

NAVTEX Panel Report - CPRNW 8-3-3-1
Submitted by: Chairman, IMO International NAVTEX Co-ordinating Panel

1. **Action Required:** None, submitted for information only.
2. **Background:** The Terms of Reference of the NAVTEX Panel are in the IMO NAVTEX Manual at Annex 1.
3. **The routine work of the Panel** is mainly associated with advising Administrations on procedures for establishing NAVTEX services and then providing identifying letters and time slots for approved additions to the NAVTEX infrastructure. Since the last meeting of the Commission, the following items have been processed by the Panel:
 - Mediterranean Sea.
 - Following the very successful meeting chaired by the NAVAREA III co-ordinator (Spain) in Monaco in January 2006, a co-ordinated plan has been developed covering the Western Mediterranean. This includes new stations in Algeria and Tunisia, and new sites for three Italian stations.
 - Co-ordinated service areas for these stations as well as for adjacent existing stations were included in the plan. Allocations of B₁ characters for both International and National services have been made on a provisional basis, subject to final agreement and implementation of the plan.
 - The NAVAREA III co-ordinator is managing the implementation of the plan
 - The new Algerian station is already in service
 - The timescale for commissioning the new Tunisian station depends upon the Italian station moves as the identifying (B₁) character and time slot will transfer from one of the current Italian stations.
 - An enquiry was received at the end of July from Syria regarding a new requirement to broadcast Meteorological Bulletins to their coastal waters. Clarification has been sought as to whether the intention is to use NAVTEX or Radio Telegraphy from Coastal Radio Stations. This enquiry has also been referred to the Chairman, WMO ETMSS.
 - Cabo Verde.
 - An application from Cabo Verde to operate a NAVTEX service, on both International and National frequencies, has been received.
 - The service area has been agreed for the International service, and B₁ characters for both services have been allocated. Details of operational dates are awaited.
 - Senegal.
 - An application from Senegal to operate a NAVTEX service, on both International and National frequencies, has been received. This has been referred to the NAVAREA II co-ordinator (France) for initial co-ordination and agreement of service area limits (which will abut the Cabo Verde area above)
 - Democratic People's Republic of Korea.
 - An application has been received from the Democratic People's Republic of Korea for B₁ characters for two new NAVTEX stations at Pyongyang and Hamhung, both operating on International and National frequencies.
 - The application for B₁ characters for the International service has been referred to the NAVAREA XI co-ordinator (Japan) for initial co-ordination and agreement of service areas. B₁ characters for the National service have been allocated; dates for the commencement of transmissions are awaited.

- Iceland & Faeroes.
 - Discussions between the Danish and Icelandic administrations regarding NAVTEX coverage for the east coast of Iceland and the area around the Faeroes are continuing.
 - A likely solution would see 2 new NAVTEX stations established, one on the north-east coast of Iceland (utilising one of the two B₁ characters currently allocated to Reykjavik NAVTEX) and one on the Faeroe Islands. Equipment for the station on the Faeroe Islands will be delivered in September and a trial service initiated.
 - It is hoped that a meeting of the national co-ordinators within the Baltic sub-area of NAVAREA I to be held in Denmark at the end of August 2006 will provide an opportunity to move forward the discussion on service area limits for both these stations and the amendments necessary for adjacent stations.
- Greenland.
 - An initial discussion was held in the margins of COMSAR 10 with a representative of the Greenland administration and the NAVAREA IV co-ordinator. This centred on the possibility of disestablishing NAVTEX coverage for Greenland in both NAVAREA I and NAVAREA IV and replacing the service by SafetyNET coastal warning areas. It was considered that SafetyNET would have better coverage within the fjord-like coastal waters than is currently achieved by NAVTEX. No further progress has been made on this proposal since the initial discussion.
- Germany.
 - An application from Germany to operate a NAVTEX service from a station at Pinneberg, on both International and National frequencies, has been received.
 - The service area has been agreed for the International service, and B₁ characters for both services have been allocated. The national service will start on 29 August 2006; dates for the International service are awaited.
- Caribbean Sea
 - While not part of the TORs of the NAVTEX Panel, there is much work being undertaken by Panel members, in association with the IHO Capacity building Programme, to assist many island states to establish a suitable 'maritime safety information' infrastructure. This includes establishing an authority to act as a central focus for safety information and also communications links with either neighbouring islands which have a NAVTEX facility or to a NAVAREA Co-ordinator who can put the information directly on SafetyNET; in the latter case either new SafetyNET Coastal Warning Areas would need to be established or existing areas amended. This is perceived as being a particularly important area due to the high number of cruise ships in these waters and its proximity to the Panama Canal.
- Ukraine
 - Details have been received regarding a new 490 kHz service already in operation in Ukraine from their existing NAVTEX stations at Odesa and Kerch. Due to a legacy issue surrounding the original allocation of B₁ characters for 518 kHz from these existing stations, they do not currently conform to the time slot template in the NAVTEX Manual. The Panel has responded by recommending to Ukraine that the opportunity is taken now to bring these stations into line with the NAVTEX Manual guidance and, at the same time, two new B₁ characters for use in the new National 490 kHz service have been assigned.

4. **Current operational issues.**

- **NAVTEX Service Areas.**
 - The issue of ensuring each station broadcasting on 518 kHz has agreed service area limits has been raised before at the Commission and at recent IMO COMSAR sub-committee

meetings. IHO published a Circular Letter on the subject in 2003, and COMSAR Circ 34 also addressed this subject.

- The Panel continues with its policy of not issuing B1 characters for new stations on 518 kHz until service area limits are agreed with all concerned.
- **National Language Broadcasts on the International NAVTEX Service.**
 - Administrations were reminded at IMO COMSAR 8 and again at IMO COMSAR 9 that IMO MSC 74 approved the recommendation of IMO COMSAR 5 that non-English language broadcasts should be migrated from the International NAVTEX frequency (518 kHz) to national NAVTEX services (on 490 kHz or 4209.5 kHz) by 1 January 2005. (This was promulgated by COMSAR/Circ 28).
 - Notwithstanding this deadline that has passed, there remain around 15 stations (many in South America) where it would appear from information held by the NAVTEX Panel that there are still national language broadcasts on this frequency. No proposals for the transfer of these services to other frequencies have yet been received.
- **WWNWS expansion.**
 - The Chairman, Secretary and other members of the NAVTEX Panel are participating in the joint IMO/IHO Correspondence Group on the expansion of the WWNWS.
 - The CPRNW meeting in Buenos Aires (12 – 15 September 2006) is likely to provide an excellent opportunity to progress this work. IHO should then report back to COMSAR 11
- **WWNWS document review.**
 - The previous Secretary of the NAVTEX Panel (see Administrative issues below) is acting as Secretary of an IHO correspondence group undertaking a review of all WWNWS documentation.
 - The group is currently focusing on IMO Resolutions A.705(17) and A.706(17). It is intended to finalise work on these two resolutions at CPRNW this Autumn, with the aim of presenting proposals to COMSAR 11. If these are agreed at COMSAR, the group will then work on cascading these amendments through the various lower level guidance documents to achieve a consistent and coherent set of documentation which includes sufficient detail to effectively regulate the current systems while allowing flexibility to easily include new technological developments as they are adopted by the Organization.

5. Administrative issues

- **Secretary of IMO International NAVTEX Co-ordinating Panel.** Mr Tim Sewell has transferred to a different post within the UK Hydrographic Office and is no longer the Head of the Radio Navigational Warnings section. Mr Guy Beale has joined both the section and the International NAVTEX Co-ordinating Panel, taking over as Secretary of the Panel from Mr Sewell. Mr Sewell will leave the Panel in September 2006 after the CPRNW meeting.
- **Publication of the new edition of the NAVTEX Manual.** The new NAVTEX manual (announced in IMO MSC/Circ.1122) came into force on 1st January 2006. The full text of the new version was attached as an annex to the circular.
- **ETMSS** - the Panel will be represented at the second session of the Expert Team on Maritime Safety Services (ETMSS) of the Joint IOC/WMO Commission for Oceanography & Marine Meteorology (JCOMM) from 24 to 27 January 2007 in Rio de Janeiro.

6. Recommendations: It is recommended that the Commission notes this report.