

Proposed amendments to the Draft MSI Manual Version dated 28 April 2008

Submitted by IHB

SUMMARY

Executive Summary: The text below contains draft amendments submitted by France, Japan and the Russian Federation.

Action to be taken: Paragraph 2

Related documents: CPRNW10/4/2 and CPRNW10/4/2/1

1. The following are the draft amendments to the draft Joint MSI Manual submitted by France, Japan and the Russian Federation:

France:

1) Paragraph 5 (Drifting hazards): we have presently too many examples on mines. I suggest replacing the second example (Hydrolant 999/04 (55) by the 2 following examples about container and log of wood:

- NAVAREA TWO 150/08 - IROISE
CONTAINER ADRIFT IN VICINITY: 47-38N 005-24W AT 051133Z MAY.

- NAVAREA TWO 143/08 - PAZENN
LOG OF WOOD ADRIFT IN VICINITY: 47-42N 006-50W AT 280900Z APR.

2) Paragraph 6 (Areas where SAR operations ...). I propose (unhappily, I didn' got real texts):

a) to replace the first (Hydropac) or the second (Hydrolant) example by an example on an area to be avoided because of a SAR operation (NAVAREA I: do you remember the accident of a Ferry in a Neerland harbour, some years ago)

b) to add an example with an area where there is an anti-pollution operation

3) Paragraph 17 (Security related requirements), I propose to put the following example (to be improved) of Navarea warning

NAVAREA ONE 015/10 - CHANNEL - BAIE DE SEINE AND LE HAVRE HARBOUR.

REF: ISPS CODE - SECURITY LEVEL IN FRENCH TERRITORIAL SEA IN BAIE DE SEINE AND IN LE HAVRE HARBOUR UPGRAGE TO SECURITY LEVEL 3. UNTILL FURTHER NOTICE, IT IS FORBIDDEN TO ENTER BAIE DE SEINE AND LE HAVRE HARBOUR.

A second example (in another NAVAREA area) could be added for the change from 3 to 2 or 3 to 1 security levels and the raising of a banning

Japan:

We have checked the updated version of the Joint IMO/IHO/WMO Manual on MSI, dated 28 May 08.

As results of having checked it, I comment as follows:

- Add "although the use of the English language is encouraged." to the end of paragraph 2.2.1.14 and 2.2.1.15.

We do not have the comments else. We show respect for the effort of the Correspondence Group.

Russian Federation:

Comparing the last version of the Joint IMO/IHO/WMO Manual on Maritime Safety Information (further Joint Manual) with the last versions of the Res. A.705 and A.706, I have found some discrepancies between the equal terms used in this document and in some others. Some remarks on the subject are listed below:

1. In the first line of part I (General Information) of the Joint Manual I propose to delete the word "radio" in the term "radionavigational warning" (see Res. A.705 part 2 "Definitions" paragraphs 2.1.5, 2.1.11, 2.1.12; Res. A.706 paragraphs 2.1.1, 2.1.8; part 3; Joint Manual part 2 paragraphs 2.2.1.2, 2.2.1.8, 2.2.1.16, 2.2.1.18, 2.2.1.19, 2.2.1.23 etc.).
 2. In the Joint Manual paragraph 2.2.1.11 delete "5" after the word "area".
 3. The Joint Manual. Paragraph 2.2.1.35. Universal Co-ordinated Time (UTC) should be read "Universal Time Coordinated". In Hydrographic Dictionary (SP 32 IHO) this term (no. 5758) is not GMT (Z). (See the terms nos. 5522, 5755, 5756, 5757).
 4. The Joint Manual part 5 paragraph 5.4.3. Message Elements Table. Preamble 4 "Chart number". It is necessary to add "and the official authority issued this chart".
 5. In the Joint Manual paragraph 8.1.2.2 "for the high seas" should be amended to read "for the various coastal and high seas areas". (See Solas 74, chapter V, regulation 5.4). In the same way it should be amended the last sentence of the paragraph 8.2.2.
2. CPRNW is requested to consider the above comments during its consideration of the draft text of the Joint MSI Manual.