

NAVTEX Panel Report

Submitted by Chair, IMO International NAVTEX Co-ordinating Panel

SUMMARY

Executive Summary: This report provides a summary of the current issues being addressed by the IMO International NAVTEX Co-ordinating Panel and its actions and activities since CPRNW 10.

Action to be taken: Paragraph 5

Related documents: None

INTRODUCTION

1. This report covers the period since CPRNW 10 and outlines:
 - .1 changes to the NAVTEX infrastructure during the period, and notification of planned changes;
 - .2 current operational issues associated with the NAVTEX service world-wide; and
 - .3 other wider issues associated with the promulgation of Maritime Safety Information (MSI) with which members of the Panel are involved.

NAVTEX INFRASTRUCTURE

2. Activities and developments during the period since the last report are detailed below in respect to specific NAVAREAs:
 - .1 **NAVAREA I.**
 - .1.1 The two new NAVTEX stations in **Iceland** at Saudanes and Grindavik are now operational on both 518 and 490 kHz. Discussions are ongoing between **Iceland** and the **Færoes** to co-ordinate the use of the Færoes station (whose service area covers the SE coast of Iceland).
 - .2 **NAVAREA II.**
 - .2.1 In April 2008 the Panel allocated B₁ character [S] for the International service from the proposed new NAVTEX station at Lagos in **Nigeria**. The NAVAREA II Co-ordinator has been assisting **Nigeria** in discussions with neighbouring Administrations about service areas for stations at both Lagos and Bonny.

- .2.2 **Senegal** approached the Panel in February 2009 to request B₁ characters for new International and National NAVTEX services from Dakar. The NAVAREA II Co-ordinator subsequently provided considerable support and assistance to facilitate an agreement between the Administrations of **Senegal** and **Cape Verde** of a new service area for this station. As soon as this process had been completed in June, the Panel allocated B₁ characters [C] and [M] for use on 518 and 490 kHz respectively.

.3 NAVAREA III.

- .3.1 **Italy** is continuing with its efforts to establish NAVTEX stations in new locations (Pessaro, La Maddalena and Calabria) before they close down the current four stations in Rome, Augusta, Cagliari and Trieste. Two of the new stations are currently on trial.
- .3.2 **Tunisia** is still waiting for a B₁ character to be made available by the reorganisation of the Italian stations before they can declare their new station in the Cape Bon region as fully operational. Transmission trials have already been completed.
- .3.3 **Libya** has accomplished excellent work to establish a new station in Surt (Gulf of Sirte); this will provide NAVTEX coverage for the last remaining area of the Mediterranean Sea currently not receiving NAVTEX transmissions. The NAVAREA III Co-ordinator is continuing to co-ordinate the proposals for the new service area with the neighbouring Administrations of **Greece**, **Italy**, **Malta** and **Tunisia** and is confident that agreement is close.
- .3.4 Despite considerable work on the part of the NAVAREA III Coordinator and the relevant Administrations, it was not possible to reach a consensus on possible changes to NAVTEX service areas in the Eastern Mediterranean. As a result, the existing service areas will remain in place for the foreseeable future.

.4 NAVAREA IV

- .4.1 Shortly after CPRNW 10, **Denmark** made a proposal to establish further NAVTEX stations on the west coast of **Greenland** to improve the coverage in Davis Straight and Baffin Bay. The Panel welcomed this initiative and has passed the proposal to the NAVAREA IV Co-ordinator for initial co-ordination.

.5 NAVAREA VI

- .5.1 Following the changes to the service in **Argentina** (which successfully migrated Spanish language broadcast from 518 to 490 kHz), preliminary discussions have taken place with the Panel regarding defining service areas for all the International stations in the region.

.6 NAVAREA XI

- .6.1 B₁ characters have been issued to the **Democratic People's Republic of Korea** for both International and National services from the two new stations at Pyongyang and Hamhung which became fully operational in January 2009. The Panel is indebted to the NAVAREA XI Co-ordinator for his work in assimilating the responses of neighbouring Administrations and ensuring that a satisfactory conclusion was reached.

CURRENT OPERATIONAL ISSUES

National language broadcasts on the International NAVTEX Service

3. Whilst the Panel has been encouraged by the steady increase in the use of 490 kHz for national languages by Administrations setting up new services, it is disappointing to report that no further progress has been made regarding existing services which have been transmitting national language broadcasts on 518 kHz in contravention with COMSAR/Circ 28 for a number of years.

WIDER ISSUES ASSOCIATED WITH THE PROMULGATION OF MSI

4. The Panel continues to be active in a number of areas associated with improving standards and developing MSI services, including:
 - .1 Contributing to the work of the joint IMO/IHO/WMO CG on Arctic MSI services.
 - .2 The Secretary of the Panel has continued to act as Secretary of the IHO WG tasked with reviewing and updating all of the joint IMO/IHO/WMO MSI documentation.
 3. Panel members have continued to support the MSI training courses under the auspices of the IHO Capacity Building Programme. The next two courses planned for 2009 comprise a joint course for the Northern Indian Ocean Hydrographic Commission (NIOHC) and ROPME Sea Area Hydrographic Commission (RSAHC), and one for the benefit of the Eastern Atlantic Hydrographic Commission (EAHC). The Secretary of the Panel will act as an instructor for both of these courses.

ACTION REQUESTED OF THE SUB-COMMITTEE

5. The Sub-Committee is invited to note the information provided.