

DRAFT ASSEMBLY RESOLUTION A. (26)

PROMULGATION OF MARITIME SAFETY INFORMATION

The ASSEMBLY,

RECALLING Article 15(j) of the Convention on the International Maritime Organization concerning the functions of the Assembly in relation to regulations and guidelines concerning maritime safety,

RECALLING ALSO regulation V/4 of the International Convention for the Safety of Life at Sea, 1974, as amended, which establishes the requirement for promulgating information on direct dangers to navigation,

NOTING resolutions A.706(17), as amended on the World-Wide Navigational Warning Service, A.801(19) concerning provision of radio services for the global maritime distress and safety system (GMDSS) and resolution [A...(25)] concerning criteria for the provision of mobile satellite communication systems in the global maritime distress and safety system (GMDSS),

RECALLING FURTHER regulation V/5 of the International Convention for the Safety of Life at Sea, 1974, as amended, which establishes the requirement for promulgating maritime meteorological information,

BEARING IN MIND the 1988 amendments to the International Convention for the Safety of Life at Sea, 1974, concerning radiocommunications for the global maritime distress and safety system (GMDSS),

BEARING IN MIND ALSO the work of the Organization in developing co-ordinated world-wide search and rescue facilities,

NOTING ADDITIONALLY that the Organization has adopted carriage requirements and performance standards for specialized systems for receiving maritime safety information on ships subject to the International Convention for the Safety of Life at Sea, 1974, as amended,

NOTING FURTHER that Governments may, at their discretion, implement and operate other additional means of promulgation of maritime safety information to meet national requirements,

RECOGNIZING that international co-operation and co-ordination are essential for the satisfactory maintenance of maritime safety information services and that such services make a vital contribution to the safety of life at sea,

HAVING CONSIDERED the recommendation made by the Maritime Safety Committee at its [eighty-fourth] session,

1. RESOLVES that the procedures for the provision and promulgation of maritime safety information should be in accordance with the Recommendation on the Promulgation of Maritime Safety Information set out in the annex to the present resolution;

2. URGES Governments to co-operate in providing maritime safety information in accordance with the structure established by the said Recommendation;
3. REVOKES resolution A.705(17).

Annex

RECOMMENDATION ON THE PROMULGATION OF MARITIME SAFETY INFORMATION

1 INTRODUCTION

1.1 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.

1.2 The maritime safety information service of the Global Maritime Distress and Safety System (GMDSS) is the internationally and nationally co-ordinated network of broadcasts containing information which is necessary for safe navigation, received in ships by equipment which automatically monitors the appropriate transmissions, displays information which is relevant to the ship and provides a print capability. This concept is illustrated in Figure 1.

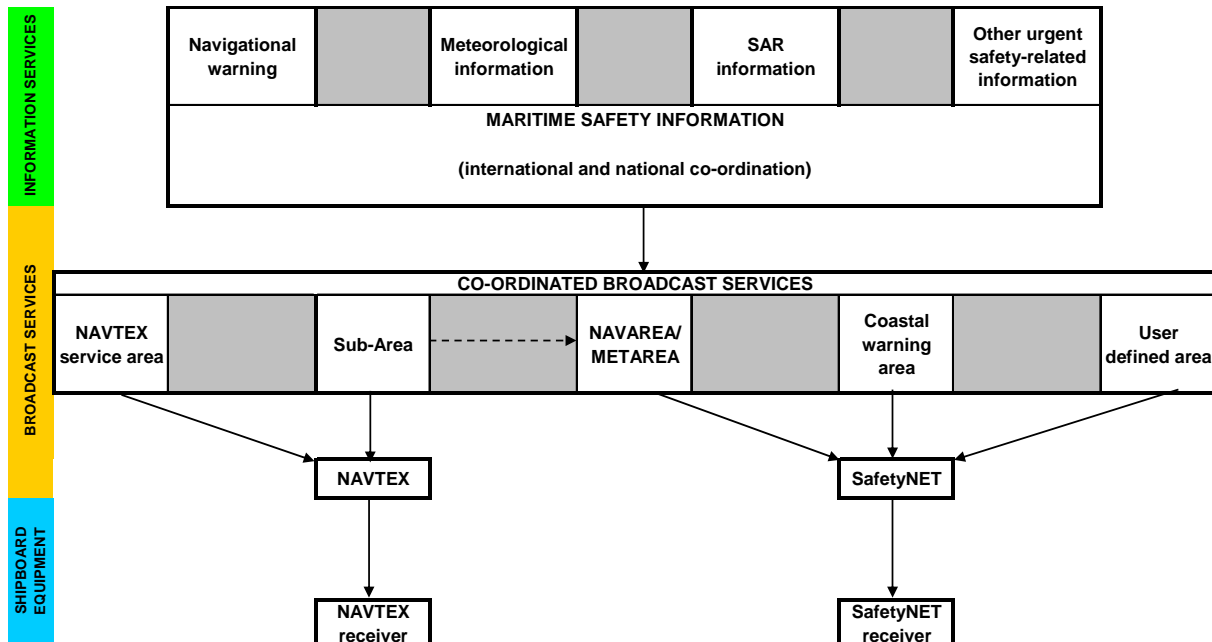


Figure 1 - The maritime safety information service of the Global Maritime Distress and Safety System

1.3 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.

2 DEFINITIONS

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

- .1 *Coastal warning area* means a unique and precisely defined sea area within a NAVAREA/METAREA or Sub-Area established by a coastal state for the purpose of co-ordinating the broadcast of coastal maritime safety information through the SafetyNET system.
- .2 *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 language¹.
- .3 *International SafetyNET service* means the co-ordinated broadcasting and automated reception of maritime safety information via the Inmarsat EGC system, using the English language, in accordance with the provisions of the International Convention for the Safety of Life at Sea, 1974, as amended.
- .4 *Maritime safety information*² means navigational and meteorological warnings, meteorological forecasts and other urgent safety-related messages broadcast to ships.
- .5 *Maritime safety information service* means the internationally and nationally co-ordinated network of broadcasts containing information which is necessary for safe navigation.
- .6 *METAREA* means a geographical sea area³ established for the purpose of co-ordinating the broadcast of marine meteorological information. The term METAREA followed by a roman numeral may be used to identify a particular sea area. The delimitation of such areas is not related to and should not prejudice the delimitation of any boundaries between States.
- .7 *Meteorological information* means the marine meteorological warning and forecast information in accordance with the provisions of the International Convention for the Safety of Life at Sea, 1974, as amended.
- .8 *National NAVTEX service* means the broadcast and automatic reception of maritime safety information by means of narrow-band direct-printing telegraphy using frequencies other than 518 kHz and languages as decided by the Administration concerned.
- .9 *National SafetyNET service* means the broadcasting and automated reception of maritime safety information via the Inmarsat EGC system, using languages as decided by the Administration concerned.
- .10 *NAVAREA* means a geographical sea area³ established for the purpose of co-ordinating the broadcast of navigational warnings. The term NAVAREA

¹ as set out in the IMO NAVTEX Manual.

² as defined in Regulation IV/2 of the 1974 SOLAS Convention, as amended.

³ which may include inland seas, lakes and waterways navigable by sea-going vessels.

followed by a roman numeral may be used to identify a particular sea area. The delimitation of such areas is not related to and should not prejudice the delimitation of any boundaries between States.

.11 *Navigational warning* means a message containing urgent information relevant to safe navigation broadcast to ships in accordance with the provisions of the International Convention for the Safety of Life at Sea, 1974, as amended.

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

.13 *NAVTEX service area* means a unique and precisely defined sea area for which maritime safety information is provided from a particular NAVTEX transmitter.

.14 *Other urgent safety-related information* means maritime safety information broadcast to ships that is not defined as a navigational warning, meteorological information or SAR information. This may include, but is not limited to, significant malfunctions or changes to maritime communications systems, and new or amended ship reporting systems or maritime regulations affecting ships at sea.

.15 *SafetyNET* means the international service for the broadcasting and automatic reception of maritime safety information through the Inmarsat EGC system. SafetyNET receiving capability is part of the mandatory equipment which is required to be carried by certain ships in accordance with the provisions of the International Convention for the Safety of Life at Sea, 1974, as amended.

.16 *SAR information* means distress alert relays and other urgent search and rescue information broadcast to ships.

.17 *Sub-Area* means a sub-division of a NAVAREA/METAREA in which a number of countries have established a co-ordinated system for the promulgation of maritime safety information. The delimitation of such areas is not related to and shall not prejudice the delimitation of any boundaries between States.

.18 *User defined area* means a temporary geographic area, either circular or rectangular, to which maritime safety information is addressed.

.19 *World-Wide Navigational Warning Service (WWNWS)*⁴ means the internationally and nationally co-ordinated service for the promulgation of navigational warnings.

3 BROADCAST SERVICES

3.1 Two systems are used for broadcasting maritime safety information in accordance with the provisions of the International Convention for the Safety of Life at Sea, 1974, as amended, in the areas covered by these systems, as follows:

.1 NAVTEX: broadcasts to coastal waters; and

⁴ as set out in resolution A.706(17).

.2 SafetyNET: broadcasts which cover all the waters of the globe except for polar regions.

3.2 Information shall 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 broadcasts shall be made in accordance with the standards and procedures set out in the NAVTEX Manual published by IMO.

3.4 SafetyNET broadcasts shall be made in accordance with the standards and procedures set out in the International SafetyNET Manual published by IMO.

3.5 In addition, Administrations may also provide maritime safety information by other means.

4 SHIPBOARD EQUIPMENT

4.1 Ships are required to be capable of receiving maritime safety information broadcasts for the area in which they operate in accordance with the provisions of the International Convention for the Safety of Life at Sea, 1974, as amended.

4.2 The NAVTEX receiver should operate in accordance with the technical specifications set out in Recommendation ITU-R M.540-2, as amended, and should meet the performance standards adopted by the Organization by resolution MSC.148(77), as amended.

4.3 The SafetyNET receiver should conform to the Maritime Design and Installation Guidelines (DIGs) published by Inmarsat, and should meet the performance standards adopted by the Organization by resolution A.664(16).

5 PROVISION OF INFORMATION

5.1 Navigational warnings shall be provided in accordance with the standards, organization and procedures of the WWNWS under the functional guidance of the International Hydrographic Organization (IHO) through its [*Commission on Promulgation of Radio Navigational Warnings (CPRNW)*].

5.2 Meteorological information shall be provided in accordance with the World Meteorological Organization (WMO) technical regulations and recommendations, monitored and reviewed by the Expert Team on Maritime Safety Services of the Joint WMO/IOC⁵ Commission for Oceanography and Marine Meteorology (JCOMM).

5.3 SAR information shall 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.

5.4 Other urgent safety-related information shall be provided by the relevant national or international authority responsible for managing the system or scheme.

⁵ IOC is the Intergovernmental Oceanographic Commission of UNESCO.

6 CO-ORDINATION PROCEDURES

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

6.2 In general, this requirement for co-ordination will be met by the standard operational procedures of the Organization, International Hydrographic Organization (IHO), World Meteorological Organization (WMO), International Telecommunication Union (ITU) and the International Mobile Satellite Organization (IMSO). Cases of difficulty should be referred, in the first instance, to the most appropriate parent body.

6.3 Administrations broadcasting maritime safety information should provide details of services to the Organization, which will maintain and publish this as part of the GMDSS Master Plan.

6.4 The co-ordination of changes to operational NAVTEX services and of the establishment of new stations is undertaken by the Co-ordinating Panel on NAVTEX Services of the Sub-Committee on Radiocommunications and Search and Rescue on behalf of the Maritime Safety Committee.

6.5 The co-ordination of changes to operational SafetyNET services and of the authorization and registration of information providers is undertaken by the International SafetyNET Co-ordinating Panel of the Sub-Committee on Radiocommunications and Search and Rescue on behalf of the Maritime Safety Committee.

6.6 Administrations should design their broadcasts to suit specific service areas. The designation of service areas is an important part of the co-ordination 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. The Maritime Safety Committee approves NAVAREAs/METAREAs and service areas for the International NAVTEX and SafetyNET services as advised by IHO and WMO.

7 PROCEDURE FOR AMENDING THE MARITIME SAFETY INFORMATION SERVICE

7.1 Proposals for amendment or enhancement of the maritime safety information service should be submitted for evaluation to Maritime Safety Committee through the Sub-Committee on Radiocommunications and Search and Rescue.

7.2 The agreement of the IHO, WMO, IMSO and ITU, as appropriate, and the active participation of other bodies should be sought, according to the nature of the proposed amendments.

7.3 The active participation of IHO, WMO, IMSO and ITU is considered necessary for the co-ordination of broadcasts of all maritime safety information.

7.4 Amendments adopted by Maritime Safety Committee will be notified to all concerned. At least 12 months notice will be given before implementation and they will come into force on 1 January of the following year.