

**3<sup>rd</sup> MEETNG of the IHO SUB COMMITTEE ON THE WORLD-WIDE  
NAVIGATIONAL WARNING SERVICE (WWNWS)**

**IHB, Monaco**

**13 – 16 September 2011**

**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, Mr. Peter Doherty, United States (NGA), opened the 3<sup>rd</sup> WWNWS Meeting at 0900 on Tuesday 13 September 2011 welcoming 27 delegates from 17 IHO Member States, the International Hydrographic Bureau (IHB), the International Maritime Organization (IMO), the World Meteorological Organization (WMO), and Inmarsat Global Ltd. These included representatives of 14 NAVAREAS, one Sub-Area and four National co-ordinators. The list of participants is given in Annex B. Apologies for non attendance had been received from Argentina (NAVAREA VI), South Africa (NAVAREA VII), Pakistan (NAVAREA IX), the Russian Federation (NAVAREAS XIII, XX and XXI), New Zealand (NAVAREA XIV) and the International Mobile Satellite Organization (IMSO).

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

Admiral Maratos on behalf of the IHB welcomed everyone to this third meeting of the WWNWS Sub-Committee, commenting on the very important work that the WWNWS 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 had concluded at the previous meeting with the finalization of the NAVTEX Manual. He noted in particular the establishment of the five new Arctic NAVAREAs which were now in Full Operational Capability (FOC) and how well connected the Sub-Committee has become with all the other pertinent groups within the IHO. He further noted how new developments such as the overlays on ECDIS, E-Navigation and new communication services in the Caspian Sea all have significant value stemming from this Sub-Committee. He particularly thanked the Chairman and Mr. Steve Shipman, IHO Professional Assistant for Hydrography, for their fine leadership and steerage of this group.

**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 WWNWS3 followed by the Agenda Item (AI) number and a sequential letter. There would

also be a reception hosted by the IHB on Tuesday evening and a no host dinner on Thursday for anyone who would like to attend.

#### **1.4 Administrative Arrangements**

Steve Shipman (IHB-Secretary) informed the meeting that he would be maintaining the list of Action Items and Steve Debrecht, USA, would prepare the draft report of the meeting. The Chairman then invited everyone to introduce themselves to the meeting for the benefit of newcomers.

#### **1.5 Adoption of the Agenda**

The provisional agenda WWNWS3/1/5A-Rev1 was adopted. It is attached at Annex A to this report. The documents submitted to WWNWS3 are listed at Annex C.

#### **1.6 Review of Action Items from WWNWS2**

The Secretary reviewed the list of outstanding action items, document WWNWS3/1/6A, and briefly discussed the current status of each, identifying where if appropriate 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 the 3<sup>rd</sup> meeting of the Inter-Regional Co-ordination Committee (IRCC3)**

The Chairman briefed the Sub-Committee on the outcome of IRCC3 which was held in Niteroi, Brazil from 26 – 27 May 2011. The IRCC is the IHO governing body for the WWNWS Sub-Committee and its primary responsibility is to establish, coordinate and enhance cooperation in hydrographic activities amongst States on a regional basis, and between regions, especially on matters associated with:

- Capacity Building;
- Promulgation of Navigational Warnings;
- General Bathymetry and Ocean Mapping;
- Education and Training; and
- Implementation of the WEND principles suitable for the needs of international shipping.

The Chairman briefed the Sub-Committee on the submission that he had made to IRCC3 on behalf of the WWNWS and noted the primary areas that he addressed in his report. He highlighted:

- Successes of the MSI and Capacity Building courses with the last one being held in Brazil
- Support to IHO technical committees
- Necessity of attending RHC meetings to further advance knowledge and cooperation on MSI dissemination

Admiral Maratos noted the need for Member States who haven't already done so to urgently consider signing the Protocol of Amendments to the IHO Convention so that they can be

adopted before the next IHC in April 2012. He noted that, to date, 32 Member States had accepted them, but 16 more were needed to reach the 48 required for the protocol of amendments to come into force. He urged participants from Member States who had not signed them to assist in any way possible to encourage their authorities to ratify by the end of this calendar year, keeping the IHB informed. The list of those Member States who have ratified is available on the IHO website and the IHB would also be issuing a further CL to Member States on this topic. (*Post meeting note – this is CL58/2011*)

## **2 MATTERS RELATING TO THE GMDSS MASTER PLAN**

**2.1** An IMO Update was provided by Captain Gurpreet Singhota of the IMO Secretariat. He noted the tight connection of the IHO with the IMO particularly dealing with ENC's, ECDIS, E-Nav, and of course, the WWNWS. While recognizing the excellent work of the WWNWS SC he raised two concerns. Firstly, the IMO felt that a more timely navigational warning could have been broadcast to ships in the Mediterranean concerning the Libya crisis, especially when NATO began its operation there noting that shipping was somewhat confused regarding navigation in and around Libyan waters, the IMO would have liked a more proactive approach. Secondly, the IMO had been informed that the UKHO is no longer publishing other NAVAREA messages in their weekly Notice to Mariners noting some mariners had become reliant on this service.

The Chairman responded to the IMO's first concern by saying that he believed that the NAVAREA III Co-ordinator had done an excellent job in sending out the necessary messages. He noted that several military operations, including NATO, had convoluted the information flow because they did not fully understand the NAVAREA's need to follow WWNWS guidelines on identifying proper authorities. Some time was lost while sorting out who was in charge of the military operations.

The second concern made it clear that there was a misunderstanding of what the UKHO was publishing; it seemed that some mariners thought that these lists of other NAVAREA warnings were complete listings. In fact, they were "selective" warnings, published for the benefit of the Royal Navy and were never intended to be either a listing of the actual text or an In Force list. This service was no longer required by the Royal Navy as an alternative mechanism for dissemination had been found, and thus the UKHO had removed it from their weekly NtoMs. General discussion ensued and it was concluded that mariners needed further education/guidance on where to find In Force bulletins of NAVAREA messages and the text of those warnings over 42 days old but still extant, for ships entering into a new NAVAREA.

The IMO representative also requested that updated information on the drifting debris field following the Japanese Tsunami of March 2011 be promulgated. Japan and the US agreed to work on means to discover the position of the debris field as well as its shape and drift information.

## **2.2 Review content of GMDSS Master Plan Annex 8**

Copies of the current text of Annexes 7 and 8 were provided at the meeting. All members were invited to review their sections and provide IMO with updated information where necessary.

## **2.3 Update layout of GMDSS Master Plan Annex 8 for COMSAR 16**

NAVAREA I introduced their paper WWNWS3/2/3A outlining a proposal to seek an amendment to the layout and content of Annex 8 of the GMDSS Master Plan. Following discussion the proposal was supported and it was agreed that the IHB would prepare a submission to COMSAR16 requesting amendment of Annex 8.

## **3 PROMULGATION OF MARITIME SAFETY INFORMATION (MSI)**

### **3.1 Outcome of the Fifteenth Session of the International Maritime Organization's Sub-Committee on Communications and Search and Rescue (COMSAR15)**

The Chairman and Secretary reviewed the matters considered, and decisions taken, during COMSAR15 referring to document WWNWS3/3/1A. It was noted that the NAVTEX Manual as prepared by WWNWS2 was approved by COMSAR15 with little amendment. This reflected well on the excellent work undertaken by WWNWS in the preceding two years. The Manual had subsequently been adopted by the Maritime Safety Committee at its 89<sup>th</sup> session in May 2011, will come into force in Jan 2013. It has been issued under IMO MSC Circ. 1403 which is available from the IHO web site.

### **3.2 NAVAREA Assessments of Navigational Warnings Services by Co-ordinators**

The representatives of the 14 NAVAREAs and one Sub-Area present were invited to introduce their MSI Self Assessments. The Chairman briefly reviewed pertinent items from the Self Assessments of those NAVAREA Co-ordinators not present at the meeting, with NAVAREA X covering NAVAREA XIV. 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 F. It was pleasing to note that Self Assessments had been received from ALL NAVAREAs and Sub-Areas.

#### **NAVAREA I (UK)**

The NAVAREA I representative introduced and presented his Self-Assessment Report, document WWNWS3/3/2-I. He thanked the Sub Area Co-ordinator (Sweden) for all of his efforts in supporting the NAVAREA. He also thanked the new NAVAREA XIX Co-ordinator (Norway) for his active cooperation in reworking the boundary between NAVAREAs I and XIX. The new limit has not been hard coded into the machinery (i.e., NAVTEX) which is causing some duplication on the east coast of Greenland, but given the limited warning traffic in the area this is not viewed as a big problem. The Chairman thanked NAVAREA I for his many contributions over the years and noted that a new Co-ordinator, Mr. Guy Beale, will be replacing him next month.

#### **NAVAREA I Sub-Area Baltic (Sweden)**

The Baltic Sea Sub-Area representative introduced and presented his Self-Assessment Report, document WWNWS3/3/2-I-SubArea. He made mention that a new NAVTEX station in Norway would cover a gap in the Skattegat. The representative also noted a new gas pipeline being constructed between Russia and Germany and wondered if the Sub-Committee might need to consider leaking gas as a new hazard for nav warnings should this event ever occur. He noted that the IHO publication S-23 is very much out of date and hampers what

names should be used when mentioning bodies of water on charts and in navigational warnings. The Chairman said that for MSI the names as found on the coastal State's charts should be used until such time as a new edition of S-23 is published.

Admiral Maratos, as chairman of the S-23 Working Group, provided an update on the progress made. He noted that Regional Hydrographic Commissions had the authority to resolve internal regional naming issues.

The Sub-Area Co-ordinator noted that NAVAREA I provides their contingency backup.

### **NAVAREA II (France)**

The NAVAREA II representative introduced and presented his Self-Assessment Report, document WWNWS3/3/2-II. He noted a shortfall in the provision of MSI information in some countries, particularly in Africa. This lack of MSI source material was also noted in other NAVAREAs. Thus there was a need for more still more MSI Capacity Building training. It was further noted that due to a constant, and sometimes rapid change of personnel in developing nations it was difficult to maintain contact and communication.

Admiral Maratos suggested that this matter be raised with IMO in order to encourage member states to better support WWNWS operations. In particular it was considered appropriate that assurances be obtained regarding a person's continued employment in the relevant job before accepting them onto an MSI course.

### **NAVAREA III (Spain)**

The NAVAREA III representative introduced and presented his NAVAREA III Self-Assessment Report, document WWNWS3/3/2-III. He noted that within his area there are more than 20 national co-ordinators and that he experiences the same difficulties of communication with some of them that was mentioned by NAVAREA II. Three issues of significant development were noted: a) agreement with NAVAREA II to establish the meridian of 005 degrees 45 minutes W as the boundary between NAVAREAs II and II in the Strait of Gibraltar; b) new website for all of their NAVAREA warnings in force; and c) NAVTEX coverage to be completed in the Mediterranean Sea with a new station at Sirte, Libya (current location of the recently delivered equipment unknown), a new station at Kelibia, Tunisia (expected to be operational later this year) and three new stations in Italy (Mondolfo, La Maddalena and Sellia Marina). These new Italian stations will replace the existing stations in Rome, Cagliari, Trieste and Augusta.

The Chairman thanked the NAVAREA III Co-ordinator for his support during the Libyan crisis

The national representative from Italy provided updated email addresses, stating that La Maddalena station was transmitting regularly the MSI previously transmitted by Rome station and re-iterated the positive results arising from trial transmissions on the other two new stations (Mondolfo and Sellia Marina). Italy reported that the new Navtex network will become fully operational from next 1st January 2012. Italy further reported that it is providing a backup connection system between the new stations and the Italian Coast Guard Operational Center in Rome and a Navtex monitoring network with six new monitor sites.

## **NAVAREA IV & XII (USA)**

The Chairman, as NAVAREA IV & XII Co-ordinator, introduced and presented his Self-Assessment Report, document WWNWS3/3/2-IV&XII. He noted similar problems with countries in the NAVAREA IV footprint not providing MSI data. He also mentioned that the US is looking at “apps” as a means of circulating MSI and charting information to user groups using new low tech navigation solutions and hopes to be able to demonstrate some of these capabilities in subsequent meetings.

## **NAVAREA V (Brazil)**

The NAVAREA V representative introduced and presented his Self-Assessment Report, document WWNWS3/3/2-V. He noted a new backup agreement with Argentina, new NAVTEX stations coming on-line and thanked all for their support in the recent MSI Course held in Brazil earlier this year.

## **NAVAREA VI (Argentina)**

The Chairman briefly introduced and presented the NAVAREA VI Self-Assessment Report, document WWNWS3/3/2-VI. He noted a 50% drop in output warnings from 2009 to 2010 and that the Uruguay NAVTEX station has been off air since 2005.

## **NAVAREA VII (South Africa)**

The Chairman briefly introduced and presented the Self-Assessment Report, document WWNWS3/3/2-VII. He noted the same concern as mentioned by the NAVAREA III Co-ordinator about lack of traffic and that a contingency backup agreement with the NAVAREA II Co-ordinator was being discussed.

## **NAVAREA VIII (India)**

The NAVAREA VIII representative introduced and presented his Self-Assessment Report, document WWNWS3/3/2-VIII-Rev2. He also noted the lack of support in some countries within his NAVAREA. Further, he noted that some authorities had been sending reports and warning information directly to the UKHO, NAVAREA I rather than to him as NAVAREA VIII. He noted that seven new NAVTEX stations will come on-line before the end of 2012. He raised the issue of a potential need to extend the 5-day lead time for certain special operation warnings. There is some feeling that five days is not enough time, but the Chairman pointed out that there is no need to change the MSI guidance as five days is only the minimum and that an earlier warning can be issued by the NAVAREA Co-ordinator should they so decide and have the information available.

The Chairman thanked India for their piracy warning support throughout the year.

## **NAVAREA IX (Pakistan)**

The Chairman briefly introduced and presented the NAVAREA IX Self-Assessment Report, document WWNWS3/3/2-IX. He noted the continued need for a “no warnings” message, a request for additional MSI training and that in some cases NAVTEX messages were duplicated on SafetyNET. The Chairman would raise these matters with the NAVAREA IX Co-ordinator.

## **NAVAREA X (Australia)**

The NAVAREA X representative introduced and presented his Self-Assessment Report, documents WWNWS3/3/2-X and WWNWS3/3/2-X-Add1. He noted the following: that there are nine SafetyNET areas covering NAVAREA X and no NAVTEX; similar issues with lack of traffic from some countries in their region; a reduced number of navigational warnings; recognizes the need for “no warning”, “In Force”, and “radiation warning” messages, but would like further guidance on each; and that NAVAREA X has back up arrangements in Canberra for contingency planning purposes. The Chairman asked that all NAVAREAs respond back with their approach to “no warning” and “In Force” messages and further stated that radiation type message could be covered under special operations such as nuclear tests as identified in A.706, para 4.2.1.3.13, so that a unique category did not need to be created. NAVAREA X assisted in the delivery of the MSI course for the SWPHC which was held in Sydney in 2010.

## **NAVAREA XI (Japan)**

The NAVAREA XI representative introduced and presented his Self-Assessment Report, document WWNWS3/3/2-XI-Rev1. The NAVAREA XI Co-ordinator showed a PowerPoint presentation on the affects of the March 2011 earthquake, tsunami and radioactive fallout on Japan. He noted the numerous shocks and aftershocks, the debris field, and that the task of keeping up with outgoing traffic via NAVTEX had exceeded the capacity of the “B” character within the system. Therefore, they limited issuing warnings on drifting hazards to once per day.

## **NAVAREA XII (USA) (See NAVAREA IV above)**

## **NAVAREA XIII (Russian Federation)**

The Chairman briefly introduced and presented the NAVAREA XIII Self-Assessment Report, document WWNWS3/3/2-XIII. He noted that their website is only in a test mode, that they lack a backup plan and that they use rectangular/circular areas rather than NAVAREA limits as per the system definition manual for Inmarsat C and mini C terminals. The Chairman also noted that the new Arctic NAVAREAs also use rectangular areas for their warnings since many Inmarsat terminals are not configured to recognize the new NAVAREA limits yet.

## **NAVAREA XIV (New Zealand)**

The NAVAREA X representative, Australia, briefly introduced and presented the NAVAREA XIV Self-Assessment Report on behalf of New Zealand, document WWNWS3/3/2-XIV. He noted that NAVAREA XIV has made many improvements in the last year thanks to assistance from NAVAREA X (who also acts as their contingency backup) and the WWNWS SC Chairman. Like Australia, New Zealand only uses SafetyNET and does not have any NAVTEX stations. NAVAREA XIV assisted in the delivery of the MSI course for the SWPHC which was held in Sydney in 2010. The Chairman thanked both New Zealand and Australia for their efforts to improve the delivery of MSI.

## **NAVAREA XV (Chile)**

The NAVAREA XV representative introduced his Self-Assessment Report, document WWNWS3/3/2-XV. He noted that six NAVTEX stations are transmitting, but that they

currently have no contingency backup plan. The Chairman suggested that another South American NAVAREA be considered for contingency planning purposes. NAVAREA XV also suggested that perhaps all NAVAREA Co-ordinators' email addresses should show their respective NAVAREA number if possible (e.g. Navarea15@shoa.cl). It was noted that this was now the case for several NAVAREAs and was in principle a good idea. There were however some technical difficulties for some NAVAREAs and this should therefore be recommended but not mandatory.

#### **NAVAREA XVI (Peru)**

The NAVAREA XVI representative introduced his Self-Assessment Report, document WWNWS3/3/2-XVI. He noted the following: Peru has sent students to recent MSI courses, but needed additional MSI training; they are buying new equipment; have a need for a contingency plan (although they are looking to open a duplicate office in northern Peru); are changing from four to two broadcasts a day; need more people in order to become a 24x7 operation; and are currently unable to monitor their broadcasts.

#### **NAVAREA XVII and XVIII (Canada)**

The NAVAREA XVII and XVIII representative introduced and presented his Self-Assessment Report, document WWNWS3/3/2-XVII&XVIII. The Canadian representative noted that their two NAVAREAs started officially on 1 June 2011. They promulgated over 100 warnings in 2010 in each NAVAREA and that most messages were self-cancelling. Canada has only one NAVTEX station operating within NAVAREA XV111 and there is no plan to expand the service. The Danish Maritime Safety Administration is improving NAVTEX coverage on the west coast of Greenland with the installation of 2 new NAVTEX stations. Canada contingency plan is via the USA and METAREA XV11 and XV111 Co-ordinator.

The Inmarsat representative asked for any satellite feedback from vessels traveling in the Arctic region.

The Chairman thanked Canada for all of their efforts in successfully going through IOC to FOC without issue.

#### **NAVAREA XIX (Norway)**

The NAVAREA XIX representative introduced and presented his Self-Assessment Report, document WWNWS3/3/2-XIX. As with Canada, Norway was equally successful in bringing on their NAVAREA operations commencing 1 June 2011. Their NAVAREA has three NAVTEX stations and they use rectangular areas for SafetyNET broadcasts.

#### **NAVAREA XX and XXI (Russian Federation)**

The Chairman briefly introduced and presented the NAVAREA XX and XXI Self-Assessment report, document WWNWS3/3/2-XX&XXI. The Chairman noted the need for a website, contingency plan and the requirement to provide WWNWS meetings with the number of messages sent.



### **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 and presented document WWNWS3/3/3/1A which highlighted the main matters raised with the Panel. He noted the following:

- It is planned to “repatriate” 2 B1 characters from the NAVAREA I allocation which were previously used by Russian NAVTEX stations, with one of them to be given to Norway;
- The two NAVTEX stations in the Caspian Sea currently leave a gap which could be covered by the proposal from Azerbaijan. It was noted that the Caspian Sea does not currently fall within the coverage of SOLAS and the WWNWS. There is an outstanding action on the IR of Iran to raise this matter at a meeting of the Caspian Sea Littoral States and to report back to IMO and IHO accordingly
- NAVAREA V is looking to add NAVTEX stations along their coast covering the approaches to their major ports;
- Russia is planning six stations to cover the Northern Sea Route.
- There continues to be a misalignment between B1 characters and time slots used by the US Coast Guard. The Chairman took an action to contact the USCG and to arrange a meeting with them and the NAVTEX Co-ordinating Panel Chair during COMSAR16 in March 2012.

Finally he confirmed that Mr Guy Beale, who had been unable to attend this meeting due to a prior commitment, had assumed the roles of both NAVAREA I Co-ordinator and Chairman of the NAVTEX Co-ordinating Panel. A replacement for him as Secretary of the NAVTEX Co-ordinating Panel would be announced at a later date. The Chairman thanked Cdr Tim Sewell for all his work over the years and wished him well for his new posting.

#### **3.3.2 Report of the IMO SafetyNET Co-ordinating Panel**

The Chairman noted that as the work of this Panel is covered in numerous other agenda items there was no need to summarise it here. Suffice to say that many good things have taken place: the Arctic NAVAREAs coming on-line; MSI training; updates to all applicable documents; contingency plans; the establishment of numerous websites, and the creation of new broadcast categories of port/coastal security, tsunamis, piracy and health alerts.

#### **3.3.3 WMO Liaison Report**

Mr. Henri Savina of Meteo France and Chair of the JCOMM/ETMSS introduced and presented the WMO Liaison Report, document WWNWS3/3/3/3A. He noted the great work done to establish the five new Arctic METAREAs with resulting weather forecasts using unified formats as well as to the imminent establishment of a joint IMO/WMO World-Wide Met-Ocean Information and Warning Service (WWMIWS). Consequently new METAREA Co-ordinators will mirror their NAVAREA counterparts. Further, the WMO is organizing the next JCOMM Marine Meteorological Monitoring Survey, which will go out later this year. The questionnaire will be available online on their website and the information to mariners will be provided via their Port Met Offices. WMO strongly encourages agencies involved in the provision of MSI, including IHO and National Hydrographic Services, to attend the fourth session of JCOMM (JCOMM-IV) scheduled in Yeosu, Republic of Korea, from 23 to 31 May 2012.

### **3.3.4 Contingency Planning**

The NAVAREA I Co-ordinator presented paper WWNWS3/3/3/4A on behalf of IMSO. The thrust of the paper is to recognize that the entire GMDSS service is critical, from the Inmarsat satellite constellation (which is tested six-monthly) to the LES, NAVAREA/Sub Area/ and National Co-ordinators, such that everyone needs to have a contingency plan in place in case of any disruption of service whether temporary or more permanent. It was agreed that the document was a valuable starting point, that it should be reviewed at the Doc Rev WG Meeting in March 2012 and then considered further at WWNWS4.

### **3.4 Developments in the WWNWS**

#### **3.4.1 Inmarsat-C EGC SafetyNET Report including System Definition Manual (SDM) update**

Discussion on this topic was covered with agenda item 3.5.2.

#### **3.4.2 Review of the WWNWS element of the GMDSS**

The UK introduced document WWNWS3/3/4/2A on an MSI Questionnaire. A great deal of discussion and interest centred on this topic. The intent is to solicit input from SafetyNET and NAVTEX users to ensure that MSI distribution within the GMDSS is meeting their needs. The draft survey provided by Mr. Guy Beale of the UKHO at Annex 1 to the document was provided as a straw man and indeed many changes were suggested. An introductory paragraph covering the background, purpose, targeted audience and highlighting that it is an international survey was constructed within the margins of the meeting and presented to the meeting. The IHB agreed that they could host the online form, once finalised, and collate the reports received from mariners. Notice of the survey will be disseminated via both SafetyNET and NAVTEX. Members were requested to offer additional suggestions to improve the survey. Once the survey is ready for exposure the IHB will contact the Chairman who will in turn send it out to all NAVAREA Coordinators to run it for six weeks.

#### **3.4.3 E-navigation**

Japan introduced document WWNWS3/3/4/3A on the outcome of the NAVAREA XI Regional Conference which considered “Navigational Warnings Overlays in ECDIS”. This document highlighted the display of navigational warnings as an overlay on ECDIS which proved successful, but with some limitations. Member States wondered if Temporary and Preliminary Notice to Mariners could also be displayed in this manner. The outcome of this test was to show capability and was not driven by an IHO/IMO requirement, and thus, will not be presented at COMSAR.

There was also a great deal of discussion on the IMO’s work on e-navigation and exactly what this covers and what the future spectrum needs might be. It was noted that there is an IMO NAV Correspondence Group with over 200 members who are working on this topic intercessionally. The CG will report back to NAV58 as well as providing interim reports to the COMSAR and STW Sub-Committees. Member States are encouraged to join the discussion and input their thoughts. NAV57 in 2011 agreed to recommend the approval of the use of IHO’s Universal Hydrographic Data Model (S-100) as the baseline for creating a framework for data access and services under the scope of SOLAS. NAV57 has also invited the Maritime Safety Committee to authorise, in consultation with other organizations, the

establishment of an IMO/IHO Harmonization Group on Data Modelling and requested an extension of its work on the e-navigation implementation to 2014.

Three issues for WWNWS' consideration are: a) format of the nav warnings to be displayed; b) method to send data from the receiver to the ECDIS (text/voice messages and then conversion to a graphical interface); and c) information management to display the nav warnings. The French representative stated that SHOM intends to start working on the format of navigation warning messages to make them more easily interpreted by ECDIS software and suggested that all members interested in this issue join him to form a correspondence group (POCs: [alain.rouault@shom.fr](mailto:alain.rouault@shom.fr) and [geoffroy.scrive@shom.fr](mailto:geoffroy.scrive@shom.fr)).

### **3.5 Emerging Technologies**

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

No other applications from providers have been received for GMDSS services in accordance to IMO Resolution A.1001 (25).

It was considered possible that potential candidate Service Providers might propose using a pull rather than push mechanism and the WWNWS Sub-Committee was therefore invited to consider this matter and to put together a requirements document emphasizing why a push mechanism is necessary. A brainstorming activity was then undertaken to capture the pros of why dissemination by pull (broadcast) is most appropriate. A draft list for further review and comment at the Doc Rev WG meeting in March 2012 was prepared and can be found at Annex G.

#### **3.5.2 Inmarsat Fleet Broadband**

The Inmarsat representative briefed the meeting (see WWNWS3/3/4/1A) on their fleet broadband capability and also hinted at what the future may hold for Inmarsat services. He requested feedback on future requirements as well as any general feedback on his presentation. He noted that there are 88,000 Inmarsat C and 55,000 Mini-C terminals in use worldwide with 11 satellites from three generations Inmarsat 2, 3 and 4. The I4 satellites do not currently provide GMDSS services but their inclusion would provide a slightly increased coverage of Arctic waters.

The representative discussed the new 505 Emergency Calling Service via Fleet Broadband which currently has between 15,000 and 16,000 terminals in existence. These are voice only and are non-SOLAS, thus normally for smaller craft.

The Inmarsat representative requested information on any new requirements for MSI dissemination especially under e-navigation. They will maintain existing services. There was much discussion on UNICAST dissemination resulting in much doubt that it could cover the full NAVAREAs with a high enough assurance of reaching all ships. There are also issues with monitoring, scheduling of broadcasts, polling, and positioning of vessels within the coverage.

Inmarsat has prepared a draft 5<sup>th</sup> edition of their SafetyNET Users Handbook (See document WWNWS3/4/11A) , and requests all WWNWS members to provide comments on this draft. Further revision will be required if and when any further amendments are made to the WWNWS documentation.

### **3.5.3 Presentation by potential service providers**

There were no presentations made at this meeting.

## **4 REVIEW OF GUIDANCE DOCUMENTS**

The Chairman noted that the 9<sup>th</sup> meeting of the Document Review WG (DocRev) was held, at IMO Headquarters, in the week following COMSAR15. He intended to convene the 10<sup>th</sup> meeting, also at IMO Headquarters in London from 20 - 22 March 2012, i.e. in the week following COMSAR 16, and asked the Secretary to make the necessary arrangements with IMO.

### **4.1 Document Review Status Report**

The Secretary introduced document WWNWS3/4/1A reporting on the status of all documents being revised as part of the holistic review of WWNWS documentation and document WWNWS3/4/1B which listed the action items from the DocRev9 meeting. The Chairman specified that the documents have now all been adopted by IMO and the current intention is simply to ensure that there is 100% consistency between them and not to propose any significant changes. He noted the extensive week long review sessions following COMSAR during the last several years that have achieved the quality documents that are available today. Marked up copies of all the documents will be made available on the WWNWS web page of the IHO web site and everyone is invited to submit comments, aimed at consistency between the documents to the Chairman and the IHB, these will then be considered at DocRev10. The intention is to finalise the review at WWNWS4 in 2012, and after seeking IHO and WMO endorsement, to submit to COMSAR17 in 2013.

### **4.2 IMO resolutions A.705 (17), as amended and A.706 (17) as amended**

Spain introduced document WWNWS3/4/2A on “Long term NAVAREA warnings”. This document is also relevant to agenda item 4.3. Spain expressed a concern over those messages that continue to be broadcast beyond 42 days with no cancellation date in sight. The question being how to cancel them or replace them with some other valid entry. It was noted that the onus of cancellation rests with the originator, but this is oftentimes long forgotten. Options discussed to replace the still valid information is to seek a Notice to Mariners chart or publication correction entry, go back to the originator with a question or issue a new broadcast warning (as is commonly done for Coastal and NAVTEX warnings that fall into this category). The bottom line is that there should be a clear reason to cancel any navigational warning.

The UK introduced document WWNWS3/4/2B on “List of ‘old’ NAVAREA warnings still “in Force”. The gist of this document is to ensure that all NAVAREA Co-ordinators follow similar means to provide the full text of warnings older than 42 days, but still in Force. Whether it be a periodic Notice to Mariners entry, a website location or simply responding via the mails for printed copies of those long standing messages still in Force, some means to relay “available by other means”, this information is crucial for safe navigation for ships newly entering a NAVAREA.

In both cases noted above, Co-ordinators would like to see more guidance on how to deal with either situation.

#### **4.3 Joint IMO/IHO/WMO Manual on MSI and IHO Publication S-53**

The UK introduced document WWNWS3/4/3A on “The use of chart numbers in NAVAREA Warnings”. It was agreed that the recommendations should be considered at the DocRev10 meeting in March 2012.

#### **4.4 IMO International SafetyNET Manual**

This revised document is set to come into force on 1 January 2012. However, as the document review proceeded on other guidance documents it was noted that some amendments, for consistency, were required. In particular it was agreed, following a proposal from Spain, that the visual depiction of what constitutes MSI (Figure 1) will need some attention as it is clearly stated that SAR is not an MSI category. This will be discussed at DocRev10. This change will also have to be reflected in all other MSI documents.

#### **4.5 IMO NAVTEX Manual**

This document was not discussed or reviewed at this meeting; however the DocRev10 meeting will consider all WWNWS documents.

#### **4.6 IMO resolutions MSC.306 (87) and A.664 (16) “Performance Standards for Enhanced Group all Equipment”**

Documents not discussed or reviewed at this meeting.

#### **4.7 IMO resolution MSC.305 (87) “Guideline on operational procedures for the broadcast of maritime safety information concerning acts of piracy and piracy counter-measure operations”**

Document not discussed or reviewed at this meeting. Nonetheless, the Chairman took this opportunity to address a situation where military entities (AWNIS, as an example in the Mediterranean during the NATO Libyan interface) were attempting to over-ride NAVAREA authorship and send out their own broadcast via SafetyNET. They had applied for a MMSI number, but were refused and directed to send their desired traffic direct to the local NAVAREA Co-ordinator. This also includes broadcasts on piracy in the Horn of Africa. The recent improvements with NAVAREAs taking ownership of these issues will, it is believed ensure that all mariners both military and civilian are well served without direct military intervention into the GMDSS.

#### **4.8 COMSAR Circ.36: “Broadcast of warnings for tsunamis and other natural disasters”**

The secretary introduced document WWNWS3/4/8A which provided the text of COMSAR Circ.36. This was briefly reviewed and the recommendation from DocRev9 that IMO should be invited to cancel this Circular when the revised NAVTEX Manual comes into force (1 January 2013) was endorsed. A submission will be made to COMSAR16.

#### **4.9 Terms of Reference for the WWNWS Sub Committee**

The Chairman reported that he had not received any proposed changes to the ToR since it was extensively reviewed at CPRNW10 and adopted by IHO in July of 2009.

#### **4.10 IMO resolution on Met-Ocean services**

The Chairman noted that a draft IMO resolution on an IMO/WMO World-Wide Met-Ocean Information and Warning Service (WWMIWS), (WWNWS3/4/10A), had been finalised at COMSAR 15, endorsed by MSC89 and should be adopted by IMO Assembly 27 in November 2011. This joint IMO-WMO resolution will complement the joint IMO-IHO resolution on the WWNWS (A.706 (17)).

#### **4.11 Inmarsat SafetyNET Users' Handbook**

Inmarsat provided a draft of their 5<sup>th</sup> Edition of the Inmarsat SafetyNET Users' Manual (WWNWS3/4/11A). All members of WWNWS were invited to review and pass comments directly to the Inmarsat representative.

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

#### **5.1 Update on WWNWS Members' Attendance to RHCs**

Members provided feedback on several RHC meetings attended in the previous year. Sweden noted its Baltic RHC to be held in October 2011 in which the Russian Federation is expected to speak on their MSI experiences and to introduce a new prototype website. The Chairman noted two other RHCs: Meso-American and Caribbean RHC (to be held in December 2011) and the Arctic RHC (to be held the end of September 2011). At the MACHC many nations are expected to attend with several looking for help in building their MSI and hydrographic capabilities. At the AHC, a routing guide (copy shown at the WWNSW3 meeting) will be shared to show the entire Arctic region with the new NAVAREAs overlaid along with shipping routes, communication stations and other pertinent details of interest to shipping.

MSI is a standing agenda item for RHC meetings and the Chairman encouraged NAVAREA participation in order to spread the word on MSI dissemination.

#### **5.2 Capacity Building Training Course Development**

The Chairman introduced this topic by providing a historical perspective on this program and how it began in 2006 as a request from the IHO Capacity Building Sub Committee to put together a team of experts and a Phase 1 MSI training program for the MACHC.

A table identifying all of the courses from 2007 through 2010 is included below.

2007	Jamaica	MACHC	NAVAREA IV
2007	Mozambique	SAIHC	NAVAREA VII
2008	Spain	MBSHC	NAVAREA III
2009	Ghana	EAtHC	NAVAREA II
2009	Oman	NIOHC & RSAHC	NAVAREA VIII & IX
2010	Namibia	SAIHC	NAVAREA VII
2010	Australia	SWPHC	NAVAREA X & XIV
2011	Brazil	MACHC/SEPHC/SWAtHC	NAVAREA IV, V & VI

The Chairman endorsed the CB training stating that the eight courses listed above covered some 70 countries with 125 participants trained. While it has been mostly undertaken by the UK, US and France many other nations have stepped in to support much to the success of the program. This level of support is hoped to continue to enjoy a greater spread of knowledge across the globe. While many nations have participants trained one of the shortfalls noted is that as these personnel move on their knowledge is not being passed on to incoming staff.

In 2012 a South West Pacific RHC meeting will be held which is expected to include a Capacity Building MSI training course. The NAVAREA I representative mentioned he might be able to support this from his new location in Singapore. A question was raised whether the IHB might be able to fund instructors travel. An answer will be sought.

### **5.3 WWNWS CD-ROM**

The Chairman circulated the September 2011 edition of the WWNWS CD which had been updated with all the latest information. Others are available on application to the Chairman.

## **6 NEXT MEETING**

### **6.1 DATES AND VENUE FOR WWNWS4**

The Chairman thanked the representative from Japan for offering to host the WWNWS4 meeting in Tokyo and it was agreed that the meeting should take place from 24-28 September 2012. A formal invitation for this meeting to include the final venue will be sent out to all members before the six month deadline required by the Rules of Procedure for the WWNWS Sub-Committee.

### **6.2 DRAFT AGENDA FOR WWNWS4**

A provisional agenda (WWNWS3/6/2A-Rev1) for the WWNWS4 meeting was displayed and agreed by those present. There will be a further review of this agenda at the DocRev10 meeting at IMO (see section 4 above). Any member wishing to include other items is requested to notify the Chairman and Secretary at the earliest possible opportunity in order that all members can be informed accordingly. The provisional agenda for WWNWS4 is at in Annex E.

## **7 REVIEW OF ACTION ITEMS FROM WWNWS3**

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

## **8 ELECTION OF A VICE-CHAIR**

Following the retirement of the Vice Chair, Captain (R) François Lacroze, his successor Captain (R) Alain Rouault had temporarily taken the post of Vice Chair. Canada proposed, the UK seconded and the meeting agreed by acclamation that this role should be confirmed.

Captain (R) Alain Rouault thanked the meeting for the confidence that they had shown in him and promised to do everything in his power to support the Chairman and the WWNWS SC.

## **9 ANY OTHER BUSINESS**

### **9.1 Centennial Titanic Message**

The Chairman reported that next year is the centenary of the sinking of the Titanic. This disaster eventually led to the establishment of globally coordinated navigational warnings. The Sub-Committee was invited to submit proposals for a draft message to be finalized at DocRev10. The intent is to broadcast the resulting anniversary message once by all NAVAREA Co-ordinators on 15 April 2012 (the 15<sup>th</sup> of April 1912 is the day the Titanic actually sank).

### **9.2 Possible interference to S-Band Radar**

The UK introduced document WWNWS3/9/2A-Rev1 on “Possible interference to S-Band Radar”. The issue here is that certain wireless broadband transmitters which make use of the 4G telephone networks interfere with the S-Band radar (at 2.6 GHz) resulting in reduced probability of detection via a ship’s radar. This reduction may cause vessels to miss legitimate radar targets and create a safety situation. This potential problem has been observed in the Straits of Malacca. The question for the Sub-Committee is whether consideration should be given for a new type of warning to alert shipping to these events. The scope of the problem is unknown although the US Coast Guard and Turkey both reported that a similar problem exists in the US and Turkey. Also, a company in the US, Light Squared, has been identified as having signals that interfere with GPS. This is a connected issue.

The group decided that this situation warrants a message and to add this topic to the agenda for next year’s meeting under item 3.3.5.

## **10 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 preparations, arrangements, and support in hosting the meeting. Comments from the group in closing noted that the week’s session was very interesting, helpful and productive. They supported comments that the Sub Committee is a real team and genuinely strives for results while working for the benefit of all mariners in terms of maritime safety.

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

Enclosures:

- Annex A    Agenda for the 3<sup>rd</sup> Meeting of WWNWS
- Annex B    Participants at WWNWS3
- Annex C    List of Documents submitted to WWNWS3
- Annex D    List of Action Items as of 16 September 2011
- Annex E    Provisional Agenda for the 4<sup>th</sup> Session of the IHO WWNWS Sub-Committee
- Annex F    MSI Quality Management Survey Summary
- Annex G    Justifications for broadcasting MSI



**AGENDA OF THE THIRD MEETING OF THE WWNWS SUB COMMITTEE (WWNWS3)**

**Held at the IHB, Monaco.  
From 0900 Tuesday 13 September to 1700 Friday 16 September 2011**

**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 WWNWS2
- .7 Report from IRCC3

**2 MATTERS RELATING TO THE GMDSS MASTER PLAN**

- .1 IMO Update
- .2 Review content of GMDSS Master Plan Annex 8
- .3 Update layout of GMDSS Master Plan Annex 8 for COMSAR16

**3 PROMULGATION OF MARITIME SAFETY INFORMATION (MSI)**

- .1 Outcome of the 15<sup>th</sup> Session of the International Maritime Organization's Sub-Committee on Communications and Search and Rescue (COMSAR15) 7 – 11 March 2011
- .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
- .4 Developments in the WWNWS
  - .1 Inmarsat-C EGC SafetyNET Report including System Definition Manual (SDM) update
  - .2 Review of the WWNWS element of the GMDSS
  - .3 E-navigation
- .5 Emerging Technologies / Modernisation
  - .1 Update on other service providers in accordance with IMO Resolution A.1001(25)
  - .2 Inmarsat Fleet Broadband Presentation
  - .3 Manufacturers' presentations (Subject to availability)

**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 (MSC.1/Circ.1310) and IHO Publication S-53
  - New warning categories / recommended formats and examples.
- .4 IMO International SafetyNET Manual (MSC.1/Circ.1364)
- .5 IMO NAVTEX Manual (MSC/Circ.xxxx)
- .6 IMO resolutions MSC.306(87) and A.664(16) "Performance Standards for Enhanced Group Call Equipment".
- .7 IMO "Guideline on operational procedures for the broadcast of maritime safety information concerning acts of piracy and piracy counter-measure operations." (IMO resolution MSC.305(87))
- .8 COMSAR Circ.36: "Broadcast of warnings for tsunamis and other natural disasters."
- .9 Terms of Reference for the WWNWS Sub Committee (IHO Circular Letter 46/2009)
- .10 WMO - IMO resolution on Met-ocean services
- .11 Inmarsat SafetyNET Users' Handbook

**5 WWNWS REPRESENTATION AT REGIONAL HYDROGRAPHIC COMMISSIONS AND OTHER CONFERENCES**

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

**6 NEXT MEETING**

- .1 Dates and venue for WWNWS4 in 2012
- .2 Draft Agenda for WWNWS4

**7 Review of Action Items from WWNWS3**

**8 Election of a Vice-Chair**

**9 ANY OTHER BUSINESS**

- .1 Centennial Titanic Message
- .2 Possible interference to S-Band Radar

**10 CLOSURE OF THE MEETING**

## LIST OF PARTICIPANTS

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**Documents Submitted to WWNWS3**

Document No	Document Title
WWNWS3-Invitation	Letter of Invitation
WWNWS3-1-3A	Working Arrangements
WWNWS3-1-5A-Rev1	Provisional Agenda Rev 1 dated 12 August
WWNWS3-1-6-(03 August 2011)	Action Items from WWNWS2 - Corrected to 03 August 2011
WWNWS3-2-3A	Proposal to change Annex 8 of the GMDSS Master Plan
WWNWS3-3-1A	Report on the outcome of COMSAR15
WWNWS3-3-2-I	Self Assessment NAVAREA I
WWNWS3-3-2-I-Baltic	Self Assessment NAVAREA I Sub-Area Baltic
WWNWS3-3-2-II	Self Assessment NAVAREA II
WWNWS3-3-2-III	Self Assessment NAVAREA III
WWNWS3-3-2-IV&XII	Self Assessments NAVAREAs IV and XII
WWNWS3-3-2-V	Self Assessment NAVAREA V
WWNWS3-3-2-VI	Self Assessment NAVAREA VI
WWNWS3-3-2-VII	Self Assessment NAVAREA VII
WWNWS3-3-2-VIII-Rev2	Self Assessment NAVAREA VIII_Rev2
WWNWS3-3-2-XI	Self Assessment NAVAREA IX
WWNWS3-3-2-X	Self Assessment NAVAREA X
WWNWS3-3-2-X-Add1	Self Assessment NAVAREA X Additional Information
WWNWS3-3-2-XI-Rev1	Self Assessment NAVAREA XI Rev1 + PowerPoint Slides
WWNWS3-3-2-XIII	Self Assessment NAVAREA XIII
WWNWS3-3-2-XIV	Self Assessment NAVAREA XIV
WWNWS3-3-2-XV	Self Assessment NAVAREA XV
WWNWS3-3-2-XVI	Self Assessment NAVAREA XVI
WWNWS3-3-2-XVII&XVIII	Self Assessment NAVAREAs XVII and XVIII
WWNWS3-3-2-XIX	Self Assessment NAVAREA XIX
WWNWS3-3-2-XX&XXI	Self Assessments NAVAREAs XX and XXI
WWNWS3-3-3-1A	NAVTEX Panel Report
WWNWS3-3-3-3A	WMO Liaison Report
WWNWS3-3-3-4A	Contingency Planning
WWNWS3-3-4-1A	Presentation by Inmarsat

WWNWS3-3-4-2A	MSI Questionnaire
WWNWS3-3-4-3A	Outcome of NAVAREA XI Regional Conference to discuss Navigational Warnings Overlays in ECDIS
WWNWS3-3-4-3B	Outcome of NAV57 on e-navigation
WWNWS3-3-4-3C	Presentation by France
WWNWS3-4-1A	Document Review Status Report
WWNWS3-4-1B	Action Items from the 9th Document Review WG Meeting (5 August 2011)
WWNWS3-4-2A	Long Term NAVAREA Warnings
WWNWS3-4-2B	List of "old" NAVAREA warnings still in force
WWNWS3-4-2C	Current text of resolutions A.705(17), as amended, and A.706(17), as amended.
WWNWS3-4-3A	Use of chart numbers in NAVAREA warnings
WWNWS3-4-3B	Current text of the Joint IMO/IHO/WMO Manual on MSI
WWNWS-3-4-4A	Text of the International SafetyNET Manual - In force 1 January 2012
WWNWS-3-4-5A	Text of the NAVTEX Manual - In force 1 January 2013
WWNWS-3-4-6A	Text of IMO resolutions A.664(16) and MSC.306(87)
WWNWS-3-4-7A	Text of IMO resolution MSC.305(87)
WWNWS-3-4-8A	Text of COMSAR Circ.36
WWNWS-3-4-9A	Text of WWNWS Sub-Committee's Terms of Reference
WWNWS3-4-10A	World-Wide Met-Ocean Information and Warning Service
WWNWS3-4-11A	SafetyNET Users' Handbook
WWNWS3-6-2A-Rev1	Provisional Agenda for WWNWS4 in 2012 Rev1 dated 16 August 2011
WWNWS3-9-2A-Rev1	Possible interference to S Band Radar Rev1 dated 16 August 2011
WWNWS3_Why-Broadcast-MSI	Working document on the need to broadcast MSI

LIST OF WWNWS ACTION ITEMS  
(As of 16 September 2011)

NB Following the adoption of the report of WWNWS3 those action items from WWNWS1 and WWNWS2 which are complete will be removed from the list.

Agenda Item	Subject	Status / Due Date	Comments	Action By
WWNWS1 3.2.III(2)	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 and report back to IHO/IMO	WWNWS4	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. This matter was not raised at the April 2010 meeting but is being pursued by the IR of Iran WWNWS3- IHB to contact IR of Iran for update and to inform them of Azerbaijan request for NAVTEX station. (Email sent by IHB to IR of Iran 14/9/11) Reply received from IR of Iran 17/9/11 indicating that this matter had been discussed during a meeting with representatives of the Russian Federation from whom a formal response is still awaited.	IR of Iran
WWNWS1 3.4.2(3)	<del>Inmarsat to provide an update on the translation of service codes for Nav and Met warnings to be used on Inmarsat C and mini C terminals with modified software.</del>	COMPLETE	<del>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.</del>	Inmarsat
WWNWS1 3.5.4(1)	<del>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.</del>	COMPLETE See Document WWNWS3/3/4/2A	<del>IMSO, Inmarsat and WMO to provide ideas to the chairman by 1 December 2010. This matter will then be considered at the Document Review WG meeting in March 2011. Postponed for further discussion at WWNWS3. Nick Ashton and Guy Beale to develop template for review at WWNWS3.</del>	IMSO, Chairman, WMO, Inmarsat
WWNWS1 3.5.4(2)	<del>IMSO, WMO and the Chairman to develop a survey questionnaire to send to ships to establish user opinions on current provision via Navtex.</del>	COMPLETE See Document WWNWS3/3/4/2A	<del>IMSO and WMO to provide ideas to the chairman by 1 December 2010. This matter will then be considered at the Document Review WG meeting in March 2011. Postponed for further discussion at WWNWS3. Nick Ashton and Guy Beale to develop template for review at WWNWS3.</del>	IMSO, Chairman, WMO

Agenda Item	Subject	Status / Due Date	Comments	Action By
WWNWS2 2.1	Establish a more robust update process for the GMDSS Master Plan	<b>COMPLETE</b>	Annex 8 to the GMDSS Master Plan to be included as Agenda Item 2.2 for review at future sessions of the WWNWS Sub Committee.	Chairman, UK
WWNWS2 3.2.I	Self Assessment template to be amended to include National Co-ordinator information and the frequency of updating MSI on the web site.	<b>COMPLETE</b>	Section 1 to include a table requiring Country / Telephone / Fax / email address for the operational point of contact.	IHB
WWNWS2 3.2.IX	Chairman to contact NAVAREA IX co-ordinator to seek clarification of the statement in section 13 of their Self Assessment	<b>1 October 2011</b>	<i>“Because of concerns about the reception of MSI from certain NAVTEX stations in the region, most Coastal Warnings are re-transmitted via SafetyNET as well, depending on a case to case basis.”</i> WWNWS3 Chairman has not received any answer to his requests. Chairman to try again	Chairman
WWNWS2 3.2.XX	<del>Chairman to contact NAVAREA XX and XXI regarding status of, and intentions for, NAVTEX stations in these Arctic NAVAREAs</del>	<b>COMPLETE</b>	<del>Text of earlier message sent by the NAVTEX Co-ordinating panel to be passed to the Chairman. Positive response list of stations received.</del>	Chairman
WWNWS2 3.3.4	IMSO to prepare a 1 to 2 page information document on contingency planning.	<b>COMPLETE</b>	To be included as Annex G to the report of WWNWS2.	IMSO
WWNWS2 3.3.5(1)	<del>Chairman to provide AWNIS and UKMTO with examples of “Piracy” messages received and MSI messages broadcast.</del>	<b>COMPLETE</b>	To be used for guiding military personnel drafting “Piracy” messages being forwarded for broadcast via the WWNWS. Examples provided.	Chairman
WWNWS2 3.3.5(2)	<del>Chairman to pursue the idea of a 72 hour validity for Piracy messages related to “mother ship” activity.</del>	<b>COMPLETE</b>	Information relating to “mother ships” remains valid for a longer period than “pirate attack” information which is only valid for a short time span. Message has a cancellation date and time.	Chairman

<b>Agenda Item</b>	<b>Subject</b>	<b>Status / Due Date</b>	<b>Comments</b>	<b>Action By</b>
<del>WWNWS2 3.3.6 &amp; 4.8</del>	<del>All members to provide suggestions for the amendment of IMO COMSAR Circ.36 on the provision of tsunami warnings and other natural disasters.</del>	<del>COMPLETE</del>	<del>COMSAR Circ.36 needs to be reviewed in relation to the revised texts of A.705, A.706, MSI Manual and the International SafetyNET Manual. A draft will be prepared at the Doc Review WG meeting in March 2011 for further consideration at WWNWS3. WWNWS will be requested to endorse proposed cancellation</del>	<del>ALL</del>
<del>WWNWS2 3.4.1(1)</del>	<del>Chairman and IHB to liaise with IMO, WMO, IMSO, Inmarsat and Arctic NAVAREAs to arrange a celebratory function at IMO during COMSAR 15 to mark the imminent operational status of the 5 new Arctic NAVAREAs / METAREAs</del>	<del>COMPLETE</del>	<del>This supersedes Action CPRNW10/3/4/1  Presentations and reception held at COMSAR 15 Speeches by SGs IMO, WMO and President IHB. Reception funded by Norway and Inmarsat.</del>	<del>Chairman / IHB</del>
<del>WWNWS2 3.4.1(2)</del>	<del>WMO to advise on Arctic METAREAs status.</del>	<del>COMPLETE</del>	<del>Current understanding is that Canada is transmitting, Norway is not yet transmitting and Russian Federation is unknown.</del>	<del>WMO</del>
<del>WWNWS2 3.4.1.2</del>	<del>Arctic NAVAREAs to provide status report on their NAVAREAs to the Chairman.</del>	<del>COMPLETE</del>	<del>For inclusion in IHO/WMO report to COMSAR 15</del>	<del>NAVAREAs XVII, XVIII, XIX, XX, and XXI</del>
<del>WWNWS2 3.4.2(1)</del>	<del>Inmarsat to provide a 2-3 page guide on how to set up an EGC Receiver.</del>	<del>COMPLETE</del>	<del>For publishing on Inmarsat web site and circulation to all WWNWS Sub-Committee members for further promulgation and inclusion on web sites as appropriate.</del>	<del>Inmarsat ALL</del>
<del>WWNWS2 3.4.2(2)</del>	<del>Comments on the questions raised by Inmarsat in their presentation (Document WWNWS2/3/4/2A) to be provided to the Chairman and IHB in advance of WWNWS3</del>	<del>COMPLETE</del>	<del>Further presentation to be made at WWNWS3.</del>	<del>ALL</del>



Agenda Item	Subject	Status / Due Date	Comments	Action By
WWNWS2 4.5(1)	Alasdair Hainsworth to contact WMO (Henri Savina) to obtain updated information for the draft revised NAVTEX Manual. WMO to forward information to the Secretary of the Document Review WG	<b>COMPLETE</b>	Figure 8: Examples of meteorological warnings. 10.2.2: Message Content Meteorological Messages taking note of the information provided by Canada and Sweden in document WWNWS2/4/5B	WMO (Savina)
WWNWS2 4.5(2)	IHB and Secretary Doc Review WG to process the draft revised NAVTEX Manual to meet the listed schedule	<b>COMPLETE</b>	17 September—Draft from WWNWS2 to WWNWS members 08 October—Comments from WWNWS 22 October—Draft to IHO Member States and WMO 12 November—Comments from IHO Member States and WMO 26 November—Final draft submitted to IMO for COMSAR 15 <b>Submitted to IMO on 12 November.</b>	IHB / Sec Doc Rev WG
WWNWS2 4.5(3)	IHB to prepare revised text of resolution MSC.148(77) (PS for NBDP) which is included as Annex 3 to the NAVTEX Manual and circulate alongside the draft revised NAVTEX Manual prior to submission to COMSAR 15.	<b>CANCELLED</b>	See dates for NAVTEX Manual above. Draft revision completed 10 Sep 2010  Subsequent discussions with IEC and ITU confirmed that this was not necessary.	IHB / Sec Doc Rev WG
WWNWS2 4.5(4)	Secretary of the Doc Review WG to write to ITU regarding corrections which WWNWS believe are necessary to Recommendation ITU R M540	<b>COMPLETE</b>	Includes: Preamble (c) bullet 3 “other than 518 kHz” Annex II para 2—B <sub>1</sub> character = A X Annex 2 para 2.1.2 “L” There may be other desirable changes for consideration.	Sec Doc Rev WG
WWNWS2 4.9	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.	<b>COMPLETE</b>		All

<b>Agenda Item</b>	<b>Subject</b>	<b>Status / Due Date</b>	<b>Comments</b>	<b>Action By</b>
<del>WWNWS2</del>	<del>Attendees to provide comments on the draft report of WWNWS2 within 2 weeks of its receipt.</del>	<b>COMPLETE</b>	<del>Comments requested by 10 September 2010.</del>	<del>Attendees at WWNWS2</del>
WWNWS3 1.7	C-55 MSI update to be added to Agenda Item 4 for future WWNWS meetings	<b>WWNWS4</b>	Done See WWNWS3 Report Annex E-Agenda Item 4.12	IHB
WWNWS3 2.1	Chairman to discuss with NOAA the availability of information regarding the debris field following the Japanese Tsunami and provide feedback to IMO	<b>1 October 2011</b>	Japan will also provide information to the Chairman	Chairman Japan
WWNWS3 2.2	Review content of IMO COMSAR Circ 13 (GMDSS Master Plan) Annexes 7 and 8.	<b>1 October 2011</b>	Circ 13 available for download from IHO web site. Printed copies of Annexes 7 and 8 provided at WWNWS3. Any corrections to be passed to IMO with a copy to the Chairman and IHB.	ALL
WWNWS3 2.3	IHB to prepare a submission to COMSAR 16 proposing an update to the layout of Annex 8 to the GMDSS Master Plan	<b>15 December 2011 (Closing date for submission to COMSAR 16, 6 pages or less, is 6 January 2012)</b>	Follow the layout of WWNWS3/2/3A and comments made at WWNWS3.	IHB
WWNWS3 3.2-II	Bring to the attention of IMO the difficulty of maintaining contacts for MSI in some countries despite significant IMO/IHO investment in training.	<b>15 December 2011</b>	Should be a minimum time to serve in a post after training. This topic to be included in the WWNWS3 report to COMSAR 16 and it is also recommended that it be included in the IHO report to IMO's Technical Cooperation Committee.	IHB
WWNWS3 3.2-VII	France to contact NAVAREA VII, South Africa, about possible cooperation on Contingency Planning	<b>1 December 2011</b>		France
WWNWS3 3.2	Arctic NAVAREAs to include in their Self Assessment the number of NAVAREA messages sent and also the number of these messages which were sent by HF	<b>WWNWS4 Self Assessments</b>	e.g. 2011 – 143 (23 by HF)  IHB to send a message to the Arctic NAVAREA Co-ordinators	NAVAREAs XVII, XVIII, XIX, XX & XXI IHB

<b>Agenda Item</b>	<b>Subject</b>	<b>Status / Due Date</b>	<b>Comments</b>	<b>Action By</b>
WWNWS3 3.2- XX&XXI	Chairman to contact Russian NAVAREAs to provide: 1. The number of messages sent in 2010/2011; 2. Information on Contingency Planning; 3. Any plans to provide MSI on the www.	<b>1 November 2011</b>		Chairman
WWNWS3 3.3.3.1	Chairman & Navtex Panel Chairman to meet with USCG during COMSAR 16 to discuss B <sub>1</sub> characters and time slots and report back to WWNWS4	<b>COMSAR 16 and WWNWS4</b>		Chairman and NAVTEX Panel Chairman
WWNWS3 3.3.3	Add WWMIWS resolution, when adopted by IMO, to the Document Review list	<b>Doc Rev WG 10 meeting</b>		IHB
WWNWS3 3.3.4 A	Comments on Document WWNWS3/3/3/4A on Contingency Planning to be passed to Chairman and IHB by 1 November 2011	<b>1 Nov 2011</b>	For further discussion and review at the WG10 meeting and submission to WWNWS4 for finalisation and inclusion in WWNWS4 report to COMSAR 17 and possible inclusion in the Joint MSI Manual. Relevance to, and use by, METAREAs should also be taken into account.	ALL
WWNWS3 3.3.4 B	NAVAREA XV (Chile) and NAVAREA XVI (Peru) to consider contingency planning for the provision of NAVAREA services and include updated information in their Self Assessment submissions to WWNWS4	<b>WWNWS4</b>		NAVAREA XV and XVI
WWNWS3 3.4.1	Comments on Inmarsat presentation (See WWNWS3/3/4/1A) to be passed to Inmarsat (vladimir_maksimov@inmarsat.com) (copy to Chairman and IHB).	<b>1 November 2011</b>	Following receipt of comments Inmarsat to arrange a meeting in the sidelines at COMSAR 16 to discuss with all NAVAREAs present their plans for future development of GMDSS services.	ALL Inmarsat

<b>Agenda Item</b>	<b>Subject</b>	<b>Status / Due Date</b>	<b>Comments</b>	<b>Action By</b>
WWNWS3 3.4.2	Prepare a web based questionnaire and post on the Navigational Warnings page of the IHO Web site.	<b>1 November 2011</b>	Review and revise the questionnaire in WWNWS3/3/4/2A and circulate to all WWNWS for comment. Questionnaire to be hosted on the IHO web site and messages broadcast to shipping via SafetyNET and NAVTEX inviting mariners to answer the questionnaire.	Chairman, Australia, Canada, Norway, Sweden, UK, IHB
WWNWS3 3.5.1	Provide comment on the bulleted list of points supporting the need to “broadcast” MSI	<b>1 October 2011</b>	List prepared at the meeting is available on the WWNWS3 web page at the bottom	ALL
WWNWS3 4.2 A	Document review WG to consider the inclusion of suitable text in the WWNWS documentation to provide guidance on how NAVAREA Co-ordinators provide information on “In Force” messages.	<b>Doc Rev WG 10 meeting</b>	See proposal in WWNWS3/4/2B	ALL
WWNWS3 4.2 B	NAVAREA Co-ordinators to provide examples of their “In Force” processes to IHB for consideration at the Doc Rev WG 10 meeting	<b>1 November 2011</b>	See Action Item WWNWS3 4.2 A above	NAVAREA Co-ordinators
WWNWS3 4	IHB to circulate draft revision of the WWNWS Documentation for comment prior to the Doc Rev WG10 meeting.	<b>1 October 2011</b>	Comments to be passed to Steve Shipman at the IHB (sshipman@ihb.mc)	IHB
	Provide comments on A.705(17) and A.706(17)	<b>1 December 2011</b>		ALL
	Provide comments on Joint MSI Manual, International SafetyNET Manual and NAVTEX Manual	<b>1 February 2012</b>		ALL

<b>Agenda Item</b>	<b>Subject</b>	<b>Status / Due Date</b>	<b>Comments</b>	<b>Action By</b>
WWNWS3 4.11	Provide any general comments on, or corrections to, Inmarsat Users' SafetyNET Handbook to Inmarsat. (vladimir_maksimov@inmarsat.com)	<b>1 November 2011</b>	It was noted that when the points raised in the review of WWNWS documentation were adopted by IMO some further updates would be required to Inmarsat Users' SafetyNET Handbook.	ALL
WWNWS3 9.2	Navigation warnings concerning possible EM radiation interference to be included in the Agenda for future WWNWS meetings.	<b>WWNWS4</b>	Done See WWNWS3 Report Annex E-Agenda Item 3.3.5	IHB
WWNWS3 10	Draft report to be circulated to WWNWS3 attendees	<b>7 October 2011</b>		Chairman, Secretary, IHB
WWNWS 10	Comments on the draft Report to be sent to IHB and Chairman	<b>3 weeks after receipt</b>	Closing date for comments to be indicated when the draft report is distributed.	ALL

**PROVISIONAL AGENDA OF THE FOURTH MEETING OF THE WWNWS  
SUB COMMITTEE (WWNWS4)**

**To be held at the offices of JHOD, Tokyo, Japan  
From 24 – 28 September 2012**

**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 WWNWS3
- .7 Report from IRCC4

**2 MATTERS RELATING TO THE GMDSS MASTER PLAN**

- .1 IMO Update
- .2 Review content of GMDSS Master Plan Annex 8

**3 PROMULGATION OF MARITIME SAFETY INFORMATION (MSI)**

- .1 Outcome of the 16<sup>th</sup> Session of the International Maritime Organization's Sub-Committee on Communications and Search and Rescue (COMSAR16) 12 – 16 March 2012
- .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 Navigation warnings concerning EM radiation interference
- .4 Developments in the WWNWS
  - .1 Inmarsat-C EGC SafetyNET Report including System Definition Manual (SDM) update
  - .2 Review of the WWNWS element of the GMDSS
  - .3 E-navigation
- .5 Emerging Technologies / Modernisation
  - .1 Update on other service providers in accordance with IMO Resolution A.1001(25)
  - .2 Inmarsat Fleet Broadband Presentation
  - .3 Manufacturers' presentations (Subject to availability)

**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 (MSC.1/Circ.1310) and IHO Publication S-53
  - New warning categories / recommended formats and examples.
- .4 IMO International SafetyNET Manual (MSC.1/Circ.1364)
- .5 IMO NAVTEX Manual (MSC/Circ.1403)
- .6 IMO resolutions MSC.306(87) and A.664(16) "Performance Standards for Enhanced Group Call Equipment".
- .7 IMO "Guideline on operational procedures for the broadcast of maritime safety information concerning acts of piracy and piracy counter-measure operations." (IMO resolution MSC.305(87))
- .8 COMSAR Circ.36: "Broadcast of warnings for tsunamis and other natural disasters."
- .9 Terms of Reference for the WWNWS Sub Committee (IHO Circular Letter 46/2009)
- .10 WMO - IMO resolution on Met-ocean services
- .11 Inmarsat SafetyNET Users' Handbook
- .12 MSI element of IHO Publication C-55 – "Status of Hydrography and Nautical Cartography World-Wide".

**5 WWNWS REPRESENTATION AT REGIONAL HYDROGRAPHIC COMMISSIONS AND OTHER CONFERENCES**

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

**6 ELECTION/RE-ELECTION OF THE CHAIR AND VICE CHAIR**

In accordance with WWNWS SC Rules of Procedure Article 2

**7 NEXT MEETING**

- .1 Dates and venue for WWNWS5 in 2013
- .2 Draft Agenda for WWNWS5

**8 Review of Action Items from WWNWS4**

**9 ANY OTHER BUSINESS**

**10 CLOSURE OF THE MEETING**

MSI 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
<b>I</b>	Yes	Yes	Yes	Yes	Yes	Yes	Yes
<b>I Baltic Sub-area</b>	Yes	Yes	Yes	Yes	Yes	6 (Navtex)	Yes
<b>II</b>	Yes	Yes	No	Yes	Yes	Yes	Yes
<b>III</b>	No	Yes	Yes	Yes	Yes	Yes	Yes
<b>IV</b>	Yes	Yes	Yes	Yes	Yes	Yes	Yes
<b>V</b>	Yes	Yes	Yes	Yes	Yes	Yes	Yes
<b>VI</b>	No	Yes	Yes	Yes	Yes	Yes	Yes
<b>VII</b>	No	Yes	No <sup>1</sup>	Yes	Yes	Yes	Yes <sup>2</sup>
<b>VIII</b>	No	Yes	Yes	Yes	Yes	Yes	Yes
<b>IX</b>	No	No	No	Yes	Yes	Yes	Yes
<b>X</b>	Yes	No	No	Yes	Yes	Yes	Yes
<b>XI</b>	No	Yes	No	Yes	Yes	Yes	Yes
<b>XII</b>	Yes	Yes	Yes	Yes	Yes	Yes	Yes
<b>XIII</b>	No	Yes	Yes	Yes	Yes	Yes	Yes
<b>XIV</b>	No	Yes	Yes	Yes	Yes	Yes	Yes
<b>XV</b>	Yes	Yes	Yes	Yes	Yes	Yes	Yes
<b>XVI</b>	Yes	Yes	No	No	No	Yes	No
<b>XVII</b>	No	Yes	Yes	Yes	Yes	Yes	Yes
<b>XVIII</b>	No	Yes	Yes	Yes	Yes	Yes	Yes
<b>XIX</b>	No	Yes	Yes	Yes	Yes	Yes	No
<b>XX</b>	No	Yes	Yes	Yes	Yes	Yes	Yes
<b>XXI</b>	No	Yes	Yes	Yes	Yes	Yes	Yes

<sup>1</sup> The situation has not arisen but would broadcast if it did.

<sup>2</sup> See paragraph 4 of NAVAREA VII Self Assessment (WWNWS3/3/2-VII)



**Justifications for broadcasting MSI:**

- Free at point of delivery
- Knowing who to get the information from – varied authorities within each NAVAREA
- Automatic reception
- Automatic suppression of messages already received- administrative burden on the ship
- All ships receive the same message at the same time
- Prioritised delivery
- Alarms and notifications
- Shore side web site availability
- Lack of ship internet capability
- Standardised shipboard systems reduce training and error
- Flexible addressing
- Shore side web site design (English?)
- Scheduled broadcast is made at regular intervals (twice a day)
- How do ships know that there is urgent information to go and get using a "pull" system?
- Frequency of updating web sites - to be standardised
- Capacity issues (point to point transmission or web site hits)