

M**Establishment of new NAVAREAs in Arctic Waters*****Report of the Joint IMO/IHO/WMO Correspondence Group***

3.17 The Sub-Committee considered the information provided in documents COMSAR 11/3/2 (Report of the Joint IMO/IHO/WMO Correspondence Group) and COMSAR 11/3/4 (Norway) and agreed:

- .1 that all new Arctic NAVAREAs should extend up to 90 degrees North and be responsible for the promulgation of maritime safety information (MSI) in navigable waters within those areas;
- .2 that the new Arctic NAVAREAs should be fully operational 24/7, bearing in mind that certain parts of the NAVAREAs will not be navigable during certain times;
- .3 to expand the Arctic WWNWS and accept Canada as the NAVAREA Co-ordinator for new NAVAREAs XVII and XVIII, Norway as the NAVAREA Co-ordinator for new NAVAREA XIX, and the Russian Federation as the NAVAREA Co-ordinator for new NAVAREAs XX and XXI;
- .4 that new Arctic NAVAREAs be established rather than being Sub-Areas of an existing NAVAREA;
- .5 that agreed changes to the coverage areas under the WWNWS, to include the Arctic expansion and other existing coverage gaps, within the Inmarsat system definition manual, should be implemented at the same time; and
- .6 the boundary limits for the five (5) new Arctic NAVAREAs should be:
 - .1 NAVAREA XVII bound by:
67° 00'.00N 168° 58'.00W,
90° 00'.00N 168° 58'.00W,
90° 00'.00N 120° 00'.00W,
south to the Canadian coastline along the 120°00'.00W meridian;

.2 NAVAREA XVIII bound by:

A position on the Canadian coastline at the 120°00'.00W meridian to:

90° 00'.00N 120°00'.00W,
90° 00'.00N 035°00'.00W,
67° 00'.00N 035°00'.00W;

.3 NAVAREA XIX bound by:

From a position on the Norwegian coastline at 65°00'.00N to:

65° 00'.00N 005° 00'.00W,
75° 00'.00N 005° 00'.00W,
west to a position on the Greenland coastline;

From the border between Norway and Russia (Inland) to:

69° 47'.68N 030° 49'.16E,
69° 58'.48N 031° 06'.24E,
70° 22'.00N 031° 43'.00E,
71° 00'.00N 030° 00'.00E,

From this geographical position (71° 00'.00N – 030°00'.00E) further north along the 030° 00'.00E meridian to:

90° 00'.00N 030° 00'.00E,
90° 00'.00N 035° 00'.00W,
south to the Greenland coastline along the 035° 00'.00W meridian;

.4 NAVAREA XX bound by:

From the border between Norway and Russia (Inland) to:

69° 47'.68N 030° 49'.16E,
69° 58'.48N 031° 06'.24E,
70° 22'.00N 031° 43'.00E,
71° 00'.00N 030° 00'.00E,

From this geographical position (71° 00'.00N – 030°00'.00E) further north along the 030°00'.00E meridian to:

90° 00'.00N 030° 00'.00E,
90° 00'.00N 125° 00'.00E,
then south to the Russian Federation coastline along the 125° 00'.00E meridian;
and

.5 NAVAREA XXI bound by:

From a geographical position on the Russian Federation coastline at the 125°00'.00E meridian to:

90° 00'.00N 125° 00'.00E,
90° 00'.00N 168° 58'.00W,
67° 00'.00N 168° 58'.00W,
west to a geographical position on the Russian Federation coastline along the 67° 00'.00N parallel;

- .7 that the provision of SAR information within these new NAVAREAs would continue to be provided in accordance with currently agreed SAR regions; and
- .8 that all WNWNS guidance and other relevant documents should be updated as part of the IHO WNWNS Guidance Document Review Correspondence Group.

Accordingly, the Sub-Committee endorsed the above recommendations of the Joint IMO/IHO/WMO Correspondence Group.

3.18 WMO provided an update on the work relating to the issuing of meteorological information in the new NAVAREAS within the discussions of the Joint IOC/WMO Commission for oceanography and Marine Meteorology relating to delimitations of NAV/METAREAS. Furthermore, WMO intended to propose an IMO resolution on Metocean services similar to resolution A.706(17), as amended on Navigational warnings.

3.19 The Sub-Committee re-established the Joint IMO/IHO/WMO Correspondence Group on Arctic MSI services with the following terms of reference under the co-ordination of IHO*:

Taking into account resolution A.706(17), as amended by MSC/Circ.685, MSC/Circ.750 and MSC/Circ.957 including the relevant decisions of COMSAR 10 and COMSAR 11, the Joint IMO/IHO/WMO Correspondence Group on Arctic MSI Services should give consideration and provide comments on the following:

- .1 who will act as METAREA issuing service?
- .2 how will warnings be transmitted, and can they be monitored as required? Systems other than Inmarsat (such as HF NBDP, NAVTEX and other satellite service providers) need to be considered;

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- .3 how will Inmarsat system definition manual and existing SafetyNET terminals be updated to allow receipt of MSI within the new NAVAREAs?
- .4 required training, assistance, and support from IHO/CPRNW to support new NAVAREA co-ordinators and/or from JCOMM/ETMSS for METAREA issuing services; and
- .5 submit its report to COMSAR 12.

3.20 The Sub-Committee considered the intervention by Venezuela to modify the limits of NAVAREAs IV and XII with a view to improving the safety of navigation. In the absence of any written proposal, the Sub-Committee was not in a position to propose any changes to the limits. Accordingly, the Sub-Committee invited Member Governments and international organizations to submit suitable proposals to the next session of the IHO Commission on Promulgation of Radio Navigational Warnings.

NAVAREA Co-ordinators

3.21 The Sub-Committee considered the updated list of NAVAREA Co-ordinators, as provided in document COMSAR 11/3/3 and finalized the revised COMSAR circular on the list of NAVAREA Co-ordinators, and instructed the Secretariat to circulate it. The Committee was invited to endorse this action.

Incorrect use of 'C' Codes

3.22 The Sub-Committee considered the information provided in document COMSAR 11/3 (IHO) relating to the incorrect use of 'C' Codes while promulgating maritime safety information via the EGC SafetyNET system and agreed that there was an urgent need to address this issue. Accordingly, the Sub-Committee prepared a draft COMSAR circular on analysis of maritime safety information promulgated via the EGC SafetyNET system and recommendations on improving its quality as set out in annex 1, with a view to approval by the Committee, and invited the Chairman of the International SafetyNET panel to liaise with Inmarsat to inform the specific service providers accordingly.