

**1st MEETNG of the IHO SUB COMMITTEE ON THE WORLD-WIDE
NAVIGATIONAL WARNING SERVICE (WWNWS)**

**IHB, Monaco
18 – 21 August 2009**

SUMMARY REPORT

Note: Paragraph numbering corresponds to Agenda Item numbering (Annex A), and not necessarily to the order in which matters were discussed.

1 OPENING REMARKS AND ADMINISTRATIVE ARRANGEMENTS

1.1 Opening Remarks and Introductions

The Chairman of the Sub Committee (Mr. Peter Doherty, United States (NGA)) opened the 1st WWNWS Meeting at 0930 on Tuesday 18 August 2009 welcoming the 24 delegates from 14 IHO Member States, the International Hydrographic Bureau (IHB) the World Meteorological Organization (WMO), the International Mobile Satellite Organization (IMSO) and Inmarsat. These included representatives of 12 NAVAREA Co-ordinators. The list of participants at the meeting is given in Annex B. Apologies for non attendance had been received from Australia (NAVAREA X), Japan (NAVAREA XI), Pakistan (NAVAREA IX), New Zealand (NAVAREA XIV), the Russian Federation (NAVAREAs XIII, XX and XXI), South Africa (NAVAREA VII), Sweden (Sub-Area Baltic), Croatia and the International Maritime Organization (IMO). Two representatives from Iridium attended on Wednesday afternoon to give a presentation regarding Iridium's satellite service capabilities.

**1.2 Welcome by Vice Admiral Alexandros MARATOS President of the
Directing Committee of the IHB**

Admiral Maratos welcomed everyone to this first meeting of the WWNWS Sub-Committee, commenting on the very important work that the WWNWS, and its predecessor the CPRNW, does in maintaining Safety of Navigation and Protection of the Marine Environment through its close cooperation with IMO, WMO, IMSO and Inmarsat. He noted the holistic review of WWNWS documentation which, at this meeting, would focus on the International SafetyNET Manual. He noted with pleasure that the meeting had received MSI Self Assessments from all 21 NAVAREAs. He also drew the attention of the Sub-Committee to the decision by IMO to scope the need for revision of the GMDSS and the need for WWNWS to prepare IHO input to this important discussion in conjunction with the work being undertaken on e-navigation. In conclusion he noted that the meeting had a very full agenda and wished them well in their deliberations.

1.3 Working Arrangements

It was agreed that normal working hours would be from 0900 to 1230 and 1400 to 1730 with a morning and afternoon tea break. The members were reminded that all meeting documents were available from the WWNWS section of the IHO web site and they were referenced by

WWNWS1 followed by the Agenda Item (AI) number and, where necessary, a sequential number.

1.4 Administrative Arrangements

Steve Shipman (IHB-Secretary) reviewed the local and administrative arrangements for the meeting.

1.5 Adoption of the Agenda

The provisional agenda WWNWS1/1/5/1/Rev2 was adopted. It is attached at Annex A to this report. The documents submitted to WWNWS1 are listed at Annex C.

1.6 Review of Action Items from CPRNW10

The Secretary reviewed the list of outstanding action items, document WWNWS1/1/6, and briefly discussed the current status of each, identifying its status and if appropriate where it would be addressed further within this meeting. The updated list of all outstanding Action Items - and their current status are attached at Annex D. Those items marked “Complete” or “Delete” will subsequently be removed from the list once this report has been approved.

1.7 REPORT FROM IRCC1

The Chairman briefed the Sub-Committee on the submission that he had made to IRCC1 on behalf of the WWNWS and confirmed that IRCC had endorsed the proposed change of name to the World-Wide Navigational Warnings Service Sub-Committee (WWNWS) and the revised ToR and RoP which had subsequently been approved by IHO Member States.

The Chairman reminded delegates that the ToR required the Sub-Committee to elect a Vice-Chair and that this would be discussed under AOB on Friday. He urged all delegates to consider, if they had not already done so, the possibility of standing for this position.

2 MATTERS RELATING TO THE GMDSS MASTER PLAN

The Chairman noted that the IMO representative was unable to attend this meeting; consequently a full update on the GMDSS could not be presented. The Secretary noted that the IMO had released an updated version of the GMDSS Master Plan (GMDSS-1/Circ.11) which was available for download in both the English and French languages from the WWNWS and IMO sections of the IHO web site:

<http://www.iho-ohi.net/english/committees-wg/ircc/wwnws.html>

3 PROMULGATION OF MARITIME SAFETY INFORMATION (MSI)

3.1 Results from the Thirteenth Session of the International Maritime Organization’s Sub-Committee on Communications and Search and Rescue (COMSAR13)

The Chairman and Secretary reviewed the matters considered and decisions taken during COMSAR13 referring to document WWNWS1/3/1/1. It was noted that the Joint IMO/IHO/WMO Manual on MSI as prepared by CPRNW was approved by COMSAR13

with little amendment. This reflected well on the excellent work undertaken by CPRNW in the preceding two years. The Manual has subsequently been adopted by the Maritime Safety Committee at its 86th session in June 2009, will come into force in Jan 2011, and issued under IMO MSC Circ 1310 which is available from the IHO web site.

3.2 NAVAREA Assessments of Navigational Warnings Services by Co-ordinators

The representatives of the 12 NAVAREAs present were invited to introduce their MSI Self Assessments. The Chairman briefly reviewed pertinent items from the Self Assessments of those NAVAREA and Sub-Area Co-ordinators not present at the meeting. The MSI Self Assessment document requires NAVAREA Co-ordinators to complete an MSI Quality Management Survey and the collated results of this survey are at Annex G.

NAVAREA I

The NAVAREA I Co-ordinator introduced his Self-Assessment Report, document WWNWS1/3/2/I. The key operational issues addressed during the last year were the introduction of a second daily SafetyNET broadcast and the launch of a new website giving access to NAVAREA I and UK coastal warnings, as well as the issue of a new anti-piracy planning chart.

NAVAREA I Sub-Area Baltic

The Baltic Sea Sub-area Co-ordinator had to cancel his attendance at the last moment. The Chairman briefly reviewed the Sub-Area report WWNWS1/3/2/I-Sub-Area in which was reported information about a web form for reporting navigational warnings to the NAVTEX co-ordinator, which will improve the quality of MSI in the area. The NAVAREA I Co-ordinator expressed the view that the Baltic Sub-Area was an excellent example of how a Sub-Area should operate enabling the mariner to receive only that information which he needed.

NAVAREA II

The NAVAREA II Co-ordinator presented report WWNWS1/3/2/II, highlighting the MSI activities for the past year and provided updated information. The UK noted that on the French MSI web site there is a note indicating the time at which the last update had occurred. This would be very useful to the mariner and was something that all MSI web sites should consider providing. It was acknowledged that the provision of MSI on the WWW did not absolve the mariner from obtaining the information through approved GMDSS channels; however it was still a valuable source of information that possibly merited some guidelines to ensure a minimum standard. It was agreed that this was a subject that should be considered during the discussion on the review of the GMDSS and e-navigation. The NAVAREA II Co-ordinator expressed the view that it would be useful for the mariners, and for the relevant NAVAREA Co-ordinator, if national co-ordinators whose coastal navigational warnings are broadcast by NAVTEX, also made them available on their website in both the national language and in English language, as is done by the Portuguese national Co-ordinator.

NAVAREA III

The NAVAREA III Co-ordinator presented his report WWNWS1/3/2/III. Since the last CPRNW meeting, Italy has been progressing work towards the accomplishment of the plan agreed in Monaco, January 2006, establishing new/re-located NAVTEX stations. It is expected that these stations together with the new Tunisian station will become operational during 2010. Libya is also working towards establishing a new NAVTEX station in Surt that will give full NAVTEX coverage to the Mediterranean. Discussions on a Service Area for Surt had taken place during the year. Discussions had also taken place regarding the creation of new Sub-Areas for the Black and Caspian Seas.

Agreement has not been reached regarding a Sub-Area for the Black Sea. There was some disagreement between those attending regarding the position of Romania with respect to the establishment of a Sub-Area for the Black Sea. The agreement of the littoral States to the establishment of a Sub-Area is required before this matter can be taken forward within the NAVAREA.

IMO opinion is that the Caspian Sea does not currently come under the SOLAS Convention. However a Sub-Area, within NAVAREA III, could be established if the littoral States so agreed. The Islamic Republic of Iran, which along with the Russian Federation currently operates NAVTEX stations in the Caspian Sea, restated their desire to have a Sub-Area established for the Caspian Sea and said that they were willing to act as the Sub-Area Co-ordinator. It was agreed that the Islamic Republic of Iran would table an Agenda Item for a meeting of the Caspian Sea Regional States which is due to be held in Olya Port, Astrakhan, Russian Federation, in April 2010. The I R of Iran will report the outcome of this meeting to IMO and IHO.

NAVAREA IV and XII

The NAVAREAs IV and XII Co-ordinator presented an overview of his self-assessment, document WWNWS1/3/2/IV&XII, and noted that all broadcast messages that are promulgated during the previous 24 hours are posted to the NGA website. He stated that NAVAREAs IV and XII have a business continuity plan and messages are promulgated from a secondary site on a routine basis, totally transparent to the shipboard user. He also noted his continued support for the Maritime Safety Information training course with 2 courses scheduled for this year, to include one for the Eastern Atlantic Hydrographic Commission (EAthC) in September 2009 and one for the North Indian Ocean Hydrographic Commission (NIOHC) and the ROPME Sea Area Hydrographic Commission (RSAHC) region in October 2009.

NAVAREA V

The NAVAREA V Co-ordinator has been making efforts to ensure that his SafetyNET service complies with the international rules for the "World-Wide Navigational Warning Service" and to make it easier to process the information. As of 1 August 2008, NAVAREA V made a significant change in operational procedures with new scheduled times for transmission (0030 UTC and 1230 UTC) and with new geographic limits adopted for Coastal areas. NAVAREA V, in agreement with NAVAREA VI, has started the process of establishing a common Contingency Plan. The Co-ordinator also reported that they had tabled a proposal at the 3rd South West Atlantic Hydrographic Commission (SWAtHC) meeting for an IMO/IHO MSI Capacity Building Course for South American countries. (*Post*

meeting note: this course is currently included in the IHO Capacity Building Programme for 2011.)

It was noted that NAVAREA V included information regarding the updates required to the GMDSS Master Plan but delegates were reminded that, although this information was useful for the WNWNS, this was not the means by which the Master Plan could be updated. The information has to be sent to IMO using the form at Annex 14 to the Master Plan, which is available for download from the IHO WNWNS web page:

<http://www.iho-ohi.net/english/committees-wg/ircc/wnwns.html>

NAVAREA VI

The NAVAREA VI Co-ordinator introduced document WWNWS1/3/2/VI. The report supported the request from NAVAREA V for a regional MSI training course and also reported their collaboration with NAVAREA V for mutual support in contingency planning.

NAVAREA VII

The Chairman briefly introduced document WWNWS1/3/2/VII where the NAVAREA VII Co-ordinator particularly invited the Sub-Committee to note: the lack of NAVTEX Stations north of South African international borders; the lack of adequate MSI implementation by States in the Great Rift Valley in the Southern African region; and that the boundaries for a possible Sub-Area covering the African Lakes had been identified. *(Note that this information is only required for inclusion in the revision of the Inmarsat System Definition Manual (SDM) so that it could be available, if required, at some future date without further amendment to the SDM, which is a relatively slow process.)* At South Africa and Islands Hydrographic Commission (SAIHC) meetings member states are kept reminded of the importance of maritime safety and encouraged to implement MSI measures

NAVAREA VIII

The NAVAREA VIII Co-ordinator introduced his report WWNWS1/3/2/VIII. The Chairman of the NAVTEX Co-ordinating panel noted the reported possibility of the establishment of NAVTEX stations around the Indian Coast and requested that a dialogue be established with the NAVTEX Co-ordinating Panel at an early stage.

NAVAREA IX

The Chairman briefly presented the report WWNWS1/3/2/IX. Pakistan is currently transmitting messages for the 16 countries in the region. Navigational Warnings are promulgated via SafetyNET and NAVTEX with all enforced warnings being included in the Notice to Mariners which is published once per week. All the in-force warnings and NTMs are regularly posted and monitored on the NAVAREA IX website. NAVAREA IX accesses their LES via the internet and all SafetyNET broadcasts are monitored. Because of concerns about the reception of MSI from certain NAVTEX stations in the region, some Coastal Warnings, considered on a case by case basis, were also transmitted via SafetyNET.

The Chairman noted with appreciation the extensive support received from both NAVAREAs VIII and IX to ensure that Piracy messages were given an appropriate wide dissemination.

NAVAREA X

The Chairman briefly introduced document WWNWS1/3/2/X. The report highlights MSI activities for the period July 2008 to June 2009 and includes recent information on Australia's initiatives concerning Tsunami Warnings. The report also provided information as to non-compliance in respect of "in force" bulletins and "no warning" messages as per Table 2 and the Quality Management Survey. In addition, the report provided comment on the reduced number of NAVAREA X broadcasts when compared against other NAVAREA reports.

NAVAREA XI

The Chairman briefly introduced report WWNWS1/3/2/XI which reported the establishment of NAVTEX stations and the provision of NAVTEX services by the D. P. R. Korea at Pyongyang and Hamhung with effect from 1 January 2009.

NAVAREA XII (See NAVAREA IV above)

NAVAREA XIII

The Chairman introduced the report from NAVAREA XIII and in particular was pleased to note that they were investigating the provision of MSI via a website.

NAVAREA XIV

The Chairman briefly introduced document WWNWS1/3/2/XIV. He noted the proposal for an MSI Course for the South-West Pacific Hydrographic Commission (SWPHC) and also that this had been scheduled by the Capacity Building Sub-Committee for 2010. It is expected to be held in Australia.

NAVAREA XV

The NAVAREA XV Co-ordinator introduced document WWNWS1/3/2/XV. The chairman commented that the report continued to show Navigational messages being transmitted in Spanish on the International NAVTEX frequency of 518 kHz which was reserved for English language broadcasts. He requested the representative from Chile to expedite the transfer of Spanish language broadcasts to the national NAVTEX frequency of 490 kHz. The Chilean delegate reported that the Chilean Hydrographic and Oceanographic Service (SHOA) only quality controls the warnings and that broadcasts were handled by the Chilean Maritime Safety Agency.

NAVAREA XVI

The Co-ordinator introduced document WWNWS1/3/2/XVI. The Chairman noted that the report stated that both English and Spanish language NAVTEX broadcasts were reported as being made on 518 kHz. This is the international NAVTEX frequency which is reserved for English language broadcasts. Spanish language broadcasts should be transferred to 490 kHz.

NAVAREAs XVII and XVIII

The NAVAREAs XVII and XVIII Co-ordinator introduced document WWNWS1/3/2/XVII&XVIII. He highlighted plans to have NAVAREAs XVII and XVIII SafetyNET broadcast in live testing status by January 2010 and in full operational status by

2011. Canada will also do live testing broadcasts of navigational and meteorological information in Sea Area A4 by means of HF Narrow Band direct printing for Arctic waters that fall under its Search and Rescue Region during the 2009 and 2010 navigational season.

It is expected that NBDP coverage for the Western portion of NAVAREA XVII would be provided by the United States from facilities currently providing an HF NBDP Maritime Safety Information Service.

NAVAREA XIX

The NAVAREA XIX Co-ordinator introduced document WWNWS1/3/2/XIX. NAVAREA XIX will start live testing in January 2010 and plan full operational status by January 2011. Further discussion on the broadcast of MSI in NAVAREA XIX took place under Agenda Item 3.4.1.

NAVAREAs XX and XXI

The Chairman briefly introduced document WWNWS1/3/2/XX&XXI. The Chairman noted the reported transmission via SafetyNET although he does not have a record of a SafetyNET Certificate being issued. The report also indicated the intention to establish a further eight NAVTEX stations in addition to the existing station at Tiksi. The Chairman will contact the NAVAREA Co-ordinator regarding the issue of a SafetyNET Certificate and the Secretary of the NAVTEX Panel has already written to the Russian Federation with regard to the proposed NAVTEX Stations.

3.3 Broadcast Systems and Services

3.3.1 Report of the IMO NAVTEX Co-ordinating Panel

The Chairman of the IMO NAVTEX Co-ordinating Panel introduced document WWNWS1/3/3/1 and highlighted the main matters raised. He noted that during the discussion on the NAVAREA Self Assessments there was mention of NAVTEX stations in Arctic waters and urged any Co-ordinators that were considering this possibility to liaise with the NAVTEX Co-ordinating Panel as early as possible in the process. NAVAREA II reported that they were in discussion with Morocco and the NAVAREA III Co-ordinator regarding the NAVTEX transmission of Navigational Warnings via an existing NAVTEX Station in NAVAREA III. This was regarded as a sensible approach similar to the arrangement between NAVAREAS I and II whereby NAVAREA II messages are transmitted via a NAVTEX Station in NAVAREA I which is able to service the required area.

Turkey commented that they objected to the use of the terminology “existing service areas” in paragraph 3.4 of the report and additionally to the use of “current limits” in paragraph 4.3 of the NAVAREA III Self Assessment, document WWNWS1/3/2/III, which had been presented earlier. It was Turkey’s view that service areas for the Aegean Sea and Eastern Mediterranean had not been agreed. The Chairman of the IMO NAVTEX Co-ordinating Panel stated that he thought that this matter had been concluded at the NAVTEX Co-ordinating Panel meeting held at the IMO during COMSAR13. Turkey requested that their statement be included in the meeting report. (See Annex H). Greece made a statement and requested that this be included in the meeting report. (See Annex I). In response to the Greek Statement Turkey made a further statement which is also included at Annex H.

The Chairman reminded the meeting that the WWNWS should be focused on serving the interests of the mariner and the Chairman of the NAVTEX Co-ordinating Panel reminded

delegates that the delimitation of “Service Areas” as with the delimitation of the NAVAREAs themselves *“is not related to and shall not prejudice the delimitation of any boundaries between States”*. The Chairman proposed that the Chairman of the NAVTEX Co-ordinating Panel should contact the interested Authorities in the Aegean Sea and Eastern Mediterranean in order to investigate the possibility of opening further discussion on this topic. The Chairman of the Navtex Co-ordinating Panel agreed to this request. Greece stated that whilst they were prepared to discuss issues of common interest there could be no further discussion based on the Turkish proposal made to the NAVAREA III Co-ordinator in 2008. Turkey stated that she will continue to stand ready to cooperate with relevant Authorities on this technical matter in the spirit of cooperation.

The Chairman commented that an agreed conclusion to this matter could only be achieved if all interested parties were able to reach a compromise position.

3.3.2 Report of the IMO SafetyNET Co-ordinating Panel

The Chairman of the IMO SafetyNET Co-ordinating Panel gave a brief presentation on the work of the Panel. This presentation is available from the WWNWS1 web page WWNWS1/3/3/2.

3.3.3 WMO Liaison Report

Mr Henri Savina, the WMO representative, presented Document WWNWS1/3/3/3, the liaison report from WMO. This covered the major outcomes of the sixty-first Session of the WMO Executive Council (EC-LXI, June 2009) and included a summary of activities and developments since the report to CPRNW10. EC-LXI agreed to establish, in collaboration with the IMO, terms of reference for an IMO/WMO World-Wide Met-ocean Information and Warning Service (WWMIWS), to complement the existing IMO/IHO WWNWS (IMO resolution A.706(17)) for consideration by EC-LXII (June 2010).

The Third Session of the Joint WMO-IOC Technical Commission for Oceanography and Marine Meteorology (JCOMM-III) will be held in Marrakech, Morocco, from 4 to 11 November 2009. Detailed information is available on the WMO ftp server at: <ftp://ftp.wmo.int/Documents/SESSIONS/JCOMM-III/>. IHO and National Hydrographic Services are strongly encouraged to attend the session.

The results of the analysis of the JCOMM survey for Monitoring Marine Meteorological Services to which 883 replies were received and which will be considered by JCOMM-III, were summarized. Despite Mariners’ confirmation of satisfactory accuracy and usefulness of services, the results demonstrated the increased demand for user-focused products and indicated that there remained room for improvement particularly with regard to the provision of graphical/numerical information.

The weather-GMDSS website (<http://weather.gmdss.org>) provides relevant maps from publication WMO-No. 9 Volume D – Information for Shipping. Regulations and guidance material, given in publications: WMO-No. 558 - Manual on Marine Meteorological Services and WMO-No. 471 -Guide to Marine Meteorological Services, will be made available in the near future. The inclusion of MSI prepared for NAVTEX is in progress. IHO-WWNWS has provided links to NAVAREA websites (<http://weather.gmdss.org/navareas.html>). WMO reiterates its offer to coordinate with the IHO the use of the URL domain “gmdss.org” for the provision of both meteorological and navigational warning information on the Web. For this

purpose the IHO and National Hydrographic Services are encouraged to consider disseminating navigational warnings through the WMO Global Telecommunication System (GTS), and to define the appropriate metadata in compliance with the WMO Information System (WIS).

The WMO Secretariat and the ETMSS chairperson have provided assistance as focal points to Arctic METAREA Issuing Services in developing their own operating plans and timelines for the implementation of operational services. During the first session of the Task Team on Maritime Safety Information in March 2009, UK Met Office and NOAA GMDSS weather focal points were identified as relevant sources of additional assistance.

Regarding graphical/numerical products, the development of a catalogue on Met-Ocean Feature Object Classes and Attributes, using the S-57 and S-100 chart data exchange standards, has been initiated (in addition to the existing WMO Sea Ice Objects Catalogue). WMO has requested IHO collaboration in these activities for which working arrangements are still to be defined.

As stated in the IMO resolution A.705(17), common standards and procedures are applied to the collection, editing and dissemination of MSI. There is a need for the implementation of Quality Management Systems for the provision of marine meteorological services for international navigation. WMO Members have been encouraged to develop and implement such systems. WMO, IHO and IMO are encouraged to collaborate closely on these issues.

3.3.4 Monitoring MSI

It was agreed that whilst monitoring of MSI remained an important task for all Co-ordinators there was no need to retain this as a separate agenda item under Agenda 3.3 (Broadcast Systems and Services). The Monitoring of MSI has been included in section 2 of the MSI Self Assessment Template. The need to take it into account when discussing “Emerging Technologies” was also noted.

3.3.5 Contingency Planning

The representative from IMSO led a discussion on the need for in depth “Contingency Planning” to cover all aspects of MSI dissemination. Presentation slides are available as document WNWNS1/3/3/5. Contingency planning should not just cover the function of the Co-ordinator but needs to consider the whole MSI route from the office / person providing the initial information to the transmission to, and receipt by, mariners. It was agreed that whilst this might initially appear to be a very large task it was likely that many co-ordinators already have certain elements in place. Co-operation agreements between NAVAREAs might be an appropriate approach for certain aspects and it was noted that NAVAREAs V and VI were already discussing mutual support. There were several instances where support and backup arrangements had already been provided between NAVAREAs. It was decided that this topic should be included on the MSI Self Assessment Template as a separate item.

3.3.6 NAVAREA Co-ordination for Piracy Warnings

The Chairman gave a brief overview of recent actions with regard to the distribution of Piracy Warning messages. The UK displayed a copy of their chart Q6099 which had been prepared to show all relevant information concerning anti-piracy procedures and routes in the

Horn of Africa region. This chart is being distributed freely to ships transiting the area and some 60000 copies had already been printed.

The Chairman believed that, following some early confusion, the system was now working well and that the various authorities were now passing information to NAVAREAs VIII and IX who in turn were disseminating the information to their NAVAREAs.

The Chairman reiterated his appreciation, as expressed earlier, for the extensive support received from both NAVAREAs VIII and IX in ensuring that Piracy messages were given the appropriate wide dissemination.

Mr Chris Parry, Staff Officer AWNIS & Operational Navigational Safety, from the UKHO came to the meeting to discuss matters of piracy message transmission but was unfortunately taken ill and unable to participate after the first day.

3.4 Improvements to the WNWNS

3.4.1 Joint IMO/IHO/WMO Correspondence Group on Arctic MSI Services

The chairman reported on the work of the Joint IMO/IHO/WMO Correspondence Group on Arctic MSI Services and the new Terms of Reference for the CG adopted by COMSAR13 (see Annex E). Norway introduced their document WNWNS1/3/4/1/1 regarding the intended means of distribution for MSI in NAVAREA XIX. The Chairman thanked Norway for their document in which they provided answers to most of the questions posed to the Joint IMO/IHO/WMO Correspondence Group. He commended the report to other Arctic Areas as an example to use when they provided their responses to the questions raised. This information was required by 16 October 2009 in order to ensure the final report being sent to IMO by the document submission deadline.

The guaranteed limits (76N) and the likely practical limits (80N) of the Inmarsat coverage were reviewed with respect to the Arctic NAVAREAs. Whilst most navigable waters could be covered if coverage extended to 80N there still remained areas for which an alternative distribution method, HF NBDP, would be required. Norway intended to cover the Norwegian area of responsibility part of this area with NAVTEX (518 KHz) and could cover the remainder with HF NBDP for which they intended to use the standard approved frequencies other than the NAVTEX HF frequency of 4209.5 KHz. Norway were aware that Denmark were considering establishing a 518 KHz NAVTEX station on the East coast of Greenland but believed that their offer to use HF NBDP or Navtex 4209,5 KHz as approved by the NAVTEX Co-ordinating Panel would prove far more cost effective. Canada indicated that they were also planning to use the international HF NBDP MSI frequencies rather than the NAVTEX HF frequency of 4209.5 KHz for navigable waters beyond the Inmarsat guaranteed limits (76N). NBDP tests will be carried out in the summer of 2009 and 2010 to assess radio coverage, interferences with adjacent Sea Area 4 coast stations, schedules and any other operational matters. The Chairman of the NAVTEX Co-ordinating Panel said that there had been an unofficial indication from the Russian Federation that they planned to use the NAVTEX HF frequency of 4209.5 KHz. The Chairman of the NAVTEX Co-ordinating Panel showed a map of the Arctic NAVAREAs using a "Polar" projection which demonstrated more clearly the close proximity of all Arctic NAVAREAs. Therefore any use of 4209.5 kHz would require careful co-ordination in order to avoid conflicting broadcasts.

The Chairman noted that it was disappointing that the Russian Federation (NAVAREAs XX and XXI) had not been able to attend the meeting as this would have provided an opportunity for them to have participated in the important discussions that had taken place and greatly facilitated the co-ordination of matters required to bring the Arctic NAVAREAs to operational status.

The President of the IHB informed the meeting that a new Regional Hydrographic Commission for the Arctic was being established by the IHO and that this would provide an ideal forum for discussing matters related to MSI in the Arctic.

3.4.2 Inmarsat-C EGC SafetyNET Report including System Definition Manual (SDM) update

Mr Vladimir Maksimov the representative of Inmarsat reported on EGC SafetyNET and the progress in updating the Inmarsat-C System Definition Manual (SDM). The slides of his presentation, WWNWS1/3/4/2/1 are available from the WWNWS1 documents page. He reported that currently about 30% of existing Inmarsat-C and mini-C terminals can receive messages addressed to the new NAVAREAs. All terminals are capable of receiving messages addressed to rectangular areas using service code C2 = 04. It was agreed that initially messages should be addressed to rectangular areas until such time as the majority of terminals have been modified to be able to address NAVAREAs above XVI. This matter would need careful consideration and promulgation to mariners. It was agreed that a standardised “TEST” message should be developed for the testing phase in order not to confuse mariners.

Inmarsat had identified two methods which could be used to address Sub-Areas. After consideration of these the meeting concluded that the use of a letter for the Sub-Area was the best option. Thus Sub-Areas in NAVAREA I would be addressed as 01A; 01B etc The Chairman requested Inmarsat to include this in the updates being prepared for the Inmarsat-C SDM. He reminded the meeting that this did not necessarily imply that Sub-Areas would be created only that it was considered sensible, given the time required to effect a change to the SDM, to make the necessary amendments at the same time as the other amendments are being made. The Chairman further noted that currently only 1 Sub-Area had been approved and that was for the Baltic within NAVAREA I. This Sub-Area is fully covered by NAVTEX. Terminals that could not be updated would have to use rectangular addressing for Sub-Areas.

Inmarsat reported that following further discussions with equipment manufacturers it had been established that NAVAREAs could now be defined using polygons rather than simply lines of latitude and longitude. Consequently the previously agreed stepped functions for boundaries that are not North-South or East-West are no longer required. The use of polygons was fully supported by the meeting but Inmarsat will contact other NAVAREAs as appropriate to obtain their agreement to the revised polygons to go into the Inmarsat-C SDM. The meeting was reminded that these “boundaries” in the SDM relate to the areas where messages are received and do not in any way affect the IMO adopted NAVAREA boundaries.

3.4.3 The Way Forward

No documents were submitted under this Agenda Item. It was considered that all relevant points had been covered under 3.4.1 and 3.4.2 above.

3.5 Emerging Technologies

3.5.1 E-navigation

The Secretary (IHB) introduced document WWNWS1/3/5/1 reporting on the outcome of the e-navigation discussion held at NAV55. It was considered that there was a close link between this item and the review of the GMDSS (See Agenda Item 3.5.4). It was noted that the IHO web site has a page where IMO, and other, documents relevant to e-navigation are available for download. A link to this web page has now been added to the WWNWS web page. It was agreed that the Sub-Committee needed to remain aware of developments at IMO and to be ready to prepare any necessary input to the IMO debate. It was considered appropriate that WWNWS should have a Rapporteur on this topic (and on the GMDSS review). François Lacroze (France) was asked to act as Rapporteur for e-navigation and the GMDSS review.

The International Association of Marine Aids to Navigation and Lighthouse Authorities (IALA) has an e-navigation Committee which provides significant input to IMO. This Committee had arranged an inter-sessional WG to further the work on “User Needs” and had decided to use “MSI” as a “trial” topic in this work. Consequently Mr Guy Beale of the UKHO represented the IHO and WWNWS at this meeting. The outcome of the work was submitted to IMO in document NAV55/11/4.

3.5.2 Update on other Service Providers in accordance with IMO Resolution A.1001(25)

The Chairman reminded the Sub-Committee of the adoption by IMO of resolution A.1001(25) which allowed for companies other than Inmarsat to seek approval as a GMDSS provider. IMSO reported that no companies have yet sought such approval.

3.5.3 Presentation by potential service providers and equipment manufacturers

A presentation was made by Mr Dan Mercer and Mr Pierre Watrin of Iridium. The presentation is available in document WWNWS1/3/5/3. In this presentation Iridium provided many of the answers to the questions raised during an earlier presentation to CPRNW9. Iridium indicated that they were likely to request to become a GMDSS provider at MSC87 in May 2010. IMSO indicated that following agreement by MSC the approval process could take up to 2 years.

3.5.4 Other means of MSI Distribution

The Secretary (IHB) introduced document WWNWS1/3/5/4/1 (IMO MSC 86/23/11) reporting on the submission to MSC86 by Chile, France, Norway, UK and USA regarding the need for a review of the elements and procedures of the GMDSS. He then introduced document WWNWS1/3/5/4/2 reporting on the outcome of MSC86 and the decision taken to include a work Programme item for COMSAR to undertake a scoping exercise to establish the need for the review. This will be undertaken at COMSAR14 and COMSAR15 in 2010 and 2011. It was agreed that this matter should be considered in close liaison with the work on e-navigation. IMO documents relating to this topic are available from a link on the WWNWS web page as reported in 3.5.1 above.

Mr Andy Fuller of IMSO introduced document WWNWS1/3/5/4/3 in which he was trying to initiate a debate on how MSI might be provided in the future. This matter was of course

closely related to the IMO Scoping Exercise reported in the paragraph above. He considered that this process would provide both challenges to and opportunities for the current activities of WWNWS Co-ordinators both internationally and nationally. What was important was that the WWNWS and its members both collectively and individually were fully involved in the debate.

It was agreed that a questionnaire should be sent to Inmarsat-C and mini-C and to Navtex users to ascertain their views on the current arrangements for MSI distribution. The WMO representative offered to make the questionnaires available through the <http://weather.gmdss.org> web site.

4 REVIEW OF GUIDANCE DOCUMENTS

The Chairman noted that the 8th meeting of the document review WG will be in the week following COMSAR14 i.e. 15 – 19 March 2010 preferably at IMO Headquarters and asked the Secretary to make the necessary arrangements with IMO.

The intention was to complete the review of the SafetyNET Manual at this meeting such that full WWNWS and IHO Member States approval could be obtained in time for submission to COMSAR14. (Details of the time line are given in 4.3 below.)

Assuming that the SafetyNET Manual is approved by COMSAR14 the document review WG at its 8th would focus attention on the NAVTEX Manual. A draft text would be circulated to WWNWS, once the SafetyNET Manual had been submitted to IMO, probably in mid December. All members were encouraged to provide comments for consideration during the 8th WG meeting in March 2010. Comments should be sent to the Chairman, Steve Shipman and Guy Beale (e-mail addresses as in Annex B).

4.1 Document Review Update and Status Report

The Chairman introduced document WWNWS1/4/1/1 reporting on the outcome of the Document Review meeting held at IMO 26 – 30 January 2009 and gave a brief résumé of the current status of the document review.

4.2 Joint IMO/IHO/WMO Manual on MSI and IHO Publication S-53

The Secretary (IHB) introduced document WWNWS1/4/2/1 reporting on the publication of the Joint IMO/IHO/WMO Manual on Maritime Safety Information following its approval by COMSAR13 and adoption by MSC86. The IMO have issued this manual in MSC.1/Circ.1310. It comes into force on the 1 January 2011; however authorities are encouraged to make full use of the guidance on drafting messages immediately. Subsequently the IHO, as decided at CPRNW10 and approved by IHO Member States published the July 2009 edition of S-53 and S-53 Appendix 1. The text of S-53 is identical to the IMO publication with the exception of the Preface and Section 10 on the amendment procedure which reflect the fact that S-53 is an IHO publication. S-53 Appendix 1 (July 2009) is the list of operational points of contacts for NAVAREA Co-ordinators. This appendix will be updated whenever amended information is provided and will also form the basis of a submission to COMSAR for the issue of a COMSAR Circular on the matter.

4.3 International SafetyNET Manual 2003 Ed

The Chairman reported that the draft text of the SafetyNET Manual, as agreed at the 7th meeting of the Document Review WG in January 2009, had been finalised by the WG Secretary Mr Guy Beale and circulated to the WWNWS. Numerous comments had been received on this draft and the intention was to work through all these comments and prepare a revised text of the manual. There would then be an opportunity for any member present to raise any other points for consideration. The intention was to edit the text in real time and only record any major decisions taken in the meeting report.

The following dates are the deadlines required to meet the IMO COMSAR14 submission deadline:

- | | |
|------------------------------|-------------------|
| – WWNWS1 Closes | 21 August 2009 |
| – Draft text to WWNWS | 25 September 2009 |
| – Comments from WWNWS | 16 October 2009 |
| – Draft text to IHO MS | 30 October 2009 |
| – Comments from IHO MS | 20 November 2009 |
| – Final text to IMO COMSAR14 | 27 November 2009 |

It is hoped that the draft text for circulation to the WWNWS will be available in advance of the 25 September deadline in which case the remaining dates may be advanced slightly.

The Baltic Sub-Area Co-ordinator who had to cancel his attendance at the last minute forwarded a paper on behalf of Sweden and Australia (WWNWS1/1/6/1) in response to an action item from CPRNW10 regarding the use of a DTG in the header of MSI messages. The meeting considered this matter and was of the view that the addition of this DTG was not necessary.

Annex 3 of the SafetyNET Manual contains the text of IMO resolution A.664 (16) “Recommendation on performance standards for enhanced group call equipment,” Some amendments have been agreed to this Annex and therefore, given that it is an IMO Assembly resolution a separate submission will have to be made to COMSAR requesting this revision alongside the submission of the SafetyNET Manual itself.

Annex 6 of the document circulated prior to the meeting contained the text taken from COMSAR.1/Circ.41. Having reviewed this text the meeting concluded that much of the information was already included in the revised text of the manual, other parts were not required and that it should be a relatively simple task to incorporate the remaining required text into the body of the manual. The meeting then completed this task and Annex 6 will be removed and subsequent Annexes re-numbered. The submission to IMO will include a recommendation that COMSAR.1/Circ.41 be withdrawn when the revised SafetyNET Manual comes into force.

Based on the work conducted at the meeting the secretary of the WG will prepare a clean copy of the text for final review by the Sub-Committee. This will be posted on the WWNWS section of the web site and all WWNWS members informed by e-mail.

4.4 NAVTEX Manual 2006 Ed.

As reported at section 4 above, the intention is to start work on the NAVTEX Manual as soon as the drafting work on the SafetyNET Manual has been completed. The document review

WG, at its 8th meeting will prepare a revised text for further consideration by WWNWS. It is intended that this revision is completed at WWNWS2 and following approval by IHO Member States is submitted to IMO COMSAR15 in 2011.

The IHB has created a separate section on the WWNWS web site where documents relating to the revision of the NAVTEX Manual will be posted.

4.5 Implementation of the GMDSS (IHB Circular Letter 31/2000, 12 July 2000)

The Secretary (IHB) introduced document WWNWS1/4/5/1/Rev1 enclosing a copy of IHB CL 31/2000 regarding the implementation of the WWNWS. He expressed the view that the matters raised in this CL were now fully incorporated within the revised WWNWS documentation and that therefore this agenda item could be removed from further meetings of the WWNWS. The meeting agreed that this agenda item should be removed for future meetings.

4.6 IMO Res. A.664 (16) “Performance Standards for Enhanced Group all Equipment”

The Secretary (IHB) briefly introduced document WWNWS1/4/6/1 giving the existing text of IMO resolution A.664(16). As reported at 4.3 above, Annex 3 of the SafetyNET Manual contains the text of this resolution and this text has been revised as part of the work on the SafetyNET Manual. It will be necessary to submit the revision of A.664(16) to COMSAR14 as a separate item alongside the revision of the SafetyNET Manual.

4.7 Terms of Reference for the WWNWS Sub Committee (IHO Circular Letter 46/2009)

The Chairman reported on the approval of the revised name and Terms of Reference (ToR) for the WWNWS Sub Committee (WWNWS1/4/7/1) as approved by the IHO Inter Regional Co-ordination Committee and adopted by Member States. (See IHB CL 46/2009). The Secretary reported that he had received an e-mail from Australia proposing some amendments regarding the preparation of the Provisional Agenda for WWNWS meetings. It was agreed that all WWNWS members should review the ToR issued under IHB CL 46/2009 and submit any proposals for change to WWNWS2.

The Chairman commented that he did not expect to see major changes as the ToR had been extensively reviewed at CPRNW10 and only adopted by IHO in July this year. It was possible however that some editorial amendments were necessary. If this was the case then any amendments agreed at WWNWS2 in 2010 would be submitted to IRCC3 in 2011 for endorsement and subsequent adoption by IHO Member States.

5 WWNWS REPRESENTATION AT REGIONAL HYDROGRAPHIC COMMISSIONS (RHCS) AND OTHER CONFERENCES

5.1 Update on WWNWS Members’ Attendance to RHCs

The Chairman commented that he attended several Regional Hydrographic Commission meetings and that they provided an ideal opportunity for NAVAREA Co-ordinators to make contact with the representatives of other States within the region and thus help to encourage

the distribution of MSI. He encouraged all NAVAREA Co-ordinators to attend their regional commission meetings. The meeting decided to prepare a template to facilitate the preparation of NAVAREA reports to RHCs. This template, which is based on the MSI Self Assessment template, is at Annex J to this report. This template will be made available on the WWNWS web site and circulated to all NAVAREA Co-ordinators.

5.2 Capacity Building Training Course Development

The UK and France reported on the preparations that had been made for the delivery of the MSI course in Accra, Ghana in September. Matters were proceeding well and some 24 students were registered to attend. The Chairman reported that he, as NAVAREA IV Co-ordinator, and South Africa, as NAVAREA VII Co-ordinator, had seen a significant increase in both the quantity and quality of MSI traffic since the training courses held in Jamaica and Mozambique respectively.

The secretary reported that the IHB was awaiting final confirmation from Oman that they were able to host an MSI training course for the NIOHC and RSAHC meeting in Muscat from 26 – 28 October 2009. The time required to make the necessary logistic arrangements was rapidly running out but the IHB were doing everything possible to ensure that this course took place.

The IHO Capacity Building Sub-Committee, in its plan for 2010, had included courses for the SAIHC and the SWPHC. The course for South American countries mentioned by Brazil in their NAVAREA V Self Assessment is currently scheduled for 2011.

The Chairman reported that the MSI training documentation was now included on the WWNWS CD which he would be reporting on shortly.

6 OTHER BUSINESS

6.1 Election of a Vice Chairman

The Chairman reminded delegates that in accordance with the revised ToR the Sub-Committee was now required to elect a Vice-Chair and asked for any nominations or volunteers. The Islamic Republic of Iran proposed, and the United Kingdom seconded, the nomination of Captain François Lacroze from France to the position of Vice Chair. Captain Lacroze was elected by acclamation. He thanked the meeting for their kindness and for their confidence in him; he assured the meeting that he would assist the Chairman to the best of his ability.

6.2 WWNWS CD-ROM

The Chairman circulated the August 2009 edition of the WWNWS CD which had been updated with all the latest information. It now included all the MSI training course documentation and the revised Joint IMO/IHO/WMO MSI manual and IHO Publication S-53. He briefly demonstrated the extensive documentation that was easily found and accessed on the CD. The IHB hold a few spare copies and others are available on application to the Chairman.

6.3 Date and Venue for the 2010 Meeting

The WMO reported that there could be a JCOMM EMTSS workshop/meeting in Melbourne, Australia during the second quarter of 2010 and that he would very much like to see back to back meetings of ETMSS and WWNWS. This proposal was an outstanding action item from CPRNW10 (CPRNW10 3.3.3). The Chairman agreed that this was a good idea but re-stated the need to hold WWNWS meetings in late August / early September due the timeline for submissions to COMSAR. The WMO agreed to investigate the possibility of delaying their meeting in Melbourne and the Chairman would contact Australia regarding the possibility of hosting a meeting in Australia.

A meeting in this region was desirable as representatives from NAVAREA XI (Japan) and NAVAREA XIV (New Zealand) had not attending meetings for some years.

The Vice Chairman agreed to investigate the possibility of hosting a meeting in Paris as a reserve option. The IHB reported that the IHB premises were always available if required.

The Chairman would advise WWNWS of the venue and dates as soon as these were agreed and certainly before the 6 month deadline required by the Rules of Procedure for the WWNWS.

A provisional agenda for the WWNWS2 meeting was displayed and agreed by those present. This will be further reviewed at the WWNWS Guidance Document WG meeting at IMO (see paragraph 4 above) and posted on the WWNWS section of the IHO web site. Any member wishing to include other items are requested to notify the Chairman and Secretary at the earliest possible opportunity in order that all members can be informed accordingly.

6.4 Review of Action Items from the 1st Meeting

The Chairman then reviewed the list of action items agreed during the meeting. These are set out in Annex D.

7 CLOSURE OF THE MEETING

The Chairman thanked everyone for attending and for the hard work that they had put in to achieve everything that was necessary. He thanked the IHB for their arrangements and support and for hosting the welcome reception on the first day and for organizing the dinner on Wednesday evening. He stressed that these events were very important to the success of the Sub-Committee as they allowed for the establishment of friendship between delegates in relaxed and informal surroundings.

The President of the IHB thanked delegates for attending and the Chairman for conducting a very successful meeting.

The Chairman then formally closed the meeting and wished everyone a safe trip home.

Enclosures:

Annex A Agenda for the 1st Session of WWNWS

Annex B Participants at WWNWS1

Annex C	List of Documents submitted to WWNWS1
Annex D	List of Action Items as of 21 August 2009
Annex E	Terms of Reference for the Joint IMO/IHO/WMO Correspondence Group on Arctic MSI Services (2009 - 2010)
Annex F	Provisional Agenda for the 2 nd Session of the IHO WWNWS Sub-Committee
Annex G	MSI Quality Management Survey Summary
Annex H	Statement by Turkey
Annex I	Statement by Greece
Annex J	Template for NAVAREA MSI reports to Regional Hydrographic Commission meetings.

**AGENDA OF THE FIRST MEETING OF THE WWNWS SUB COMMITTEE
(WWNWS1)**

**Held at the International Hydrographic Bureau, Monaco.
From 0930 Tuesday 18 August to 1700 Friday 21 August 2009**

1 OPENING REMARKS AND ADMINISTRATIVE ARRANGEMENTS

- .1 Opening Remarks and Introductions
- .2 Welcome by the IHB
- .3 Working Arrangements
- .4 Administrative Arrangements
- .5 Adoption of the Agenda
- .6 Review of Action Items from CPRNW10
- .7 Report from IRCC1

2 MATTERS RELATING TO THE GMDSS MASTER PLAN

- .1 IMO Update

3 PROMULGATION OF MARITIME SAFETY INFORMATION (MSI)

- .1 Results from the 13th Session of the International Maritime Organization's Sub-Committee on Communications and Search and Rescue (COMSAR13) – January 2009
- .2 Self Assessments by NAVAREA Coordinators
- .3 Broadcast Systems and Services
 - .1 Report of the IMO NAVTEX Coordinating Panel
 - .2 Report of the IMO SafetyNET Coordinating Panel
 - .3 WMO Liaison Report
 - .4 Monitoring MSI
 - .5 Contingency Planning
 - .6 NAVAREA Co-ordination for piracy warnings
- .4 Improvements to the WWNWS
 - .1 Joint IMO/IHO/WMO Correspondence Group on Arctic MSI Services
 - .2 Inmarsat-C EGC SafetyNET Report including System Definition Manual (SDM) update
 - .3 The Way Forward
- .5 Emerging Technologies
 - .1 E-navigation
 - .2 Update on other service providers in accordance with IMO Resolution A.1001(25)
 - .3 Presentations by potential service providers and equipment manufacturers (If required)

- .4 Other means of MSI distribution / Review of the GMDSS

4 REVIEW OF GUIDANCE DOCUMENTS

- .1 Document Review Status Report
- .2 Joint IMO/IHO/WMO Manual on MSI IMO and IHO Publication S-53
- .3 International SafetyNET Manual IMO Ed 2003
- .4 NAVTEX Manual IMO Ed 2006
- .5 Implementation of the GMDSS (IHO Circular Letter 31/2000 dated 12 July 2000)
- .6 IMO resolution A.664(16) "Performance Standards for Enhanced Group Call Equipment"
- .7 Terms of Reference for the WWNWS Sub Committee (IHO Circular Letter 46/2009)

5 WWNWS REPRESENTATION AT REGIONAL HYDROGRAPHIC COMMISSIONS AND OTHER CONFERENCES

- .1 Update on WWNWS member attendance at RHCs
- .2 Capacity Building Training Course Developments

6 ANY OTHER BUSINESS

- .1 Election of a Vice-Chairman
- .2 WWNWS CD-ROM
- .3 Date and venue for the 2010 meeting
- .4 Review of Actions Items from the 1st Meeting
- .5 Final Comments

7 CLOSURE OF THE MEETING

- .1 Closure

LIST OF PARTICIPANTS

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For Presentation by Iridium - Wednesday 20 August pm only		
Iridium	Mr Dan Mercer	Dan.Mercer@iridium.com
Iridium	Mr Pierre Watrin	Pierre.Watrin@iridium.com

Documents Submitted to WWNWS1

Document No	Document Title
WWNWS1/1/5/1-Rev2	Provisional Agenda (Rev2)
WWNWS1/1/6-2Jul09	Action Items from CPRNW10 (Updated to 2 July 2009)
WWNWS1/1/6/1	Time of origin in MSI
WWNWS1/3/1/1	Report on COMSAR 13
WWNWS1/3/2/I	MSI Self Assessment for NAVAREA I
WWNWS1/3/1/1/Sub-area	MSI Self Assessment for NAVAREA I / Baltic Sub-area
WWNWS/3/2II	MSI Self Assessment for NAVAREA II
WWNWS1/3/2/III	MSI Self Assessment for NAVAREA III
WWNWS1/3/2/IV&XII	MSI Self Assessment for NAVAREAs IV and XII
WWNWS1/3/2/V	MSI Self Assessment for NAVAREA V
WWNWS1/3/2/VI	MSI Self Assessment for NAVAREA VI
WWNWS1/3/2/VII	MSI Self Assessment for NAVAREA VII
WWNWS1/3/2/VIII	MSI Self Assessment for NAVAREA VIII
WWNWS1/3/2/IX	MSI Self Assessment for NAVAREA IX
WWNWS1/3/2/X	MSI Self Assessment for NAVAREA X
WWNWS1/3/2/XI	MSI Self Assessment for NAVAREA XI
WWNWS1/3/2/XIII	MSI Self Assessment for NAVAREA XIII
WWNWS1/3/2/XIV	MSI Self Assessment for NAVAREA XIV
WWNWS1/3/2/XV	MSI Self Assessment for NAVAREA XV
WWNWS1/3/2/XVI	MSI Self Assessment for NAVAREA XVI
WWNWS1/3/2/XVII-XVIII	MSI Self Assessment for NAVAREAs XVII and XVIII
WWNWS1/3/2/XIX-Rev1	MSI Self Assessment for NAVAREA XIX Rev 1
WWNWS1/3/2/XX&XXI	MSI Self Assessment for NAVAREAs XX and XXI
WWNWS1/3/3/1	Navtex Coordinating Panel Report
WWNWS1/3/3/2	SafetyNET Panel Report
WWNWS1/3/3/3	WMO Liaison Report
WWNWS1/3/3/5	Contingency planning - some thoughts from IMSO
WWNWS1/3/4/1/1	NAVAREA XIX report on Arctic MSI
WWNWS1/3/4/2/1	Inmarsat-C EGC SafetyNET Report
WWNWS1/3/5/1	Outcome of e-navigation debate at NAV55

WWNWS1/3/5/3	Presentation by Iridium
WWNWS1/3/5/4/1	IMO MSC Document 86/23/11 - Review of the GMDSS
WWNWS1/3/5/4/2	Outcome of MSC86 regarding document WWNWS1/3/4/3/1
WWNWS1/3/5/4/3	MSI transmission to ships in the future.
WWNWS1/4/1/1	Report of the WWNWS Document Review Meeting 2009
WWNWS1/4/2/1	IHO Publication S-53 and S-53 Appendix 1 - July 2009 Edition
WWNWS1/4/3/1	Draft SafetyNET Manual Version dated 5 August 2009
WWNWS1/4/3/2	Outstanding actions on Draft SafetyNET Manual
WWNWS1/4/5/1/Rev1	Implementation of the GMDSS IHB CL 31/2000
WWNWS1/4/6/1	Resolution A.664(16) - Performance Standards for Enhanced Group Call Equipment - Current text
WWNWS1/4/7/1	Terms of Reference for the WWNWS Sub-Committee

LIST OF WWNWS ACTION ITEMS
(Status as of 26 August 2009)

Agenda Item	Subject	Status	Comments	Action By
CPRNW7 4.2	IMSO to draft text for contingency planning for inclusion into the Chairman's "WWNWS Presentation CD-ROM".	COMPLETE	This was discussed extensively at the WWNWS1 meeting. This subject is now included as a separate item on the MSI Self Assessment template.	IMSO
CPRNW7 3.4.2.2	IMSO representative to contact the WHO concerning Health Advisories	COMPLETE	Who is the WHO contact replacement for Sandy Cocksridge? No one is currently scheduled to be a replacement. Not likely to receive anything coordinated from the WHO. The Chairman has sent an email to info@who.int.	IMSO
CPRNW8 3.2	Navarea I coordinator is requested to provide information as to the intention of UKHO to provide MSI via the internet.	COMPLETE	Web site is active: http://www.ukho.gov.uk/RNW	Navarea I coordinator
CPRNW8 3.2	CPRNW and IHB to consider a submission to the Tokyo (Asia-Pacific Region), Goa (Indian Ocean Region), Paris (European Region) and other regions' Secretariats which support the Memorandum of Understanding (MOU) on Port State Control to advise MSI deficiencies as reported by Australia.	Feb-07	After further consideration between IHB and the Chairman it has been decided to delete this action.	IHB, Chairman
CPRNW9 3.2.1	Advice required as to whether Inmarsat primary satellite contingency tests are required at regular intervals e.g. annually?	COMPLETE	Inmarsat conducts these tests at 3 monthly intervals with IMSO witnessing the tests who reports the findings to COMSAR	Inmarsat

Agenda Item	Subject	Status	Comments	Action By
CPRNW9 3.3.3	Chairman to seek CPRNW/IHO representative to participate in the JCOMM Task Team on Tsunami Products for transmission as MSI	COMPLETE	Australia	Chairman
CPRNW9 5.1	Chairman to provide standardized briefing structure for reports to RHCs	COMPLETE	A modified MSI Self assessment template is attached at Annex J to the WWNWS1 Report for use in providing briefings to RHC meetings.	Chairman
CPRNW10 3.1.5	Liaison Statement to IMO COMSAR	COMPLETE	IHB to forward revised liaison statement to the IMO	IHB
CPRNW10 3.2.1	T&P Corrections	COMPLETE	IHB to bring this section of the CPRNW report to the attention of IHB staff involved with CHRIS. CHRIS (Now HSSC) has established an ENC Updating WG to take this matter forward.	IHB
CPRNW10 3.2.I Sub-area	Chairman to invite ECDIS manufactures to attend a CPRNW follow up meeting to give a demonstration on displaying SafetyNET messages	ONGOING	To be scheduled for WWNWS2 due to already having an external presentation by Iridium scheduled for WWNWS1	Chairman
CPRNW10 3.2.II	SHOM to provide to members the graphics for MSI posters/leaflets on CD.	COMPLETE	Information circulated by SHOM	NAVAREA II coordinator France
CPRNW10 3.2.IV	NAVAREA II coordinator to contact National Coordinator of French Guyana Coastal Warnings regarding overlap Brazilian coastal warning area.	COMPLETE		NAVAREA II Coordinator France
CPRNW10 3.2.VII	NAVAREA VII to clarify request from Namibia concerning MSI dissemination.	COMPLETE	Namibia will be using the current MSI dissemination, there is no change and Namibia do not intend going independent.	NAVAREA VII Coordinator South Africa

Agenda Item	Subject	Status	Comments	Action By
CPRNW10 3.2.VIII	NAVAREA VIII to review policy of repeating warning messages every 4 days. NAVAREA VIII to send the Chairman examples of how they are currently doing this operation	COMPLETE	If a message is in force it should be sent out every day it is still active. NAVAREA VIII will follow this guidance.	NAVAREA VIII Coordinator
CPRNW10 3.2.X	IHB to include Quality Management questionnaire in the Self Assessment template for future meetings	COMPLETE	A revised SA Template has been prepared for use at WWNWS1	IHB
CPRNW10 3.2.XV	Chairman to send a message to NAVAREA XV concerning the transmission of NAVTEX messages on 518 kHz in Spanish as well as English. This matter should also be included in the CPRNW report to COMSAR.	COMPLETE	Messages on the International Service on 518 kHz should only be sent out in English. Letter sent to Chile but no response received as of 28 Jan 2009. Matter raised with Chile and Peru during WWNWS1 meeting.	Chairman / IHB
CPRNW10 3.3.3	CPRNW to consider the possibility of co-operating with WMO for the provision of MSI via the web site www.gmdss.org	ONGOING	WMO re-iterates its offer to co-ordinate with the IHO the use of the URL domain "gmdss.org" for the provision of both meteorological and navigational warning information on the web.	Chairman
CPRNW10 3.3.3	Chairman to identify a "focal point" for exchanging views with ITU and WMO on technical matters.	COMPLETE	WMO – Henri Savina, ITU- Philippe Capitaine	Chairman
CPRNW10 3.3.3	Chairman to identify a CPRNW delegate to attend the ETMSS meeting in Geneva in March 2009.	COMPLETE	Tim Sewell (UKHO) attended	Chairman
CPRN10 3.3.5	Chairman to communicate with Inmarsat regarding the feasibility of providing a list of all approved NAVAREA Co-ordinators to all Inmarsat-C LESs in order to ensure continuity of service in the event of failure of a primary LES.	ONGOING	Discussed at WWNWS1. Inmarsat and IMSO agreed to investigate this further and report back to the Chairman.	Inmarsat, IMSO, Chairman

Agenda Item	Subject	Status	Comments	Action By
CPRNW10 3.4.1	Norway, Canada and the Russian Federation to validate geographical addressing limits of new Arctic NAVAREA's provided by Chairman-Including 300 mile overlap of areas.	COMPLETE	Including 300 mile overlap of areas. This is in the ToR for the joint IMO/IHO/WMO CG on Arctic MSI Services for 2009.	Chairman/Norway/Canada/Russian Federation
CPRNW10 3.4.1	Norway, Canada and the Russian Federation to provide graphic of new Arctic NAVAREA's to chairman, including Navtex, HF and SafetyNET coverage's.	16 October 2009	This is in the ToR for the joint IMO/IHO/WMO CG on Arctic MSI Services for 2009. Some information has been provided. Final information to be sent to the Chairman by 16 October 2010 in order to meet the deadline for the CG submission to COMSAR 14	Norway/Canada/Russian Federation
CPRNW10 3.4.1	Chairman to provide all NAVAREA's with training documents from capacity building course and to include it on the WWNWS CD.	COMPLETE	WWNWS CD to be passed out at WWNWS1 Meeting includes all MSI training documentation	Chairman
CPRNW10 3.4.1	Chairman to discuss with IMO, IHO and WMO how to mark and recognise the important occasion when new NAVAREAs in the Arctic become operational hopefully in 2011.	ONGOING	It is hoped that this could take place alongside COMSAR 15. The President of IHB will discuss this matter with the Secretary General of IMO and report back.	Chairman, President IHB
CPRNW10 3.4.2	All NAVAREA Co-ordinators to review the revised limits to be included in the Inmarsat System Definition Manual and inform the Chairman, Mr Guy Beale and Inmarsat of their correctness.	COMPLETE	This action has been superseded by an action agreed at WWNWS1 under 3.4.2	NAVAREA Co-ordinators
CPRNW10 3.4.2	Inmarsat to discuss with system manufactures the problem of identifying Sub-Areas.	COMPLETE	This matter was discussed further at WWNWS1 and it was agreed that the preferred option is to have the two digit NAVAREA code followed by a letter to indicate a sub area. e.g. 01A Inmarsat will include this requirement in the update of the Inmarsat-C System Definition Manual (SDM)	Inmarsat

Agenda Item	Subject	Status	Comments	Action By
CPRNW10 3.4.2	Inmarsat to contact Transas to see if “Navtex Manager” type application exists for SafetyNET messages	PRNW1 (WWNWS1)	Delete : See Action CPRNW 10 3.2.1 Sub-area above	Inmarsat
CPRNW10 3.4.4	Chairman to confer with IMO regarding an approach to Caspian Sea coastal States regarding the establishment of a Sub-Area of NAVAREA III	COMPLETE	This matter has been raised with IMO. MS advised to consult this approach with other regional partners and when ready, to present unified proposal to IMO COMSAR. <i>See further action on the IR of Iran agreed at WWNWS1</i>	Chairman
CPRNW10 3.5.4	IHB to participate in the IMO NAV CG on AIS Binary Messages and report to the next meeting. NAVAREA Co-ordinators are also encouraged to participate.	COMPLETE	IHB is registered as a member of the CG and will report to WWNWS1 on the outcome. IHB briefed WWNWS on the outcome of NAV55 where the report of the CG was considered.	IHB/ NAVAREA Co-ordinators
CRNW10 4.2	Chairman/secretary/IMSO to contact the ITU regarding the use of Sécurité/Pan/Mayday	COMPLETE	WWNWS DOC Review WG conferred with ITU. WRC-07 removed this requirement from Radio Regulations	Chairman / Beale / IMSO
CPRNW10 4.2	Australia and Sweden to demonstrate the need for a DTG time stamp on messages by review of a year’s worth of messages and present at next year’s meeting.	COMPLETE	Australia and Sweden who were unable to attend the meeting submitted a paper for discussion. This matter was discussed but did not receive any support from the meeting particularly noting the statement in the report Section 3 second paragraph: “In most cases the DTG is not giving any additional value to the officer on watch in the aspect of helping him/her to clearly understand the information in the MSI message.”	Australia Sweden
CPRNW10 4.2	NAVAREA IV/XII coordinator to supply examples of each type of message from various NAVAREA’s for inclusion into the Joint MSI Manual.	COMPLETE		NAVAREA IV/XII Co-ordinator USA
CPRNW10 4.4	Comments on SafetyNET manual to Inmarsat, Chairman and Secretary of Working Group.	COMPLETE		All NAVAREA coordinators.

Agenda Item	Subject	Status	Comments	Action By
CPRNW10 4.4	Inmarsat to provide submission to COMSAR on setting up EGC receiver to receive coastal warning messages.	COMPLETE	A draft was provided by Inmarsat for review at the meeting. It was concluded that it would be inappropriate to submit this request to COMSAR at the same time as submitting the draft SafetyNET manual which contained the same information. A new course of action was agreed and this is included in a new action item for WWNWS1.	Inmarsat
CPRNW10 4.4	Inmarsat to provide matrix for SafetyNET manual addressing C codes for inclusion in the SafetyNET manual.	COMPLETE		Inmarsat
CPRNW10 4.4	INMARSAT to provide to chairman statistics on number of Inmarsat C receivers that are not able for updates and will need to be replaced.	COMPLETE	This was reported at WWNWS1	Inmarsat
CPRNW10 4.4	Chairman to ask IMSO if we can change Annex 4 Section G 2.1 as in CPRNW10/4/4 and the current Annex 7 in the SafetyNET manual.	COMPLETE	Completed in the draft revision of the SafetyNET Manual.	Chairman
CPRNW10 4.4	Contact IMSO on how to proceed with revising the Inmarsat system definition manual.	COMPLETE		Chairman
CPRNW10 4/8	Comments to chairman on draft revised ToR and RoP	COMPLETE		All
CPRNW10 5.2	NAVAREA VIII and IX to consult with the Chairs of the respective RHCs and inform the IHB as to their agreement to a combined course in the second half of 2009	COMPLETE	Agreed that it could be held jointly in Oman in November 2009. Agreement received in principle from Oman for October 2009.	NAVAREA VIII /NAVAREA IX
CPRNW10 7	IHB to reply to the liaison statement received from the ITU	COMPLETE		ALL

Agenda Item	Subject	Status	Comments	Action By
CPRNW10 7	All NAVAREA coordinators to review new IHB website to ensure the content is correct and send comments to our IHB representative.	COMPLETE		All NAVAREA coordinators.
CPRNW10 7	Chairman to discuss with the IHO the ability or desire to password protect the CPRNW meeting documents.	COMPLETE	IHB view is that documents should normally be openly available. However should a MS not wish one of its documents to be so available then they may send it to the IHB with such a request. In this case it would appear on the list of documents but would not be downloadable. The document would be circulated to CPRNW members separately.	Chairman
CPRNW10 8.1	CPRNW members to review meeting report with a 15 day deadline based on reception date.	COMPLETE	CPRNW Final Report circulated 8 October 2008	ALL
WWNWS1 3.2.III	Review of MSI Self Assessment template and prepare template for MSI reports to Regional Hydrographic Commissions (RHC).	COMPLETE	To be completed during WWNWS1. Revised MSI Self Assessment template placed on the Document Download site for the WWNWS2 meeting. The template for MSI reports to RHC meetings is included in the meeting report at Annex J	ALL
WWNWS1 3.2.III	IR of Iran to raise the issue of creating a Sub-Area for Navigational Warnings for the Caspian Sea at the next meeting of the Caspian Sea Regional States (OLIA (RF)) which is due to meet in April 2010 and report back to IHO/IMO	WWNWS2	The IR of Iran is keen to establish a NAVAREA III Sub-Area for the Caspian Sea and would be prepared to volunteer as the Sub-Area co-ordinator.	IR of Iran
WWNWS1 3.2.IX	Chairman to contact NAVAREA IX to clarify times of SafetyNET broadcasts.	COMPLETE	NAVAREA IX have agreed to 0300 and 1500	Chairman
WWNWS1 3.2.X	Chairman to contact NAVAREA X regarding the use the term “temporarily discontinued”.	1 October 2009	This term does not appear in the Joint MSI Manual.	Chairman

Agenda Item	Subject	Status	Comments	Action By
WWNWS1 3.2.X	IMSO to contact NAVAREA X and clarify how the IOR/POR availability quoted in section 2.2 of the Self Assessment is calculated.	COMPLETE	Reply received from NAVAREA X during the meeting.	IMSO
WWNWS1 3.2. XX&XXI	Chairman to contact the NAVAREA Co-ordinator regarding the issue of a SafetyNET Certificate	1 October 2009		Chairman
WWNWS1 3.3.1	The Navtex Panel Chairman to contact relevant Authorities with a view to investigating whether a dialogue on Navtex Service Areas in the Aegean Sea and Eastern Mediterranean is possible.	WWNWS2	Chairman of the NAVTEX Co-ordinating Panel to report outcome to WWNWS2	Chairman of the NAVTEX Co-ordinating Panel
WWNWS1 3.3.5	All NAVAREA Co-ordinators to review their contingency plans. National Co-ordinators should also review their plans.	WWNWS2	This matter has been included as a separate topic in the MSI Self Assessment template to be used for the WWNWS2 and subsequent Sub-Committee meetings.	All
WWNWS1 3.3.6	The Chairman and NAVAREA VIII and IX Co-ordinators to contact EU and Coalition Forces to ensure that communication channels are working in order to ensure that appropriate "Piracy" messages are broadcast.	1 October 2009		Chairman, NAVAREAs VIII AND IX
WWNWS1 3.4.1	Arctic NAVAREA Co-ordinators and WMO to provide the Chairman with the updated information required for the CG report to COMSAR 14.	16 October 2009	Whilst certain information has already been supplied it is important that the latest information available is included in the CG report to COMSAR 14.	Canada, Norway, Russian Federation, WMO

Agenda Item	Subject	Status	Comments	Action By
WWNWS1 3.4.2	Inmarsat to identify a date by which time 70% Inmarsat C and mini-C terminals are able to receive warnings addressed to NAVAREAs XVII to XXI.	WWNWS2	Messages to the Arctic NAVAREAs will initially be addressed to rectangular areas as around 65-70% of existing Inmarsat C and mini-C terminals cannot be programmed to receive NAVAREAs above XVI. A date will have to be agreed, possibly 2 years after implementation of the changes to the SDM, when it is appropriate to switch from rectangular addressing to NAVAREA addressing in the Arctic	Inmarsat
WWNWS1 3.4.2	The Chairman, Arctic NAVAREA Co-ordinators, WMO and Inmarsat to develop a template for test messages to be used in the Arctic NAVAREA trials..	1 December 2009		Chairman, Arctic NAVAREAs, WMO, Inmarsat,
WWNWS1 3.4.2	The Chairman, WMO and Inmarsat to clarify the translation of service codes for Nav and Met warnings to be used on Inmarsat C and mini-C terminals with modified software.	WWNWS2	This is to determine what the default header of the warning will look like. Currently it would read “NavWarn” for some service codes, regardless of whether it is a NAV or MET message.	Chairman, Inmarsat, WMO
WWNWS1 3.4.2	Inmarsat to contact NAVAREAs VIII, IX, X, XII, XIII and XIV to confirm their agreement to the proposed NAVAREA limits as polygons, rather than a series of overlapping rectangles to be included in the Inmarsat-C System Definition Manual (SDM)	URGENT ASAP	This information is required prior to initiating the change process for the Inmarsat-C SDM	Inmarsat, NAVAREAs X and XIII
WWNWS1 3.5.4	IMSO, Inmarsat, WMO and the Chairman to develop a survey questionnaire to send to Inmarsat-C and mini-C users to establish user opinions on the current SafetyNET service.	1 November 2009		IMSO, Chairman, WMO, Inmarsat

Agenda Item	Subject	Status	Comments	Action By
WWNWS1 3.5.4	IMSO, WMO and the Chairman to develop a survey questionnaire to send to ships to establish user opinions on current provision via Navtex.	1 February 2010		IMSO, Chairman, WMO
WWNWS1 4.3	IMSO to contact IMO, on behalf of the WWNWS, to check the “Piracy” section in the draft edition of the SafetyNET Manual	16 October 2009	This section of the SafetyNET Manual has been updated for consistency with other sections of the manual but requires confirmation from a subject matter expert prior to submission to IHO MS and COMSAR. Revised Annex 5 passed by secretary to IMSO on 26 August.	IMSO,
WWNWS1 4.3	IMSO to contact the Joint Working Group on SAR to validate the information in the SAR section of the draft edition of the SafetyNET Manual	16 October 2009	This section of the SafetyNET Manual has been updated for consistency with other sections of the manual but requires confirmation from a subject matter expert prior to submission to IHO MS and COMSAR. Revised Annex 5 passed by secretary to IMSO on 26 August.	IMSO,
WWNWS1 4.3	Chairman, IMSO and Inmarsat to review the draft Circular on “setting up an EGC receiver to receive coastal warnings” as prepared by Inmarsat. This will not be submitted as an IMO Circular but will be published by other means.	January 2010	The text when finalised must be consistent with the revised SafetyNET Manual. It will be published on the Inmarsat safety services website (www.inmarsat.com/safety) in the section of “Inmarsat Role in the GMDSS”, then “Dissemination of MSI”, then “SafetyNET” section within Inmarsat’s “SafetyNET Users Handbook”, See: http://www.inmarsat.com/Maritimesafety/default.html . It will also be available from the IMSO website. (Any other places?)	Chairman, IMSO, Inmarsat
WWNWS1 4.7	All members of WWNWS are requested to review the Terms of Reference and Rules of Procedure and report any corrections or changes they consider necessary.	WWNWS2		All
WWNWS1 Report	All attendees are requested to inform the Chairman and Secretary of any amendments required to the draft Report on WWNWS1.	Complete	The date by which replies are requested will be announced in the email circulating the draft report.	WWNWS1 attendees

Terms of Reference for Joint IMO/IHO/WMO CG on Arctic MSI Services

COMSAR 13 considered that it would be necessary to continue with the work of the Joint IMO/IHO/WMO Correspondence Group on Arctic MSI Services and re-established the Correspondence Group with the following terms of reference under the coordination of IHO¹:

- .1 monitor the testing of Arctic NAVAREAS/METAREAS including status, infrastructure, monitoring of messages and relationships with information providers (i.e. International Ice Patrol, METAREA Issuing Authorities, Search and Rescue authorities, National administrations and other NAVAREA Coordinators);
- .2 facilitate the coordination of transmissions on the NAVTEX frequencies of 518 kHz, 490 kHz and 4209.5 kHz through the International NAVTEX Coordinating Panel;
- .3 facilitate the coordination of transmissions of SafetyNET messages through the International SafetyNET Panel, including identification of prospective Service Providers;
- .4 determine NAVAREA/METAREA overlap zone limits in the use of rectangular area addressing for SafetyNET;
- .5 develop Arctic NAVAREA/METAREA/NAVTEX coverage diagram including service areas and times of transmission;
- .6 monitor Inmarsat's progress on updating the System Definition Manual; and
- .7 monitor the status of training, assistance and support to achieve operational capability of Arctic MSI services,

and submit its report to COMSAR 14.

¹ **Coordinator:**

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**PROVISIONAL AGENDA OF THE SECOND MEETING OF THE WWNWS
SUB COMMITTEE (WWNWS2)**

To be held at _____
From xx to xx 2010

1 OPENING REMARKS AND ADMINISTRATIVE ARRANGEMENTS

- .1 Opening Remarks and Introductions
- .2 Welcome by the IHB and host nation
- .3 Working Arrangements
- .4 Administrative Arrangements
- .5 Adoption of the Agenda
- .6 Review of Action Items from WWNWS1
- .7 Report from IRCC2

2 MATTERS RELATING TO THE GMDSS MASTER PLAN

- .1 IMO Update

3 PROMULGATION OF MARITIME SAFETY INFORMATION (MSI)

- .1 Results from the 14th Session of the International Maritime Organization's Sub-Committee on Communications and Search and Rescue (COMSAR14) 8 – 12 March 2010
- .2 Self Assessments by NAVAREA Coordinators
- .3 Broadcast Systems and Services
 - .1 Report of the IMO NAVTEX Co-ordinating Panel
 - .2 Report of the IMO SafetyNET Co-ordinating Panel
 - .3 WMO Liaison Report
 - .4 Contingency Planning
 - .5 NAVAREA co-ordination of piracy warnings
- .4 Improvements to the WWNWS
 - .1 Joint IMO/IHO/WMO Correspondence Group on Arctic MSI Services
 - .2 Inmarsat-C EGC SafetyNET Report including System Definition Manual (SDM) update
 - .3 The Way Forward
- .5 Emerging Technologies
 - .1 E-navigation
 - .2 IMO Review of the GMDSS
 - .3 Update on other service providers in accordance with IMO Resolution A.1001(25)
 - .4 Presentations by potential service providers and ECDIS manufacturers (If required)

- .5 Other means of MSI distribution

4 REVIEW OF GUIDANCE DOCUMENTS

- .1 Document Review Status Report
- .2 IMO Resolutions A.705(17) as amended and A.706(17) as amended (MSC.1/Circ.1287 and MSC.1/Circ.1288 respectively)
- .3 Joint IMO/IHO/WMO Manual on MSI IMO and IHO Publication S-53
- .4 IMO International SafetyNET Manual
- .5 IMO NAVTEX Manual IMO
- .6 IMO resolution A.664(16) "Performance Standards for Enhanced Group Call Equipment"
- .7 Terms of Reference for the WWNWS Sub Committee (IHO Circular Letter 46/2009)
- .8 WMO Guidance documents

5 WWNWS REPRESENTATION AT REGIONAL HYDROGRAPHIC COMMISSIONS AND OTHER CONFERENCES

- .1 Update on WWNWS member attendance at RHCs
- .2 Capacity Building Training Course Developments
- .3 WWNWS CD-ROM

6 NEXT MEETING

- .1 Dates and venue for the 2011 meeting (WWNWS3)
- .2 Draft Agenda for WWNWS3

7 Review of Action Items from WWNWS2

8 ANY OTHER BUSINESS

9 CLOSURE OF THE MEETING

MSI Quality Management Survey

NAVAREA	ISO 9001-2000	Promulgate “In-Force” Bulletins	Promulgate “No-Warning” Messages	Monitor Broadcast in almost real time	24/7 contact information provided	Promulgate two scheduled broadcasts	IMO Master Plan updated
I	YES	YES	YES	YES	YES	YES	YES
I Baltic Sub-area	YES	YES	YES	YES	YES	6 (Navtex)	YES
II	YES	YES	NO	YES	YES	YES (from 1 January 2010)	YES
III	NO	YES	YES	YES	YES	YES	YES
IV	YES	YES	YES	YES	YES	YES	YES
V	NO	YES	YES	YES	YES	YES	Some items require updating
VI	NO	YES	YES	YES	YES	YES	YES
VII	NO	YES	YES	YES	YES	YES	YES
VIII	NO	YES	NO	YES	YES	YES	YES
IX	NO	NO	NO	YES	YES	0300 and 1500 UTC ¹	YES
X	YES	NO	NO	YES	YES	YES	YES
XI	NO	YES	NO	YES	YES	YES	YES
XII	YES	YES	YES	YES	YES	YES	YES
XIII	NO	YES	YES	YES	YES	YES	YES
XIV	NO	NO	NO	YES	YES	YES	
XV	YES	YES	YES	YES	YES	YES	NO
XVI	NO	YES	NO	YES	YES	YES	NO
XVII²	N/A	N/A	N/A	N/A	N/A	N/A	N/A
XVIII²	N/A	N/A	N/A	N/A	N/A	N/A	N/A
XIX²	N/A	N/A	N/A	N/A	N/A	N/A	N/A
XX²	N/A	N/A	N/A	N/A	N/A	N/A	N/A
XXI²	N/A	N/A	N/A	N/A	N/A	N/A	N/A

¹ Amended following discussions with NAVAREA IX

² Not yet operational

TURKEY'S STATEMENT ON THE AGENDA ITEMS 3.2 AND 3.3.1 OF WWNWS SUB COMMITTEE-1
MEETING

Turkey has comments on the documents covered by the agenda items 3.2 and 3.3.1 regarding NA V AREA III Self-Assessment and NA VTEX Panel reports to the attention of WWNWS Sub Committee.

First, in paragraph 4.3 of the NAVAREA III Self-Assessment report mentions "its (NAVAREA III Coordinator's) decision is to maintain the current limits without any modification."

Secondly, in paragraph 3.4 of the NAVTEX Panel Report says "As a result, the existing service areas will remain in place for the foreseeable future."

Mr. Chair,

It should be noted that Turkey must be considered as persistent objector to these so called limits which were demonstrated by a draft scheme for the first time in the report of NAVAREA III Coordinators meeting held in 2006.

Since then, Turkey has not been officially asked or approached either by NAVAREA III and NAVTEX Coordination Panel or Greece for that matter, for the joint delineation of NAVTEX service areas between the two countries in the Aegean Sea. In such a semi-enclosed sea like the Aegean, any effort to delimit those areas should first seek open consent of both Greece and Turkey. Such cooperation and coordination between states with opposite coasts is among the bedrock principles of relevant international instruments as well as customary and the IMO practices. As Turkey has not given its consent to so-called "current limits" in the Aegean Sea or made any attempt that can be construed as such, above-mentioned paragraphs do not unfortunately reflect the existing situation. Therefore, those references made in those reports and the terminology used are not agreeable to Turkey. It is also worth mentioning that the NAVTEX service areas in the Eastern Mediterranean were not agreed at any level. Accordingly, there exists no agreed specific NA VTEX service area in the Eastern Mediterranean either.

Against this background of non-existing service area limits, Turkey, of course, did not ask or propose for a "modification" of "NA VTEX service areas in the Aegean Sea and the Eastern Mediterranean" ", as mentioned in the NAVAREA III Self-Assessment report. What Turkey did was, acting with good faith and spirit of cooperation, to seek a practical arrangement for coverage areas which will enable Greece and Turkey to coordinate their NA VTEX services in the Aegean, including a delineation of service limits for overlapping coverage areas through the offices of NAVAREA III and NAVTEX Panel, if at all possible. Unfortunately Turkey's flexible disposition in this regard has not been met with a constructive approach.

Mr. Chair,

Before I conclude, I would like to remind the distinguished participants that Izmir and Antalya NAVTEX stations were made operational in 1985 and 1988, respectively. They have been disseminating MSI and coastal warnings ceaselessly ever since. They will continue to disseminate NAVTEX messages in the region corresponding to the Turkish SRR in the Aegean Sea and the Eastern Mediterranean as charted in the map attached to our letter dated 11 May 2009 addressed to NAVAREA III, until a delineation of service limits in those areas is effected by an agreement with the consent of parties concerned and by respecting their mutual rights. In the meantime, Turkey will continue to stand ready to sympathetically consider an operational arrangement proposal by NAVAREA III that would be satisfactory to relevant parties.

I would much appreciate it, if this statement would be included in the minutes of the meeting.

Thank you.

TURKEY'S STATEMENT ON THE COMMENTS AND STATEMENT MADE BY GREECE

Mr. Chair,

--Having heard the intervention and made by the distinguished representative of Greece and having read the Greek statement, my delegation remains dismayed to see that such a technical issue is still blown out of proportion.

--We are also disappointed to see that Turkey's objectives stemming from indisputable necessities are willfully represented as politically motivated.

--It is disturbing that Turkey's goodwill, repeated calls for cooperation and flexible stance for having practical arrangements to coordinate NAVTEX services with Greece in the Aegean Sea have been unreciprocated.

--Yet, considering its vast coastline it is an obligation for Turkey to continue dissemination of NAVTEX messages both in English and in Turkish in previously announced region to meet the responsibilities with regard to safety of navigation, protection of human life and property at sea as well as marine environment. There is no need to further expound these facts as one can easily see from the Turkey's geographic location and the entailing demanding conditions.

--Another important dimension of the issue is Search and Rescue (SAR) Operations and Activities. It cannot be denied that there is a strong connection between NAVTEX services and SAR activities. NAVTEX services are also instrumental for SAR purposes as it is appropriate and advisable to promulgate distress alerts over NAVTEX. This is why Turkey's NAVTEX service areas also cover the Turkish SRR in the Aegean Sea and the Eastern Mediterranean, which was declared to the IMO and included in the Global SAR Plan.

--To claim that only one country can fully ensure safety of navigation in the Aegean Sea through its NAVTEX stations is to overestimate that country's means and capabilities, to say the least. This sort of purpose defeating disposition renders almost impossible for two neighboring countries to jointly take necessary measures in this regard. However, in a semi-enclosed sea like the Aegean only close cooperation and effective coordination between Turkey and Greece could enhance and genuinely contribute to safety of navigation and protection of human life and property at sea. Such cooperation and coordination between states with opposite coasts is among the bedrock principles of relevant international instruments and IMO practices.

Thank you.

21/08/2009

GREEK POSITION ON THE WWNWS1 AGENDA ITEMS 3.2 AND 3.3.1

Subject : Turkish Proposal on modification of NAVTEX Service Areas in the AEGEAN

Mr Chairman

GREECE would like to emphasize again, that her position on the subject is always in line with the IMO NAVTEX Manual, the IMO NAVTEX Coordinating Panel and the NAVAREA III Coordinator expressed positions in formal letters, dealing with the subject since 2006, when it was raised for first time.

GREECE objects the Turkish proposal to amend the service areas of two Turkish NAVTEX stations, affecting the limits of the service areas of two Greek NAVTEX stations at Limnos and Iraklion respectively, for the following reasons:

- The Greek NAVTEX stations in Limnos and Iraklion, with the transmitter identification characters (B1), L and H respectively, are operational successfully within their service areas since 1986 without any problems encountered and fully covering the needs for the safety of navigation within their service areas, in accordance with the IMO and IHO specified features, regulations and principles (and more relevantly in NAVTEX Manual 2005 paras 3, 4 and 5 with the associated Annexes 4 and 5).
- No mariner, as a receiver of the NAVTEX messages, ever reported any problem regarding the operation of the Greek NAVTEX stations within their respective service areas. It should be underlined that a huge amount of approximately 80.000 ships is bypassing these areas annually.
- The information to be transmitted, through NAVTEX system, concerning the areas in question, can only be provided by the competent Greek Authorities, since the largest part of this region is comprised of areas under Greek sovereignty. In this respect, it should be underlined that these areas contain a nexus of widely spread Greek islands, where a large number (more that 300) of lighthouses, lights, fog signals, buoys and other navigational aids are situated, which are under continuous inspection and repair by the respective Greek services, aiming at ensuring the safety of navigation and the preservation of the marine environment.
- IHO and IMO, as the competent international organisations, have never noted any operational need for the limits of these NAVTEX service areas to be changed. On the contrary, when this issue came up in the NAVAREA III NAVTEX Service National Coordinators' meeting in Monaco in 2006 (18-19/1/2006), it was stated that "there is no intention at all by the NAVAREA III co-ordinator to introduce any change in the Aegean Sea NAVTEX stations service areas boundaries between Greece and Turkey"(para 6 of the relevant Minutes), in the presence of the Turkish delegation, which did not object.

In the addition to the above it must be emphasized that there is not a recognized or assigned Turkish SRR in the Aegean , as it was displayed in the Turkish letter dated 11 May 2009 , therefore Greece objects its existence.

In light of the above, it is obvious that the Turkish proposal lacks any justification, according to the IMO and IHO regulations and principles cannot be considered and Greece absolutely rejects it."

Mr Chairman, I would like to ask you this statement to be reflected to the WWNWS1 minutes of meeting

Commodore Demetrios Paliatsos H.N.
Hellenic Hydrographic Service Director

Template for the NAVAREA Co-ordinator's Report to Regional Hydrographic Commission Meetings

MSI in NAVAREA [Insert No]

Submitted by [Insert country / organisation]

1. Background:

[describe the NAVAREA including details of the geographic boundaries of the NAVAREA, include any Sub-Area or national coordinators, SafetyNET Satellite broadcast used (ex. AOR –E), the GMDSS service provider and the schedule broadcasts per day]

2. Comments:

[MSI specifics within the NAVAREA; include how many SafetyNET messages were promulgated during each of the previous 3 years, including message type and specific items of regional interest]

3. National reports

[Include information from national co-ordinators within the region. NAVAREA Co-ordinators should request this input from the national co-ordinators well in advance of the meeting.]

3. NAVTEX Coverage:

[Diagram of NAVTEX stations and service areas within the NAVAREA]

4. Operational Issues:

[New infrastructure in accordance with GMDSS Master Plan; problems encountered;]

5. Capacity Building:

[Offer of and/or demand for Capacity Building, Training received, offered, status of national, bilateral, multilateral or regional development projects with MSI component.]

6. Other Activities:

[Participation in IHO or IMO Working Groups, regional conferences etc. since the last meeting]

7. NAVAREA Website:

[(Address, statistics (If permitted by national legislation), frequency of update, etc)]

8. NAVAREA Contact Information:

[Provide updated contact details]

9. Actions requested:

[May simply be to note the information provided]

10. Synopsis:

[Provide a summary text of your to be included in the final meeting report]