have been reported since CPRNW8

- **Syria.**
 - The new NAVTEX equipment requested by Syria was due to be installed in February 2007. The Authorities in Syria are content with the decision of the NAVTEX Co-ordinating Panel not to allocate a B1 character for 518 kHz due to the existing facilities in the area, but intend to continue with their plans for a national NAVTEX service on 490 kHz.
- **Taiwan.**
 - Taiwan has announced the cessation of their National Service on 490 and 4209.5 kHz due to the lack of vessels monitoring the Chinese language broadcasts. All existing 518 kHz services are unaffected.
- **Ukraine.**
 - Details were received regarding a new national service on 490 kHz already in operation in Ukraine from the existing NAVTEX stations at Odesa and Kerch. Due to a legacy issue surrounding the original allocation of B1 characters on 518 kHz for these existing stations, they did not conform to the time slot template in the NAVTEX Manual. The Panel responded by recommending to Ukraine that the opportunity be taken to bring these stations into line with the NAVTEX Manual guidance and, at the same time, two new B1 characters for use in the new National 490 kHz service were assigned. Subsequently, the existing 518 kHz station Odesa [C] has adjusted its time slots to agree with the NAVTEX Manual, and the station at Kerch has been reassigned the ident [G]. The 490 kHz service is also fully operational using idents [X] and [U] from Odesa and Kerch respectively.

4. **Current operational issues.**

- **NAVTEX Service Areas.**
 - The issue of ensuring each station broadcasting on 518 kHz has agreed service area limits, has been raised at several recent meetings. IHO published a Circular Letter on the subject in 2003, and COMSAR/Circ.34 was raised in 2004. The Panel continues its policy of not issuing B1 characters for new stations on 518 kHz until service area limits are agreed with all concerned. The procedure of the relevant NAVAREA co-ordinator leading on the initial local co-ordination task is working well. The Panel invariably acts upon their recommendations.
- **National Language Broadcasts on the International NAVTEX Service.**
 - Administrations were again reminded at IMO COMSAR 11 that IMO MSC 74 approved the recommendation of IMO COMSAR 5 that non-English language broadcasts should be migrated from the International NAVTEX frequency (518 kHz) to national NAVTEX services (on 490 kHz or 4209.5 kHz) by 1 January 2005. (This was promulgated by COMSAR/Circ 28).

Whilst Argentina has migrated its national language broadcasts to 490 kHz in the past year, the Panel continues to be concerned by the lack of progress by a few administrations to address this matter.

- **WWNWS expansion.**
 - The Chairman, Secretary and other members of the NAVTEX Panel are participating in the joint IMO/IHO Correspondence Group on the expansion of the WWNWS.
- **WWNWS document review.**
 - The Secretary of the NAVTEX Panel continues to act as Secretary of the IHO correspondence group undertaking a review of all WWNWS documentation.

The group met at the temporary IHO HQ following COMSAR 11 in an attempt to finalise the work on IMO Resolutions A.705(17) and A.706(17) which will be presented to this meeting under a separate agenda item.

5. **Other Points of Note.**

- **ETMSS** - the Chairman of the Panel represented the IHO at the second session of the Expert Team on Maritime Safety Services (ETMSS) of the Joint IOC/WMO Commission for Oceanography & Marine Meteorology (JCOMM) from 24 to 27 January 2007 in Brazil. A report was forwarded to the IHB and the chairman of CPRNW after the meeting.

6. **Recommendations:** It is recommended that the Commission notes this report.