

MINUTES OF THE
NAVAREA III NAVTEX SERVICE NATIONAL CO-ORDINATORS MEETING

IHB, PRINCIPALITY OF MONACO, 18-19 JANUARY 2006

The meeting on the subject took place at the IHB, Monaco, from 18 to 19 January 2006, under the Chairmanship of the Director of the Spanish Hydrographic Office (IHM) and NAVAREA III Co-ordinator, Captain Fernando Quirós.

Representatives from nine States (Algeria, Croatia, Cyprus, Greece, Italy, Malta, Spain, Tunisia and Turkey), and representatives from the IMO Secretariat (Mr. Lebedev) and NAVTEX Co-ordination Panel (Cdr. Godsiff and Cdr. Sewell), attended the meeting.

The IHB hosted the meeting and was represented by Vadm. A. Maratos, and Cdr. Steve Shipman.

Wednesday, Jan. 18th

1. CHAIRMAN'S OPENING

Cdr. Aguilar, Technical Secretary of IHM, acting as Chairman of the meeting on behalf of Cpt. Quirós, welcomed the participants and thanked the IHB President for hosting the meeting.

2. WELCOME BY VADM. MARATOS

The President of the IHB welcomed again all the participants to the meeting. He expressed his hope of reaching a good agreement among all MS regarding NAVTEX Service in the Mediterranean and reminded the attendees about forwarding a report with the conclusions of this meeting to COMSAR 10 next meeting, to be celebrated in London in March 2006.

3. NAVAREA III CO-ORDINATOR INTRODUCTION

Cpt. Quirós expressed again his will of reaching an agreement that will satisfy all MS, and reminded everybody that co-operation was basic in order to reach a good solution. He also reminded that safety of mariners at sea was our main goal and that all our efforts should be guided towards this objective. He pointed out his neutrality in bilateral discussions and the fundamental role of IMO Secretariat and NAVTEX Panel representatives present in the meeting in

order to take a final decision that will allow to have the best NAVTEX Service possible in the Mediterranean.

4. ADOPTION OF AGENDA AND ADMINISTRATIVE ISSUES

The Agenda of the meeting was adopted with no significant changes.

5. NAVTEX PANEL CO-ORDINATOR INTRODUCTION

Cdr. Godsiff, Chairman of the IMO NAVTEX Co-ordinating Panel, presented several IMO Resolutions and documents closely related to NAVTEX Service, with the main idea of reminding everybody the most important aspects of these regulations that must be considered and also help in order to reach the best NAVTEX service possible, showing the Baltic Sea scheme as an example of good understanding among neighbouring countries.

Cdr. Godsiff expressed his concern about the problems that could appear in our region with the implementation of new stations and the change in some of the existing ones, bringing forward some ideas in order to solve this situation.

6. CHAIRMAN'S SUMMARY OF THE ISSUES UNDER DISCUSSION

Cdr. Aguilar presented a brief summary of the most relevant issues that should be discussed during the meeting, which follows:

ALGERIA

Proposal of a new NAVTEX Station in Algiers.
Request of B1 Character allocation (14 December 2005)
Spain will have to decrease La Nao Station Service area to allow operation of this new station.

CROATIA

The boundary of the NAVTEX service area of Split Station is not acceptable for them.

If the future situation includes Mondolfo-Pesaro and Split Stations, the boundary in the central part of the Adriatic Sea to be an approximated median line dividing the continental shelf between the Italian Republic and the Republic of Croatia (see attached scheme).

Northern and southern boundaries of the two areas could be defined later after formal agreement with neighbour States that have not or are planning not to establish NAVTEX stations.

GREECE

There is no intention at all by the NAVAREA III co-ordinator to introduce any change in the Aegean Sea NAVTEX stations service areas boundaries between Greece and Turkey. Regarding the service area of Crete Iraklion station (Crete) it is our opinion that it would be very convenient to increase this area to the south reaching Libyan coast, filling the gap between Malta and Egypt areas. This means that Iraklion station would broadcast the information affecting this area but submitted to them by NAVAREA III or neighbour stations, without being necessarily responsible for the information generated in it.

ITALY

Establishment of new Stations in La Maddalena (Sardinia), Lampedusa Island and Mondolfo (Pesaro) and shutting down of the existing ones, is planned by Italian authorities.

Limits of Lampedusa and Tunisian station in Monastir should be co-ordinated, but this situation will originate having three stations very close to each other in Sicily Strait: Malta, Lampedusa and Monastir. It would be more convenient in our opinion to reduce this number with an agreement between Italy and Tunisia, giving that Malta has already been operational since the beginning of the implementation of this service.

An agreement with Croatia is recommended regarding the boundaries in the Adriatic Sea.

SPAIN

Should decrease the coverage of Cabo de La Nao station to allow the new implementation of Algiers station.

Spain would like to move the north-eastern boundary of La Nao station slightly in that same direction in order to make it coincident with the limit of the SRR Spanish area in that region. France should agree with this idea, otherwise, limits should remain as they currently are.

TUNISIA

Request for a new station in Monastir.

Establishment of limits with Algiers, Lampedusa and Malta Stations.

NAVTEX PANEL

Also, the NAVTEX Panel representatives pointed out that any agreement reached in this meeting about a new scheme in the Mediterranean, should consider the possibility that new countries may join NAVTEX service and that, therefore any plan should be done considering the effect of this changes in the future.

7. IMO'S REPRESENTATIVE BACKGROUND OF THE MEETING

Mr. Lebedev suggested to explain to all the attendees the background issues that had originated this meeting. These issues were the problems that could appear in the Western and Central areas of the Mediterranean with the implementation of new NAVTEX stations or modification of the existing ones in the region, when accepting the requests received from Algeria and Tunisia, and also the difficulties suffered during last year trying to establish a date for a meeting in which all countries involved could be present, as we finally have been able to do.

8. CHAIRMAN'S DETAILED PRESENTATION OF PROPOSED SCHEME

After all this introductory process, Cdr. Aguilar went over the whole area from West to East, covering the issues pointed out in paragraph 6 of these Minutes, and asking the involved representatives in each issue about their opinion and suggestions in order to solve each specific problem.

Here follows a summary of how these issues were covered and solved.

SPAIN

Proposal of modification of the NE boundary of La Nao station to make it coincident with the French-Spanish SRR area limit in that area.

Cdr. Godsiff has no objection to this proposal if Spain believes that there is enough time to transmit all the information covering a larger area. Mr. Carrero says that with the new Algiers station less info will be broadcasted, so that problem will not appear.

(ACTION 4.5)

ALGERIA

Algerian representatives present their request of a new station in Algiers. There are no objections to this request.

STRAIT OF SICILY

Italian representative, Cap. Scaramella, presents Italian plans for modification of the currently existing Italian stations (Trieste, Rome, Cagliari and Augusta) and the administrative reasons for them to change their geographical position to Mondolfo (Pesaro), La Maddalena (Northern Sardinia) and Lampedusa Island.

The Chairman says that this new implementation together with Tunisia's request of a new station in Monastir will be a big problem in the Channel of Sicily, with three stations (Malta, Lampedusa and Monastir) too close to each other originating interferences and making it complicated to use by mariners.

Mr. Lebedev also expresses his opinion that Lampedusa Station will not provide good coverage in Messina Strait and Gulf of Taranto.

Cdr. Godsiff also brings up his dislike about having three stations so close to each other.

Cdr. Essoussi from Tunisia says that Monastir station geographical position is not confirmed yet and that it could be changed.

Several solutions are considered looking for the best way of having a logical scheme with those three stations in Central Mediterranean.

After these intense and fruitful conversations, finally Italy proposes changing Lampedusa station to a new site in Calabria region that changes completely the situation.

Tunisia also proposes a new site for their station, moving it from Monastir to Cape Bon Region in the NE end of the country.

Malta shows no objection and accepts a new service area basically covering an area to the south-east from their station.

Greece shows no objection to these new disposition of stations and service areas. Limits of these areas in the Ionian Sea with Greek service areas will follow basically the already existing limits in this region based on SRR areas.

Italy suggests that NAVAREA III Co-ordinator, with the agreement of all the attendees to the meeting, submit a request to Italian authorities letting them know how convenient it would be to remove Lampedusa station and look for a different site that could offer better service in that region.

NAVTEX Panel suggests to Algeria to slightly decrease the North-eastern corner of Algiers service area and to include it in Tunisia's area. In this way, Italy will pass their information just to Tunisia instead of passing part of it to Tunisia and part to Algeria.

Algeria has no objection to this suggestion.

This agreement among Algeria, Greece, Italy, Malta and Tunisia solves the existing problem in the Strait of Sicily region.

(ACTIONS 1, 2, 3.1, 3.2 and 4.1)

ADRIATIC SEA

Croatia presents its proposal of dividing the Adriatic Sea in two service areas following basically the median line between Croatian and Italian coast lines. NAVTEX Stations will be in Split and Mondolfo (Pesaro) respectively.

Croatia also shows the current situation with the exact geographical limits of Split service area that does not cover neither Slovenian nor Serbia-Montenegro's or Albanian waters. They propose Slovenian waters to be covered by Mondolfo station and Serbia-Montenegro's and Albania's waters by Kerkyra (Corfu) station until future conversations with neighbouring countries may change this situation.

Both Italy and Greece show no objection to this proposal.

Croatia also suggests NAVAREA III Co-ordinator, with the agreement of all the attendees, to ask neighbouring countries about their future intentions regarding Navigation Warnings and NAVTEX Service.

Cdr. Godsiff says, that Albania and Libya have the intention of issuing coastal navigation warnings, may be using already existing stations or establishing new ones for that purpose and of course NAVTEX Panel supports the idea of asking countries in the Adriatic about their intentions about this subject.

(ACTION 4.3)

LIBYAN COAST

NAVAREA III Co-ordinator requests from Greece the possibility of increasing Iraklion (Crete) station service area in order to reach Libyan coast line and filling the gap between Malta and Alexandria (Egypt) service areas.

Greece has no objection to this suggestion and says that they will most probably modify the site of the antennas in order to increase Iraklion coverage southwards.

It is agreed that NAVAREA III Co-ordinator requests from Egypt the exact limits of Alexandria station in order to establish the exact new boundaries of Iraklion station.

(ACTION 4.4)

Mr. Lebedev suggests that, in case Libya finally agrees to establish a new station in their territory, Cape Farrugh region would be a nice site for it, covering the Gulf of Sirte, although eastern Libyan coast would still be covered by Cape Farrugh station.

(ACTION 4.2)

Admiral Maratos suggests that, when asking Albania, Serbia-Montenegro and Libya about their intentions related to Navigation Warnings, to let them know that IHO can provide technical and training support in all the items related with the subject through the Capacity Building Program.

Cdr. Godsiff, accepting the suggestions raised by Malta and Cyprus, proposes that all the States joining NAVTEX service, should know which is the procedure to forward their information and that very possibly they will have to pass that info to already existing stations because, with the exception of Libya, few new stations will probably be needed in the Mediterranean.

(ACTION 5.2)

Thursday, Jan. 19th

9. APPROVAL OF THE NEW SCHEME

On the morning of the second day, the Chairman presents a draft of the new scheme of NAVTEX service areas agreed on the day before for a final revision of the attendees.

All the MS and representatives of involved organizations agreed on the new scheme shown in the meeting for the Western and Central Mediterranean.

The most relevant suggestions or recommendations were finally included in the action list of the meeting, attached to these minutes.

10. CHANGE TO OPERATIONAL STATUS OF NAVTEX STATIONS

Cdr. Godsiff, regarding Character B1 assignment and time slots, suggests an action plan in order to control efficiently the establishment of new stations in the region and the shutting down of some of the existing ones.

A summary of this action plan follows:

Algeria: Will be provisionally allocated Character BRAVO and its according time slots.

Italy: While the existing stations at Trieste, Rome, Augusta and Cagliari remain operational, their respective B1 characters and time slots will remain unchanged.

Trials from the new stations (Pessaro, La Maddalena and Calabria, to be confirmed) should all be conducted using character ALPHA.

Trieste character UNIFORM, to be transferred to Mondolfo.

Rome character ROMEO, to be transferred to La Maddalena.
Augusta character VICTOR to be transferred to Calabria (site to be confirmed)
Cagliari character TANGO to be transferred to Tunisia (site to be confirmed)

Tunisia: Trials from the new station should be conducted using character ALPHA, although its operational B1 character will be TANGO once it is transferred from Cagliari.

Russian Federation: Novorossiysk station must use character SIERRA and its according time slots, given that currently this station is using time slots corresponding to character ALPHA.

Libya: if this country finally accepts the establishment of a new NAVTEX station within its territory, it would be assigned character ALPHA and its corresponding time slots for its operational use.

Cdr. Godsiff also pointed out that the problem regarding those stations using time slots that do not correspond to their characters B1, will be solved after the implementation of new stations is accomplished. No exact dead line for this task is agreed.

He also pointed out that this action plan will be implemented gradually and that it is very important that both the Panel and NAVAREA III should be informed when each part of the plan is implemented.

(ACTION 5.1)

11. CLOSING REMARKS

With no other issues to work on, the Chairman encouraged all the attendees to confirm the agreements reached during this meeting and to accomplish the jobs described in the action list, thanked again to the IHB for hosting the meeting and to all the attendees for their extraordinary and fruitful spirit of co-operation that made it possible to reach such an amount of useful agreements.

(ACTION 6)

NAVAREA III Navtex Co-ordinating Meeting held at the IHB 18/19 January 2006

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MBS NAVTEX MEETING 18-19 JAN 2006

ACTION LIST

1. TUNISIA

Communicate the change in the geographical position of the new Station
(Moved from Monastir to Cape Bon Region)

2. TUNISIA / ALGERIA

Establish the boundaries between the new service areas of Algiers and Cape Bon
and communicate it to the Navtex Panel and Navarea III.

3. ITALY

3.1 To look for a new position for the third Italian station (probably in
Calabria) in accordance with the request submitted by NAVAREA III with the
agreement of the neighbouring MS.

3.2 To establish the boundaries of La Maddalena and probably Calabria
Stations.

4. NAVAREA III (All MS attending the meeting)

4.1 To request to ITALY to modify its current plan of establishing a new
station in Lampedusa looking some other position that would decrease the
number of stations in the central region of the Med and then permitting a more
efficient scheme of service areas in the Sicily Channel.

4.2 To request from Libya, their future intentions regarding promulgation of
Coastal navigational warnings and encouraging them to establish a new Navtex
station.

4.3 To request from Albania, Serbia-Montenegro, Bosnia and Herzegovina,
Morocco (northern coast in the Mediterranean) and Slovenia their future
intentions regarding promulgation of Coastal navigational warnings through
already existing stations.

4.4 To request from Egypt the correct limits of Alexandria station and
communicate this info to Greece in order to establish the new boundaries of
Iraklion station.

4.5 To communicate to France the new limits in the North-eastern sector of
La Nao station for their agreement and the result of this item to the Panel and
MS.

5. ALL STATES

5.1 Whatever action is taken by MS regarding Navtex service the appropriate information should be submitted to the IMO Secretariat and the Chairman of the Navtex Co-ordinating Panel.

5.2 With the assistance of the Navarea III Co-ordinator, to establish appropriate international communication links between national co-ordinators and the relevant Navtex Co-ordinators/stations in order to promulgate the necessary MSI within the agreed service areas.

6. STATES INVOLVED IN REALLOCATION

To confirm the agreement reached on reallocation of respective service areas during this meeting.



