

MSI Self Assessment NAVAREA I

Submitted by United Kingdom

SUMMARY

Executive Summary: Overview of activities undertaken within NAVAREA I since
WWNWS 2

Action to be taken: Paragraph 12

Related documents: None

1. Background:

NAVAREA I comprises of the waters of the NE Atlantic, including the North Sea and the area around Iceland.

Limits of NAVAREA I:

48° 27'N, 004° 46'W (France West coastline) to
48° 27'N, 035° 00'W to
66° 30'N, 035° 00'W (Greenland South East coastline)
and
65° 00'.00N, 011° 40'.00E (Norwegian Coastline) to
65° 00'.00N, 005° 00'.00W to
75° 00'.00N, 005° 00'.00W to
75° 00'.00N, 017° 30'.00W (Greenland East coastline)

NAVAREA Warnings: 0530 and 1730 (AOR-E)
Meteorological Information: 0930 and 2130 (AOR-E)
(AOR-W) Warnings only

SafetyNET Satellite broadcast service provider: Stratos

NAVAREA I has a Sub-Area defined as the Baltic Sea and its approaches which is totally autonomous in its operation of promulgating Navigational Warnings via NAVTEX.

Operational Points of Contact for National Co-ordinators within the NAVAREA

COUNTRY	TELEPHONE	FACSIMILE	EMAIL
Belgium	+32 59706565	+32 59701339	rmd@mil.be
Denmark	+45 89433211	+45 89433230	mas@sok.dk
France	+33 2 98221667	+33 2 98221432	coord.navarea2@shom.fr
Germany	+49 4927 1877283	+49 4927 1877288	seewarndienst.wsa-emd@t-online.de
Iceland	+354 5452120	+354 5452147	sjomis@lhg.is

Ireland	+353 16620922	+353 16620795	mrccdublin@irishcoastguard.ie
Netherlands	+31 2 23542300	+31 2 23658358	ccc@kustwacht.nl
Norway	+47 22422331	+47 22410491	navoc@kystverket.no

2. Comments:

The GMDSS Master Plan is currently up-to-date for all MSI entries in ANNEXES 7 and 8 concerning NAVAREA I. The most recent updates were provided for GMDSS.1/Circ.12 at COMSAR 14 March 2010.

SafetyNET

NAVAREA I Warnings are broadcast on SafetyNET through the AOR(E) satellite as well as NAVTEX when appropriate.

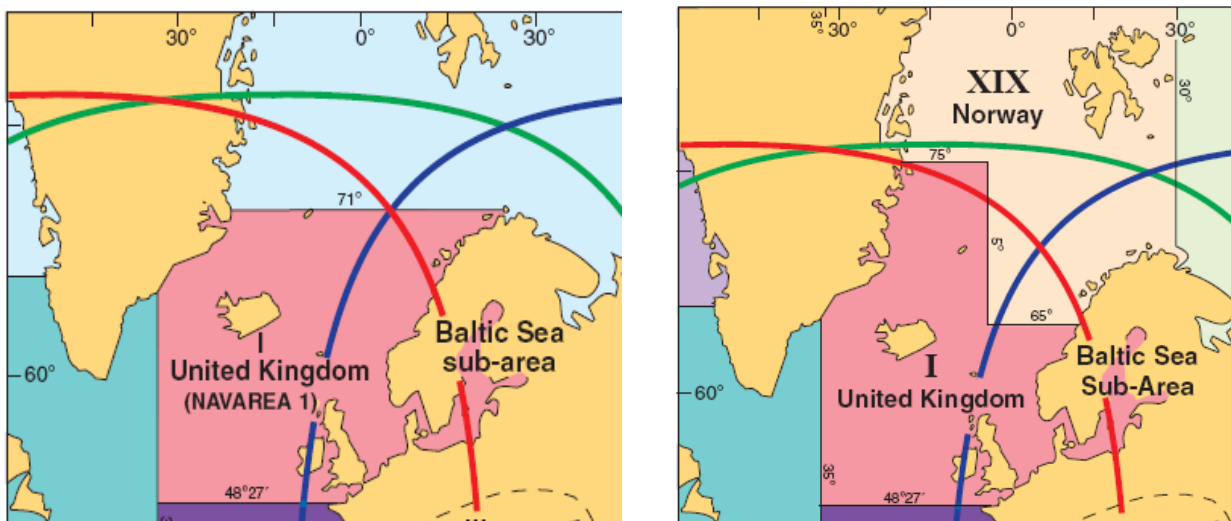
The following table shows the number of SafetyNET navigational warning messages (including weekly bulletins) that were promulgated:

	2008	2009	2010
NAVAREA I	402	359	370

EGC SafetyNET messages for the entire AOR-E footprint are constantly monitored via a MES in the NAVAREA I operations room.

The Baltic Sea is run as a Sub-Area with Sweden (BALTICO) as the Co-ordinator.

The operational status of NAVAREA XIX in June 2011 has meant a change to the area of responsibility for the NAVAREA I Co-ordinator as follows:

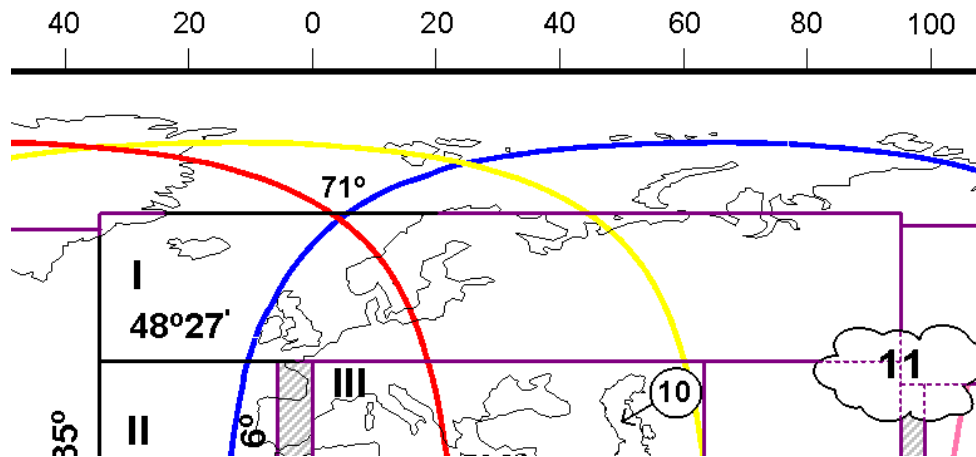


From a technical standpoint, this has required a change in procedure to ensure that NAVAREA I messages are received by vessels whose EGC receivers have not been up-dated to include the new arctic NAVAREAs.

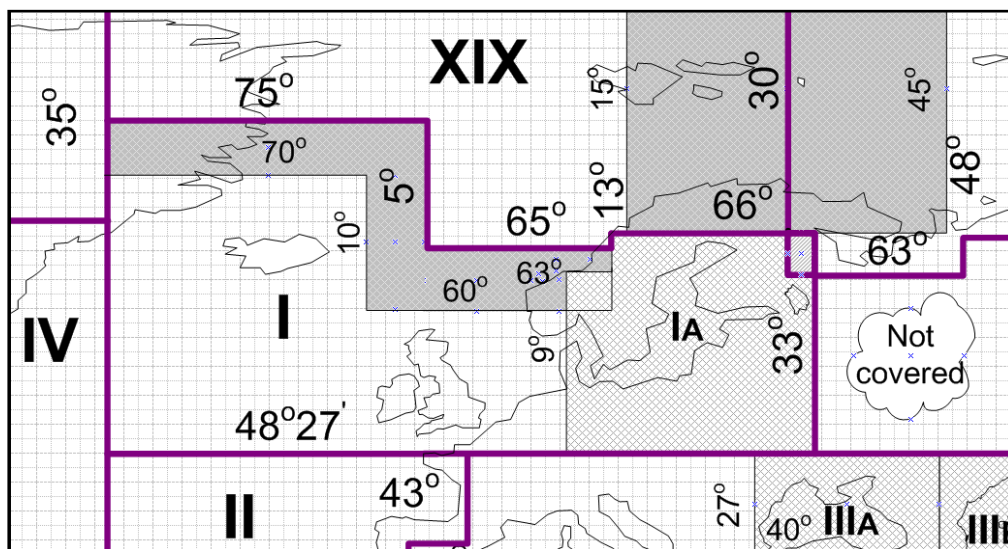
Inmarsat System Definition Manual (SDM)

All NAVAREA I warnings were addressed using the address code **01**.

Existing maritime Inmarsat-C and mini-C terminals used to receive MSI have an encoded matrix of all NAVAREAs dating to before before the new Arctic areas were approved, with an ability to setup the NAVAREA number where the ship is navigating. This allows mobile terminals to 'recognise' which area the ship is in and automatically receive the required MSI in accordance with the Inmarsat SDM matrix. The original SDM Matrix for NAVAREA I was like this:



The new one has been up-dated as follows.



The area has a new modified northern boundary and an overlap with area XIX shown as shaded (dark) area. There is no overlap with Arctic NAVAREA XIX to the north of NAVAREA I. The overlap is 5 degrees in latitude (300 nautical miles) and 5 degrees in longitude (between 75 and 150 nautical miles depending on the latitude) from NAVAREA XIX into NAVAREA I. The proposed additional new Baltic Sea Sub-Area IA, shown as shaded (light) area, would *overlap* the main NAVAREA I limits, but there are no plans to implement this for the foreseeable future.

Contingency plans for new Arctic NAVAREAs

As none of the existing EGC receivers would have been encoded with the new matrix on the 1st June 2011, a temporary solution was implemented for the addressing of NAVAREA warnings for each of the new Arctic NAVAREAs to enable the new messages to be received at the appropriate location. The solution uses rectangular addressing for NAVAREA warnings to the newly defined areas, so that ships with existing equipment (without the new matrix encoded), are able to receive the required MSI. There are now a few models on the market with the new areas encoded and, generally speaking, new equipment will have been upgraded before delivery. Some models may be upgraded with software or firmware upgrades, but some legacy or older models that are not supported by manufacturers anymore may require replacement.

Implications for addressing NAVAREA I messages

The figures above show that in the event of NAVAREA I needing to send a message to the new extended area of responsibility off the North East coast of Greenland, address code **01** will not be recognised by any EGC receiver in this area which has not been up-dated for the new Matrix. Therefore for incidents in this new area of responsibility, two NAVAREA messages will be sent to the LES (one as normal, and one using rectangular addressing). This process will be continued for the foreseeable future; until Inmarsat inform the IHO WNWNS-SC when they are satisfied that the Grandfather clause no longer applies.

The new C₂ (service code) and C₃ (address code), for messages in the new area only, are:

Service Code **04**
Address Code **71N035W04040**

3. NAVTEX Coverage:

Coastal Warnings for all National Co-ordinators in NAVAREA I are promulgated on NAVTEX.

Plans to reallocate B₁ characters [C] and [F], which were originally allocated outside of NAVAREA I, within the new NAVAREA XX, are still under discussion with the Russian Federation.

The proposal from Norway to split their current NAVTEX Service Area [L] into two areas and establish an extra station has been agreed by the IMO NAVTEX Co-ordinating Panel, but is dependant upon the release of B₁ transmitter identification characters [C] and [F] by the Russian federation.

The diagram at ANNEX A shows NAVTEX Service Areas for the International NAVTEX Service with NAVAREA I.

NAVTEX Stations in NAVAREA I

B ₁	NAVTEX Station	Telephone	Fax	E-mail	Conf'd
D	Torshaven, Faeroes	+298 312965	+298 315546	telegramm@mrcc.fo	✓
E	Niton, UK	+44 1326 317575	+44 1326 315610	falmouthcoastguard@mcga.gov.uk	✓
G	Cullercoates, UK	+44 1326 317575	+44 1326 315610	falmouthcoastguard@mcga.gov.uk	✓
H	Bjuroklubb, Sweden	+46 11 191045	+46 11238945	msi@sjofartsverket.se	✓
I	Grimeton, Sweden	+46 11 191045	+46 11238945	msi@sjofartsverket.se	✓
J	Gislovshammer, Sweden	+46 11 191045	+46 11238945	msi@sjofartsverket.se	✓
K	Niton, UK (for France)	+44 1326 317575	+44 1326 315610	falmouthcoastguard@mcga.gov.uk	✓
L	Rogaland, Norway	+47 51690044	+47 51683620	rogaland.radio@telenor.com	✓
M	Oostende, Belgium (for UK)	+32 50 558241	+32 50 558748	rmd@mil.be	✓
N	Orlandet, Norway	+47 51690044	+47 51683620	rogaland.radio@telenor.com	✓
O	Portpatrick, UK	+44 1326 317575	+44 1326 315610	falmouthcoastguard@mcga.gov.uk	✓
P	Den Helder, Netherlands	+31 223 542300	+31 223 658358	ccc@kustwacht.nl	✓
Q	Malin Head, Ireland	+35 374 9370103	+35 374 9370221	mrscmalin@irishcoastguard.ie	✓
R	Saudanes, Iceland	+354 5511030	+354 5629043	reyrad@lhg.is	✓
S	Pinneberg, Germany	+49 40 6690 1807	+49 40 6690 1261	wilfried.behncke@dwd.de	✓
T	Oostende, Belgium	+32 50 558241	+32 50 558748	rmd@mil.be	✓
U	Tallinn, Estonia	+372 6991170	+372 699 1171	tallinnradio@riks.ee	✓
W	Valentia, Ireland	+353 66 9476109	+353 66 9476289	mrscvalentia@dtas.ie	✓
X	Grindavik, Iceland	+354 5511030	+354 5629043	reyrad@lhg.is	✓

4. Operational Issues:

Nothing to report aside from the changes to the NAVAREA Limits covered above.

5. Quality Management Survey:

NAVAREA	ISO 9001 - 2008	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

6. Contingency Planning:

Established procedures to operate in an emergency from another building on site with total dual functionality, along with a remote location 30 miles away have continued to be successfully tested and operated throughout the year.

7. Capacity Building:

Since WWNWS2, NAVAREA I has contributed to the IHO Capacity Building Programme MSI training courses by providing a trainer at each event for the benefit of the South-West Pacific Hydrographic Commission (SWPHC) held in Australia and for the joint benefit of the South West Atlantic Hydrographic Commission (SWAtHC), South-East Pacific Hydrographic Commission (SEPHC) and the MESO American & Caribbean Sea Hydrographic Commission (MACHC), held in Brazil.

8. Other Activities:

NAVAREA I has continued to provide the Secretary for the IHO MSI Document Review Working Group.

9. NAVAREA Website: <http://www.ukho.gov.uk/rnw>

Average hits per week are currently 1000. NAVAREA and Coastal warnings are uploaded as soon as possible following the dissemination via established GMDSS methods. The Web site refreshes every 30 minutes. In effect, this can mean that routine Coastal warnings could be available to view on the Web site before the next scheduled NAVTEX transmission. The DTG of every amendment to the Web site (additions or deletions) is clearly displayed on the front page as:

“The following NAVAREA I and UK Coastal Warnings (WZs) were in force at:
ddhhmm UTC MMM YY”

This ensures that the user is fully aware of the timeliness of the data in the event of any planned or unforeseen outages or delays in uploading.

10. NAVAREA Contact Information: (No Change)

United Kingdom National Hydrographer
United Kingdom Hydrographic Office
Admiralty Way
TAUNTON
Somerset TA1 2DN
England
Tel.: +44 1823 353 448
Fax: +44 1823 322 352
E-mail: navwarnings@btconnect.com
Website: <http://www.ukho.gov.uk/rnw>

11. Recommendations:

None

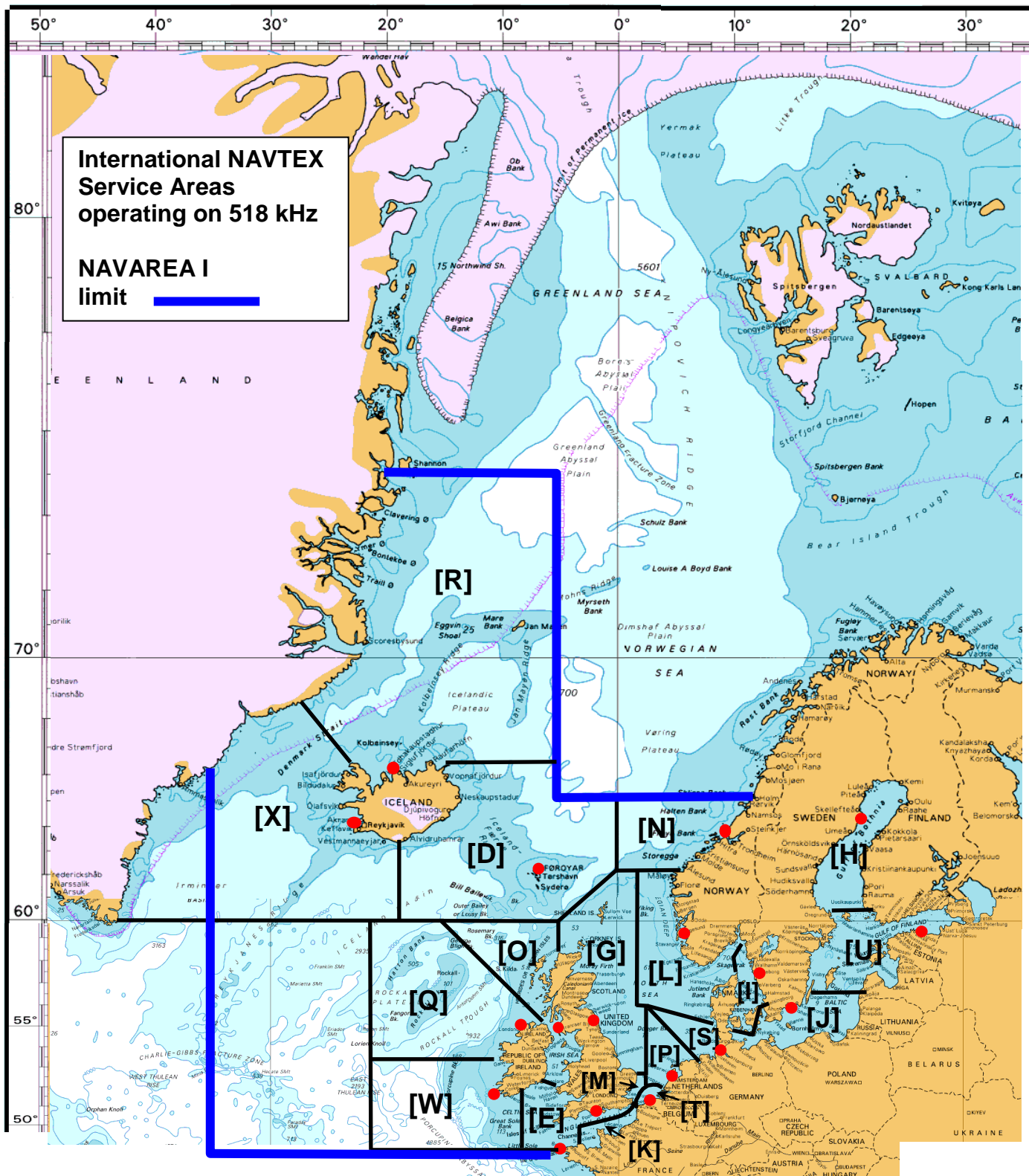
12. Actions requested:

The Sub-Committee is invited to note the report.

13. Synopsis:

The NAVAREA I Co-ordinator introduced the Self-Assessment Report which did not include any areas of concern covering the period since WWNWS2. The key operational issue addressed during the last year was the introduction of a rectangular address area for SafetyNET messages in the revised area of responsibility caused by the operational status of NAVAREA XIX.

ANNEX 1



A	G	M	S
B	H	N	T
C	I	O	U
D	J	P	V
E	K	Q	W
F	L	R	X
	Cullercoates, UK	Oostende, Belgium (for UK)	Pinneberg, Germany
	Bjuroklubb, Sweden	Orlandet, Norway	Oostende, Belgium
	Grimeton, Sweden	Portpatrick, UK	Tallinn, Estonia
	Torshaven, Faeroes	Den Helder, Netherlands CG	V
	Niton, UK	Malin Head, Ireland	W
	Rogaland, Norway	Saudanes, Iceland	X
			Grindavik, Iceland