

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

1. INTRODUCTION

This report covers the period since WWNWS1 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.

2. NAVTEX INFRASTRUCTURE

Activities and developments during the period since the last report are detailed below in respect to specific NAVAREAs (there has been no activity to report for NAVAREAs IV, V, VI, VII, VIII, X, XII, XIII, XIV, XVII and XVIII):

.1 NAVAREA I.

- .1.1 Following a request submitted by **Norway**, the Panel has agreed in principle to the establishment of a new station on the Southwest coast of Norway and splitting the current service area for Rogaland, in order to create more capacity for messages concerning the Danish sector and approaches to the Skagerrak. The timing for implementation of this new station will be dependant upon the operational status of the new Arctic NAVAREAs XIX and XX (see below), which will allow for the re-allocation of the “borrowed” B₁ characters [C] Murmansk and [F] Arkangel’sk back to NAVAREA I.

.2 NAVAREA II.

- .2.1 The **Ivory Coast** has informed the NAVAREA II Co-ordinator of provisional plans to install a new NAVTEX station at Abidjan. The NAVTEX Panel has also been made aware of a similar suggestion to install a new station in **Ghana**. Notwithstanding the historical lack of GMDSS facilities in the region, it may not be necessary to establish two new NAVTEX stations in such close proximity to each other. The NAVAREA II Co-ordinator has undertaken the responsibility to coordinate the developments in this area, to ensure that a strategic approach is adhered to, taking into account the character and volume of information likely to be transmitted in relation to the maritime traffic patterns in the region.
- .2.2 Further equipment problems has meant that there has been no progress in regards to the planned new NAVTEX stations in **Nigeria** at Lagos and Bonny River announced in 2008.
- .2.3 In November 2009, **Senegal** announced full operational status of a new NAVTEX station at Dakar on 518 kHz and 490 kHz using B₁ characters [C] and [M] respectively. The NAVAREA II Co-ordinator 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.

In March 2010, NAVAREA II chaired a meeting in Dakar between Senegal and the littoral states to the North and South to discuss the possibility of extending the established NAVTEX service area for Dakar to include the coastal regions of Mauritania, Gambia and Guinea Bissau.

- .2.4 NAVAREA II Co-ordinator is currently co-ordinating discussions between France, Portugal and Spain, to define and agree NAVTEX service areas throughout the whole of NAVAREA II. This exercise will take into account the latest estimate for the new station on Madeira to begin trials at the end of 2010.

.3 NAVAREA III.

- .3.1 Italy provided an up-date to COMSAR 14 regarding the status of their planned new NAVTEX stations at Mondolfo (middle Adriatic Sea), La Maddalena (North of Sardinia) and Sellia Marina (South of Italy - continental side). Italian Coast Guard finalized the contract for installing new NAVTEX facilities in Sellia Marina (antenna plus transmitter) in July 2009. The original estimate for installation to be accomplished was within the first half of 2010. Overall network performance trials are planned for 2010, with an estimate for the new full NAVTEX service to start in the first half of January 2011.
- .3.2 **Tunisia** announced her intention to begin operational NAVTEX transmissions at the beginning of 2010 from their new station in Kelibia. However, this cannot proceed until the provisionally allocated B1 character (currently in use by Cagliari) is released by the reorganisation of Italian services.

- .3.3 Formal agreement between neighbouring states on the limits for the new NAVTEX service area for the new **Libyan** station at Surt (Gulf of Sirte) was notified by NAVAREA III Co-ordinator in November 2009. The Panel has allocated a new B₁ character for this station and has been informed that construction of the new transmitter is underway.

The NAVAREA III Co-ordinator is continuing to co-ordinate the proposals for the revision of the limits to the existing service areas to the North East of the new Libyan one, between the Administrations of **Greece and Malta**.

- .3.4 In October 2009, **Greece** began trials of National 490 kHz transmissions in Greek from Kerkyra, Iraklion and Limnos. The station at Iraklion also began trials on 4209.5 kHz.

.4 **NAVAREA IX**

- .1 In December 2009, the Panel received a report that the NAVTEX Stations in Saudi Arabia at Dammam and Jeddah were not operational due to a major fault. This prompted the Chairman of WWNWS to request NAVAREA IX Co-ordinator to consider plans to use SafetyNET to promulgate important MSI on behalf of Saudi Arabia.

.5 **NAVAREA XI**

- .1 In May 2010, Vietnam informed the Panel that they were planning to establish a National NAVTEX service in their local language on both 490 kHz and 4209.5 kHz. Further information has been requested.
- .2 In May 2010, NAVAREA XI Co-ordinator informed the Panel that the Philippines Coast Guard had begun trials of a NAVTEX service from Manila which had originally been planned and approved by the IMO in 1997. Due to the proliferation of stations in the region since the initial proposals, the Panel has informed the Philippines of the need to re-assign one of the original B₁ characters allocated to them, as well as offering advice on the consideration of a National NAVTEX service in certain areas versus another international service covering the whole of the Philippines.

Following subsequent direct contact with each organisation, the NAVAREA XI Co-ordinator has confirmed that he is willing to begin the process of liaison with the littoral states in the region in order to achieve agreement on the NAVTEX Service Areas to be defined within the coverage area of each of the new Philippine stations.

.6 **NAVAREA XIV**

- .1 In October 2009, **Peru** reported that they were experiencing difficulties with their three NAVTEX stations included in the GMDSS Master Plan and that none of the stations are currently fully operational. Paita Station is on trial, whilst the stations at Callao and Mollendo are being re-commissioned.

.7 NAVAREA XV

- .1 **Chile** informed COMSAR 14 of their plans to begin to migrate their national language broadcasts from 518 kHz to a new National NAVTEX Service on 490 kHz in October 2010.

.8 NAVAREAs XX and XXI

- .1 Full details of the **Russian Federation's** plans for 9 NAVTEX stations using 518 kHz along the length of the Northern Sea Route as well as trials for a station operating on 4209.5 kHz located in Moscow have been received. The Panel Chairman/Secretary remain at the disposal of the new NAVAREA Co-ordinator for these regions to assist in the scheming of these new services, particularly in the allocation of a consecutive sequence of new B₁ characters to cover the new and existing stations.

3. CURRENT OPERATIONAL ISSUES

None

4. WIDER ISSUES ASSOCIATED WITH THE PROMULGATION OF MARITIME SAFETY INFORMATION

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 Working Group tasked with reviewing and updating all of the joint IMO/IHO/WMO MSI documentation.
- .3 Since WWNWS1, Panel members have contributed to the IHO Capacity Building Programme MSI training courses.
- .4 Notwithstanding that the availability of Navigational Warnings on the web does not relieve Masters/Captains of the requirement to receive Navigational Warnings via IMO/IHO approved broadcast systems, the Panel welcomes the initiatives of those administrations that have developed facilities which enable users to access NAVTEX messages via the internet.

5. ACTION REQUESTED OF THE SUB-COMMITTEE

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