

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 7.

Action to be taken: 5 & 7

Related documents: None

INTRODUCTION

- 1 This report covers the period since WWNWS7 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 I, V, X, XIII, XIV, XVI, XVII, XVIII, XIX, XX and XXI):

- .1 **NAVAREA II.**
 - .1 The **Senegal** NAVTEX station at Dakar remains non-operational for non-technical reasons. The Panel has asked for an update with regard to the recommencement of transmissions.
 - .2 **Nigeria** has been issued with B1 characters for stations at Lagos [**S**] and Oron [**H**] for 518 kHz; [**L**] and [**O**] for 490 kHz respectively. Service area discussions have commenced with neighbouring countries and it is expected that test transmissions will begin during 2017.

.2 **NAVAREA III.**

- .1 **Tunisia** has been contacted by the Panel with regard to when the Kelibia NAVTEX station will resume operational status. They have been unable to provide a date. **Malta** has offered to cover the Kelibia NAVTEX transmissions until such a time as the Kelibia NAVTEX station returns to operational status. The Panel is pleased to note this initiative from Malta and wishes to highlight the excellent cooperation between all associated authorities to ensure full NAVTEX coverage in this area.
- .2 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, 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. Monitoring of the Mondolfo transmissions will continue.
- .3 The **Georgia** NAVTEX station at Poti on 490 kHz commenced transmissions in January 2016 in Georgian.
- .4 The **Russian Federation** has contacted the Panel requesting a B1 character for a NAVTEX station at Taganrog operating on the international frequency of 518 kHz. The Panel is of the opinion that the Black Sea and Sea of Azov is sufficiently covered on 518 kHz. The Panel recommended that the Russian Federation should implement a National 490 kHz NAVTEX station only.
- .5 **Malta** and **Greece** have reached an agreement on a new service area, details of which are contained in the Navarea III self-assessment.

.3 **NAVAREA IV.**

- .1 Following a rationalization of the maritime communications infrastructure in **Canada**, NAVTEX stations were renamed to more accurately reflect the relevant transmitter site. The GMDSS Master Plan has been updated accordingly.
- .2 **Canada** has reviewed the broadcast times for the Labrador NAVTEX transmitter to comply with the recommendations of the NAVTEX Manual. These changes came into effect in August 2015.
- .3 **Colombia** commenced transmissions in July 2016 from their NAVTEX station at Santa Marta on 490 kHz , using B1 character **[K]** in Spanish. Transmissions on 518 kHz are due to commence later in 2016.

.4 **NAVAREA VI.**

- .1 The **Uruguay** station at La Paloma remains non-operational. Correspondence from the Uruguayan authorities indicated a further delay and they are unable to provide the Panel with a date for test transmissions. The Panel will continue to correspond with the Uruguayan authorities.

.5 **NAVAREA VII.**

- .1 The proposed **South Africa** NAVTEX station at Cape Columbine is still awaiting further development. The Panel awaits further news.

.6 **NAVAREA VIII.**

- .1 **India** has commenced NAVTEX test transmissions from their new stations at Veraval [**H**], Vengrula Point [**J**], Muttam Point [**B**], Porto Novo [**O**], Vakalpudi [**Q**], Balasore [**S**] and Keating Point [**V**] on 518 kHz. The existing stations at Chennai [**P**] and Mumbai [**B**] remain inoperative.
- .2 The **Seychelles** have advised that their NAVTEX transmitter at Mahe is non-operational following a lightning strike. The Panel has not received a date for recommencement of transmissions.

.7 **NAVAREA IX.**

- .1 **Oman** has advised that their GMDSS and communications upgrade has stalled. They continue to maintain contact with the Panel with regard to their NAVTEX station at Muscat and a new station at Salalah. The Panel is ready to assist further when required.
- .2 The **Pakistan** NAVTEX station at Karachi remains inoperative, with delays in restoring the station to full operational status. The Panel remains in contact with the Pakistan authorities and will assist further when required.

.8 **NAVAREA XI.**

- .1 **China** is trialling a NAVTEX station at Guangzhou operating on the national frequency of 4209.5 kHz in Chinese. The B1 character [**G**] has been allocated for this station. The Panel is awaiting a commencement date from the Chinese authorities.
- .2 **China** is also preparing a NAVTEX station at Tianjin operating on the national frequency of 4209.5 kHz in English. A B1 character [**S**] has been allocated for this station.

.9 **NAVAREA XII.**

- .1 **Ecuador** has advised that a NAVTEX station at Manta is currently under consideration, and the Panel is in regular contact with the Ecuadorian authorities. Dialogue is currently taking place between **Ecuador** and **Colombia** with regard to sharing of MSI.
- .2 The Ayora NAVTEX station in **Ecuador** remains non-operational although the schedule of works provided to the Panel indicates a return to operational status during late 2016.
- .3 **Colombia** commenced transmissions in July 2016 from their NAVTEX station at Punta Soldado on 490 kHz , using B1 character [C] in Spanish. Transmissions on 518 kHz are due to commence later in 2016.

.10 **NAVAREA XV.**

- .1 **Chile** has advised the Panel of changes to the languages being used on 518 kHz for NAVTEX transmissions. English will be used exclusively on 518 kHz with transmissions in Spanish on 490 kHz. The Panel has allocated new 490 kHz B1 characters with effect from 1st January 2016.

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 WWNWS7, NAVAREA I has contributed one instructor to the IHO Capacity Building Programme MSI training course for the benefit of the MesoAmerican-Caribbean Sea Hydrographic Commission (MACHC) held in St Lucia (August 2016).

TRANSMITTED POWER DURING HOURS OF DARKNESS

4 It is pleasing to note that only one formal report of interference on 518 kHz during hours of darkness has been received over the last 12 months. The NAVTEX station at Tallinn, **Estonia** has reported interference from the NAVTEX station at Mondolfo, **Italy** during the 2320 UTC timeslot. The Italian authorities have been contacted by the Panel and they have reset the automatic reduction of power for this timeslot accordingly. The Panel will continue to monitor the situation and assist the Italian authorities should further action be found necessary.

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.

MUTUAL COOPERATION

6 The Panel is pleased to note further examples of mutual cooperation between neighbouring authorities for the exchange and transmission of MSI where a NAVTEX station becomes non-operational for any reason. The Panel congratulates the authorities of Malta, and Tunisia for their cooperation in covering the transmissions of Kelibia, and also the authorities of Italy and Croatia for covering the transmissions of Split. Such cooperation is to be encouraged in order to provide seamless coverage of MSI for the benefit of the mariner.

ACTION REQUESTED OF THE SUB-COMMITTEE

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