

## 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 WWNWS Meeting 3.

Action to be taken: Paragraphs 3 & 5

Related documents: None

### INTRODUCTION

1. This report covers the period since WWNWS 3 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.

### NAVTEX INFRASTRUCTURE

2. Activities and developments during the period since the last report to WWNWS-SC are detailed below in respect to specific NAVAREAs (there has been no activity to report for NAVAREAs VI, VII, IX, X, XIII, XIV, XV, XVI and XVII):

#### .1 NAVAREA I.

- .1.1 Since WWNWS3 further consultation between the Panel, **Norway, Russian Federation** and **United Kingdom** took place regarding the change of B<sub>1</sub> transmitter identification characters in NAVAREA I and the newly designated Artic NAVAREAs. These consultations resulted in an agreement to change B<sub>1</sub> transmitter identification characters on a number of stations throughout the NAVAREAs concerned during 2012. The changes commenced in January 2012 with the last change taking place in May 2012. Stations are now operating on the following B<sub>1</sub> transmitter identification characters Arkangel'sk is on [L], Murmansk is on [K], Vardo is on [C] and Oostende for the **United Kingdom** is on [V].

- .1.2 Prior to the above changes taking place, consultations between **Norway** and **Sweden** were also taking place to re-align service areas in the Skagerrak region so that a new NAVTEX station at Jeloya could be declared operational. Once the service areas had been agreed the Panel allocated a B<sub>1</sub> transmitter identification character to **Norway** for the new station. The new station subsequently commenced operations during April 2012 using B<sub>1</sub> transmitter identification character [M].



Figure 1

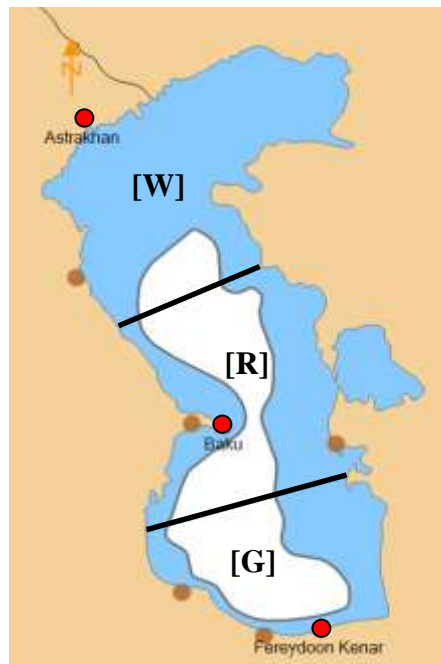
## .2 NAVAREA II.

- .2.1 The planned **Ivory Coast** new NAVTEX station at Abidjan reported to WWNWS2 and updated to WWNWS3 has now stalled owing to financial constraints. The agreement between **Ivory Coast** and **Ghana** to establish a common station and improve NAVTEX coverage along the North coast of the Gulf of Guinea remains in place.
- .2.2 Unfortunately the discussions previously reported in respect to establishing formal service areas between **France, Portugal** and **Spain** in NAVAREA II have stalled. It is hoped that a recent communication received from **Spain** concerning this subject will lead to some positive developments during 2012/13.

## .3 NAVAREA III.

- .3.1 Trials of the new **Italian** stations at La Maddalena, Sellia Marina and Mondolfo were completed with very positive results during 2011. The three new Italian stations are now transmitting on 518 and 490 kHz and are fully operational, which in turn, has released Cagliari B<sub>1</sub> transmitter identification character [T] for use by Tunisia.
- .3.2 During 2011, in conjunction with the Italian trials, **Tunisia** also conducted a trial using NAVTEX equipment from Kelibia. This trial proved very successful and the station declared full operational status in January 2012.

- .3.3 As a result of the situation in **Libya**, delays have occurred with the installation and trial of the NAVTEX station at Surt (Gulf of Sirte). However, the NAVTEX equipment has been confirmed as safe and still in good condition, which will prove beneficial to future deployment. Until such time, the Maltese administration has been encouraged to promulgate MSI via NAVTEX coastal warnings for this area, along with the provision of NAVAREA III Messages via SafetyNET.
- .3.4 In late 2011, **Israel** expediently responded to the Panel's request to align the B<sub>1</sub> transmitter identification character for Haifa to agree with time slots contained in the NAVTEX Manual.
- .3.5 The national NAVTEX trial being conducted by **Greece** proved very successful and resulted in the station declaring full operational status in February 2012. The stations at Kerkyra [**P**], Irakleio [**Q**] and Limnos [**R**] are now fully operational using the designated national 490 kHz frequency.
- .3.6 Between WNWNS3 and COMSAR 16 **Azerbaijan** actively pursued agreements on NAVTEX service areas throughout the Caspian Sea. Following COMSAR 16, **Azerbaijan** submitted a declaration to the Panel stating that they had received support from their neighbouring littoral states for new service areas as depicted in Figure 2. Following these assurances, the Panel allocated B<sub>1</sub> transmitter identification characters for a new station (Baku) on Jiloy Island in the Caspian Sea. Baku NAVTEX station has been operational since May 2012 utilising B<sub>1</sub> transmitter identification characters [**R**] on 518 kHz and [**M**] on 490 kHz. This has greatly improved the promulgation of MSI within Caspian Sea area.



**Figure 2**

- .3.7 As stated in the Report of the Panel last year, whilst it is clear that a new station at this location will fill a strategic gap in the current NAVTEX coverage of the Caspian Sea, the co-ordination required as part of the International NAVTEX Service on 518 kHz in this area continues to present two unique problems already know to the WNWNS Sub-committee:

- The Caspian Sea is currently not assigned to a NAVAREA within the World-Wide Navigational Warning Service.
- The full requirements of the 1974 SOLAS Convention, as amended, do not apply to vessels sailing in the Caspian Sea. (Ref CPRNW10/3/4/4 dated 21 August 2008).

#### .4 NAVAREA IV.

- .4.1 Throughout 2011, **Denmark** conducted trials for Simiutaq (Cape Farewell area) on the West coast of **Greenland**. These trials proved very successful and resulted in the station declaring full operational status in December 2011 using B<sub>1</sub> transmitter identification character [M]. This has greatly improved the promulgation of MSI within the Labrador Sea and Irminger Basin areas. See also NAVAREA XVIII. The NAVTEX service areas between **Canada** and **Greenland** have been agreed, as have the ones between **Greenland** and **Iceland**.
- .4.2 **Canada** has informed the Panel of plans to review all their existing service areas in conjunction with radio surveys for Canadian NAVTEX transmissions.
- .4.3 **United States** has worked with the Panel to ensure the alignment of all their NAVTEX stations in accordance with the NAVTEX Manual. Significant progress has been made on this project which resulted in the **United States** aligning all B<sub>1</sub> transmitter identification characters and time slots during August 2012.

#### .5 NAVAREA V.

- .5.1 As announced at WWNWS3, Brazil is actively considering the possibility of establishing an international NAVTEX service which could increase the efficiency of promulgating maritime safety information for Coastal Warnings in the approaches to their major ports, in addition to their current SafetyNET Coastal Warnings.

#### .6 NAVAREA VIII.

- .6.1 **India** has continued to plan a complete overhaul of their international NAVTEX services and establish a comprehensive new shore-based infrastructure of seven NAVTEX transmitters consisting of three stations on the West Coast, three on the East Coast and one in the Andaman and Nicobar Islands. **India** has also declared their intention to operate a national NAVTEX service on 490 kHz to complement the International service.
- .6.2 The Panel has had visibility of planned NAVTEX service areas for **India** and as a result has provisionally assigned B<sub>1</sub> transmitter identification characters for all seven stations on both 518 kHz and 490 kHz.
- .6.3 The Panel has been made aware that an IMO Mission carried out by independent consultants to consider the possibility of a NAVTEX site on the **Seychelles** has been completed. The Panel welcome this news and fully support the implementation of such a site, particularly in this area of the world where acts of piracy continue to be a major concern.

.7 **NAVAREA XI.**

- .7.1 **Vietnam** has now completed expanding their national NAVTEX services and is now fully operational with two International and five National stations.
- .7.2 The **Philippines** have declared Manila station fully operational using B<sub>1</sub> transmitter identification character [**J**]. Work continues with the second international station at Davao which has been provisional allocated [**R**]. A third station at Puerto Princesa is planned to operate on the national frequency of 490 kHz only and has provisionally been allocated [**I**].
- .7.3 **United States** has worked with the Panel to ensure the alignment of all their NAVTEX stations in accordance with the NAVTEX Manual. Significant progress has been made on this project which resulted in the **United States** aligning the B<sub>1</sub> transmitter identification character and time slots at Guam during August 2012.

.8 **NAVAREA XII.**

- .8.1 **United States** has worked with the Panel to ensure the alignment of all their NAVTEX stations in accordance with the NAVTEX Manual. Significant progress has been made on this project which resulted in the **United States** aligning all B<sub>1</sub> transmitter identification characters and time slots during August 2012.

.9 **NAVAREA XVIII.**

- .9.1 Throughout 2011, **Denmark** conducted trials for Upernavik on the West coast of **Greenland**. These trials proved very successful and resulted in the station declaring full operational status in December 2011 using B<sub>1</sub> transmitter identification character [**I**]. This has greatly improved the promulgation of MSI within Baffin Bay area.

.10 **NAVAREA XIX.**

- .10.1 Since WWNWS3 further consultation between the Panel, **Norway** and **Russian Federation** took place regarding the change of B<sub>1</sub> transmitter identification characters in NAVAREA XIX and XX. These consultations resulted in an agreement to change Vardo B<sub>1</sub> transmitter identification characters to [**C**]. This change took place in May 2012.

.11 **NAVAREAs XX and XXI.**

- .11.1 The **Russian Federation** responded positively to the Panel's suggestions for a sequence of B<sub>1</sub> transmitter identification characters for the existing NAVTEX stations at Murmansk and Arkangel'sk as well as the six other planned stations along the Northern Sea Route. There is no intention to change the already established Tiksi B<sub>1</sub> transmitter identification character [**Q**]. Changes commenced in January 2012 with the last change taking place in April 2012. The stations affected are now operating on the following B<sub>1</sub> transmitter identification characters Arkangel'sk is on [**L**] whilst Murmansk is on [**K**]

## **CURRENT OPERATIONAL ISSUES**

### **Misalignment of NAVTEX starting times with B<sub>1</sub> transmitter identification codes**

3. A study of all the operational transmission times for NAVTEX broadcasts contained in the IMO GMDSS Master Plan has identified a number of discrepancies between the transmission times of actual broadcasts, with those specifically laid-out in the NAVTEX Manual for each B<sub>1</sub> transmitter identification character (A-X). In order for the Panel to effectively co-ordinate the international NAVTEX service, it is important that all administrations ensure that their NAVTEX transmission times conform with Figure 3 – Scheme for allocation of transmission schedules by the Organisation, in the 2005 Edition of the NAVTEX Manual (Table 2 – NAVTEX Transmission start times, in the revised Edition of the NAVTEX Manual (MSC Circ.1403), which enters into force on 1<sup>st</sup> January 2012). The Panel has therefore requested adherence by administrations to the appropriate transmission times in accordance to the NAVTEX Manual over the next year, and will report on the progress of this initiative to COMSAR 17.

## **WIDER ISSUES ASSOCIATED WITH THE PROMULGATION OF MARITIME SAFETY INFORMATION**

4. The NAVTEX Panel continues to be active in a number of areas associated with improving standards and developing MSI services, including:
- i) 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 maritime safety information documentation.
  - ii) Since WWNWS3, Panel members have not contributed to the IHO Capacity Building Programme MSI training courses, but remain ready to assist in those regions as requested by the Chairman of WWNWS Sub-committee.

## **ACTION REQUESTED OF THE SUB-COMMITTEE**

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