

Use of Chart numbers in NAVAREA Warnings

Submitted by NAVAREA I

SUMMARY

Executive Summary: This paper proposes a change to the recommendations contained IMO/IHO/WMO MSI Manual for the inclusion of Chart numbers in certain NAVAREA warnings.

Action to be taken: Paragraph 9

Related documents: IMO/OHO/WMO MSI Manual

Introduction

1. The major objectives of the recent comprehensive review of the IMO/IHO/WMO MSI Manual were to promote best practice and a consistent approach to wording NAVAREA warnings by including guidance and practical examples.
2. Experience gained from the two most recent MSI Capacity Building training courses, at which six NAVAREA Co-ordinators attended, has prompted a review of the guidance in the Joint MSI Manual regarding the inclusion of chart numbers in NAVAREA warnings.

Current guidance

3. The following table outlines the current situation:

Sub para 4.2.2 description	Chart No. YES/NO
.1 casualties to lights, fog signals, buoys and other aids to navigation affecting main shipping lanes;	YES
.2 the presence of dangerous wrecks in or near main shipping lanes and, if relevant, their marking;	YES
.3 establishment of major new aids to navigation or significant changes to existing ones when such establishment or change, might be misleading to shipping;	YES
.4 the presence of large unwieldy tows in congested waters;	NO
.5 drifting hazards (including derelict vessels, ice, mines, containers, other large items, etc.);	NO
.6 areas where search and rescue (SAR) and anti-pollution operations are being carried out (for avoidance of such areas);	NO
.7 the presence of newly discovered rocks, shoals, reefs and wrecks likely to constitute a danger to shipping, and, if relevant, their marking;	YES

.8	unexpected alteration or suspension of established routes;	NO
.9	cable or pipe-laying activities, the towing of large submerged objects for research or exploration purposes, the employment of manned or unmanned submersibles, or other underwater operations constituting potential dangers in or near shipping lanes;	NO
.10	the establishment of research or scientific instruments in or near shipping lanes;	YES
.11	the establishment of offshore structures in or near shipping lanes;	NO
.12	significant malfunctioning of radio-navigation services and shore-based maritime safety information radio or satellite services;	NO
.13	information concerning special operations which might affect the safety of shipping, sometimes over wide areas, e.g., naval exercises, missile firings, space missions, nuclear tests, ordnance dumping zones, etc. It is important that where the degree of hazard is known, this information is included in the relevant warning. Whenever possible such warnings should be originated not less than five days in advance of the scheduled event and reference may be made to relevant national publications in the warning;	NO
.14	acts of piracy and armed robbery against ships;	NO
.15	tsunamis and other natural phenomena, such as abnormal changes to sea level;	NO
.16	World Health Organization (WHO) health advisory information;	NO
.17	security-related requirements.	NO

Discussion

4. The rows not shaded in the above table are not up for debate; either chart numbers are obviously required or such a wide area is covered that inclusion of chart numbers would be meaningless.
5. Traditionally, the primary reason for inclusion of a chart number in a message has been that the subject of the warning concerns a charted feature (especially if subsequent chart-correcting action is required). It is this logic which has been challenged, on the grounds that it should be the extent of the area affected by the occurrence which will determine if a chart number should be included or not, as opposed to the particular object or feature causing the NAVAREA warning.
6. The subjects of rows 4, 5, 6, 8 and 9 (none of which affect charted features) will only cause a hazard, or a requirement for increased awareness, in a small area on a particular chart at a given time. The benefit to the mariner if the chart number is included in the preamble is in the ease of selecting the appropriate document from his folio for annotation.
7. The subjects of rows 11 and 13 require separate consideration, as the suggestion is that the Manual should make the inclusion of a Chart number for these optional:
 - a. Row 11 - the text of item 11 does not define whether the offshore structure is permanent or not. For a permanent structure a chart number should be included, but even a single temporary structure would fulfil the same criteria regarding the

extent of the area of the potential hazard. In fact, examples 1 and 5 in this section of the Manual actually include the chart number, even though the general rule at the beginning of the section does not state that warnings in this category shall contain a Chart number in the preamble. (This is also the category used for a weekly Rig List by some NAVAREA Coordinators, which obviously does not require a Chart number.)

- b. Row 13 - some of the topics included in this category may have the potential to cover a large area, but others could be very localised.

Recommendations

- 8. It is recommended that the next revision of the IMO/OHO/WMO MSI Manual include amendments to:
 - a. require warnings for rows 4, 5, 6, 8 and 9 to include chart numbers.
 - b. permit the optional inclusion of chart numbers for rows 11 & 13.

Action requested of the Sub-Committee

- 9. The Sub-Committee is invited to consider the recommendations in paragraph 8.