

## NAVTEX Panel Report

Submitted by Chair, IMO International NAVTEX Coordinating Panel

### SUMMARY

Executive Summary: This report provides a summary of the current issues being addressed by the IMO International NAVTEX Coordinating Panel and its actions and activities since WWNWS Meeting 6.

Action to be taken: 4, 5 & 6

Related documents: None

### INTRODUCTION

1. This report covers the period since WWNWS6 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 V, X, XIII, XIV, XVI, XVII, XVIII, XIX, XX and XXI):
  - .1 **NAVAREA I.**
    - .1.1 The **Netherlands** NAVTEX station completed the relocation of its transmitter site from Scheveningen to Den Helder in October 2014 without any issues.
  - .2 **NAVAREA II.**
    - .2.1 The **Senegal** NAVTEX station at Dakar has been contacted by the Panel and initially indicated that the station would be operational again from December 2014. Owing to a non-technical issue the station has been further delayed, and the Panel will continue to monitor the situation.

.2.2 The Panel has been contacted by **Nigeria** with updated information regarding the implementation of NAVTEX stations at Lagos and Oron (previously advised as being located at Bonny). Correspondence with the Nigerian authorities is on-going.

.3 **NAVAREA III.**

.3.1 **Tunisia** has been contacted by the Panel with regard to when the Kelibia NAVTEX station will resume operational status. However, they have been unable to provide a date when the station will return to an operational status. The Panel will continue to monitor the situation and maintain correspondence with the Tunisian authorities.

.3.2 **Syria** has been contacted by the Panel with regard to the current status of the Lattakia NAVTEX station operating on 490 kHz which appears to be out of operation. The Panel continues to await a formal response from the Syrian authorities.

.3.3 It has been reported to the Panel that transmissions from Mondolfo NAVTEX station in **Italy** were being received in the Baltic Sea area during the hours of darkness, potentially causing interference to the NAVTEX transmissions from Tallinn station in **Estonia**. The Italian authorities have been contacted by the Panel and confirm that the transmitted power was being reduced during hours of darkness. However, **Italy** has advised that further checks will be made to ensure compliance with the regulations stated in the IMO NAVTEX Manual.

.3.4 It has been reported to the Panel that transmissions from Sellia Marina NAVTEX station in **Italy** were being received in the Biscay area during the hours of darkness, potentially causing interference to the NAVTEX transmissions from Coruna station in **Spain**. The Italian authorities have been contacted by the Panel and after an investigation have confirmed that transmitted power was not reduced on the occasion of the reported interference. This was due to operator error and procedures are now in place to prevent this issue re-occurring.

.3.5 The NAVTEX station at Piombino in **Italy** commenced transmissions on the national frequency of 490 kHz in May 2015, in the English language. In addition, a NAVTEX station at La Maddelena or Sellia Marina is planned for 4209.5 kHz.

.3.6 The Panel is pleased to note the cooperation between **Croatia** and **Italy** during the period where the Split NAVTEX station was off-air for maintenance purposes in early 2015. Mondolfo NAVTEX station covered all Split transmissions during this period and the Panel was updated regularly. This may be regarded as an excellent example of mutual cooperation and communication.

- .3.7 The Irakleio NAVTEX station in **Greece** commenced transmissions on national frequency 4209.5 kHz in December 2014. Greek language is being used on this frequency.
- .3.8 The Panel has allocated a B1 character [**G**] to the **Georgia** 490 kHz station at Poti, and is awaiting a formal date of commencement of trials. It is expected that transmissions will be in the Georgian language.

.4 **NAVAREA IV.**

- .4.1 **Canada** has been contacted by the Panel with regard to the non-standard broadcast times from the Labrador NAVTEX station. A formal response has been received and a resolution exercise is currently under way.
- .4.2 **Colombia** has contacted the Panel with regard to installing a NAVTEX station on the Caribbean coast. The Panel remains available to assist and provide guidance as required.
- .4.3 **Honduras** has contacted the Panel with regard to installing a NAVTEX station on the Caribbean coast. The Panel remains available to assist and provide guidance as required.

.5 **NAVAREA VI.**

- .5.1 The **Uruguay** station at La Paloma remains non-operational. Initial correspondence from the Uruguayan authorities indicated a return to operational status is likely in November 2015.

.6 **NAVAREA VII.**

- .6.1 **Namibia** NAVTEX station at Walvis Bay remains non-operational. The Panel has requested an updated from the Namibian authorities and are in discussions with them regarding a way forward.
- .6.2 The **South African** Administration has contacted the Panel with regard to a new NAVTEX station at Cape Columbine. The Panel have allocated B1 Character [**U**] and are waiting for a formal date for the commencement of trial transmissions.

.7 **NAVAREA VIII.**

- .7.1 **India** had advised the Panel that NAVTEX transmissions from their new stations were scheduled to commence in March 2015. B1 characters had been allocated in order to assist in trial transmissions. However, it appears that there has been a delay in the commencement of these transmissions, and the Panel awaits further information.

.7.2 The **Seychelles** have commenced NAVTEX transmissions on 518 kHz and 490 kHz from Mahe with the B1 characters [T] and [M] being allocated respectively. The Panel welcomes the launch of this NAVTEX service which covers an area of piracy activity.

.8 **NAVAREA IX.**

.8.1 **Oman** is continuing with their GMDSS and communications upgrade, and are in regular contact with the Panel with regard to their NAVTEX stations at Wattayah/Muscat and Salalah. The Panel have issued B1 characters for Wattayah [M] on 518 kHz and [F] on 490 kHz; Salalah has been allocated [D] and [V] respectively.

.8.2 The **Pakistan** NAVTEX station at Karachi remains non-operational. Pakistan have declared their intentions to conduct a complete overhaul of the station and will keep the Panel advised of progress.

.8.3 The **Saudi Arabia** authorities have been in contact with the Panel and have reported that they intend to replace the Jeddah NAVTEX station. The Panel will maintain correspondence with the authorities and await further developments.

.9 **NAVAREA XI.**

.9.1 **China** is trialling a NAVTEX station at Guangzhou operating on the national frequency of 4209.5 kHz in the Chinese language. The B1 character [G] has been allocated for this station. The Panel is awaiting a commencement date from the Chinese authorities.

.9.2 The Panel has been in contact with the **Philippines** authorities with regard to the operational status of the NAVTEX station at Manila. The station remains non-operational and no restoration date has been advised. The Panel will await further developments.

.10 **NAVAREA XII.**

.10.1 Ayora NAVTEX station in **Ecuador** has provided the Panel with a schedule of works which includes returning the station to full operational status by 2016.

.10.2 **Colombia** has contacted the Panel with regard to installing a NAVTEX station located on the Pacific coast. The Panel remains available to assist and provide guidance as required.

.10.3 **Honduras** has contacted the Panel with regard to installing a NAVTEX station on the Pacific coast. They have been advised by the Panel against putting a station on that coast. However, the Panel remains available to assist and provide guidance as required.

## .11 NAVAREA XV.

- .11.1 The Isla de Pascua NAVTEX station in **Chile** remains non-operational. The Panel is awaiting further information from the Chilean authorities with regard to a return to operation.

### **CURRENT OPERATIONAL ISSUES**

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

3. 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 WWNWS6, Panel members have not contributed to the IHO Capacity Building Programme MSI training courses. However, the Panel remains ready to provide a trainer as required.

#### **TRANSMITTED POWER DURING HOURS OF DARKNESS**

4. It has been brought to the attention of the Panel that reports of interference on 518 kHz during the hours of darkness have increased over the last 12 months. Administrations are reminded to comply with IMO Resolution A.801(19), Annex 4, an extract of which states that:

*The range of a NAVTEX transmitter depends on the transmitted power and local radio propagation conditions. The actual range achieved shall be adjusted to the minimum required for adequate reception in the specified NAVTEX service area, taking into account the needs of ships approaching from other areas. Experience indicates that the required range of 250 to 400 nautical miles will normally be attained by transmitted power of no more than 1 kW during daylight with a 60% reduction at night.*

It is requested that administrations comply with this Resolution in order to prevent harmful interference to other stations during hours of darkness. The Panel will continue to investigate reports of interference and take the necessary action to resolve such reports.

#### **NON-OPERATIONAL NAVTEX STATIONS**

5. The Panel requests that they be kept up to date with status reports of all NAVTEX stations which become non-operational (temporary or permanent) together with anticipated return to service dates if known.

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

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