

**2<sup>nd</sup> MEETING of the IHO SUB COMMITTEE ON THE WORLD-WIDE  
NAVIGATIONAL WARNING SERVICE (WWNWS)  
Sydney, Australia  
9 – 13 August 2010**

**SUMMARY REPORT**

*Note: Paragraph numbering corresponds to Agenda Item numbering (Annex A), and not necessarily to the order in which matters were discussed.*

**1 OPENING REMARKS AND ADMINISTRATIVE ARRANGEMENTS**

**1.1 Opening Remarks and Introductions**

The Chairman of the Sub Committee (Mr. Peter Doherty, United States (NGA)) opened the 2<sup>nd</sup> WWNWS Meeting at 0930 on Monday 9 August 2010 welcoming 36 delegates from 15 IHO Member States, the International Hydrographic Bureau (IHB) the World Meteorological Organization (WMO), the International Mobile Satellite Organization (IMSO) and Inmarsat. These included representatives of 14 NAVAREA and Sub-Area Co-ordinators. The list of participants is given in Annex B. Apologies for non attendance had been received from Argentina (NAVAREA VI), Chile (NAVAREA XV), Croatia, Egypt, Germany, Pakistan (NAVAREA IX), Peru (NAVAREA XVI), the Russian Federation (NAVAREAs XIII, XX and XXI), Spain (NAVAREA III), and the International Maritime Organization (IMO). The Hydrographer of Australia, Commodore Rod Nairn, attended on Monday. Two representatives from Electrotech Australia attended on Monday afternoon to give a presentation regarding the display of MSI in ECDIS.

**1.2 Welcome by Commodore Rod Nairn RAN, Hydrographer of Australia and Vice Admiral Alexandros MARATOS President of the Directing Committee of the IHB**

Commodore Rod Nairn RAN on behalf of the Australian Hydrographic Service (AHS) and the Australian Maritime Safety Authority (AMSA) welcomed all participants to the host nation, Australia. Commodore Nairn stressed that as Australia is an island nation that has 99% of its trade transported by sea and also being home to the Great Barrier Reef, the Australian Government has a keen interest in both promoting safety at sea and protecting the marine environment. Commodore Nairn highlighted the importance of rapid and reliable maritime safety information and the vital role that the World-Wide Navigational Warning Service (WWNWS) and this sub-committee plays in the Global Maritime Distress and Safety System (GMDSS). He concluded his remarks by thanking everyone for travelling to Australia to attend this meeting and wishing all participants an enjoyable stay in Sydney and a most successful meeting.

Admiral Maratos on behalf of the IHB welcomed everyone to this second meeting of the WWNWS Sub-Committee, commenting on the very important work that the WWNWS does in maintaining Safety of Navigation and Protection of the Marine Environment through its close cooperation with IMO, WMO, IMSO and Inmarsat. He noted the holistic review of

WWNWS documentation which was concluding at this meeting with the finalization of the NAVTEX Manual. He noted in particular the establishment of the 5 new Arctic NAVAREAs which were now in Initial Operational Capability (IOC) and which would become fully operational in 2011 and informed the meeting of the establishment by Canada, Norway, Russian Federation and the United States of an Arctic Regional Hydrographic Commission (ARHC). The ARHC will hold its first meeting in Ottawa, Canada, from 6–9 October 2010.

### **1.3 Working Arrangements**

It was agreed that normal working hours would be from 0900 to 1230 and 1400 to 1630 with a morning and afternoon tea break. The members were reminded that all meeting documents were available from the WWNWS section of the IHO web site and they were referenced by WWNWS2 followed by the Agenda Item (AI) number and a sequential letter.

### **1.4 Administrative Arrangements**

Ms Amanda MacKinnell of the AMSA reviewed the local and administrative arrangements for the meeting. Steve Shipman (IHB-Secretary) informed the meeting that he would be maintaining the list of Action Items, Keith Alexander, USA, would prepare the draft report of the meeting and Guy Beale, UK, secretary of the Document Review Working Group (WG) would maintain the list of decisions taken with respect to the revision of the NAVTEX Manual. The Chairman then invited everyone in attendance to introduce themselves.

### **1.5 Adoption of the Agenda**

The provisional agenda WWNWS2/1/5/1/Rev3 was adopted. It is attached at Annex A to this report. The Retirement of the Vice Chairman was added to Agenda Item 8, Any Other Business. This was due to the announced forthcoming retirement of Captain (R) François Lacroze. Subsequently a further item 8c regarding Navigational Warning Guidance raised by Sweden was included in the Agenda. The documents submitted to WWNWS2 are listed at Annex C.

### **1.6 Review of Action Items from WWNWS1**

The Secretary reviewed the list of outstanding action items, document WWNWS2/1/6A, and briefly discussed the current status of each, identifying its status and if appropriate where it would be addressed further within this meeting. The updated list of all outstanding Action Items - and their current status are attached at Annex D. Those items marked “Complete” or “Delete” will subsequently be removed from the list once this report has been approved.

In response to Action Item WWNWS1 3.2.X(1), the NAVAREA X Co-ordinator introduced and presented document WWNWS2/3/2-XA and invited the Sub-Committee to review the examples presented and comment on the use of the term “temporarily discontinued” in navigational warnings. After much discussion, the group concurred that this term should not be used and NAVAREA X agreed to change their operational procedures and use “inoperative” as a better term to be in accordance with the Joint IMO/IHO/WMO Manual on MSI.

## **1.7 REPORT FROM the 2<sup>nd</sup> meeting of the Inter-Regional Co-ordination Committee (IRCC2)**

The Chairman briefed the Sub-Committee on the outcome of IRCC2 which was held in New Orleans from 17-18 June 2010. The IRCC is the IHO governing body for the WWNWS Sub-Committee and its primary responsibility is to establish, coordinate and enhance cooperation in hydrographic activities amongst States on a regional basis, and between regions, especially on matters associated with:

- Capacity Building;
- Promulgation of Radio Navigational Warnings;
- General Bathymetry and Ocean Mapping;
- Education and Training; and
- Implementation of the WEND suitable for the needs of international shipping.

The Chairman briefed the Sub-Committee on the submission that he had made to IRCC2 on behalf of the WWNWS and noted the primary areas that he addressed in his report. He highlighted:

- The advancements made with regards to the WWNWS document review and the approval and adoption of the new SafetyNET Manual at COMSAR14 and MSC87;
- The expansion of the WWNWS into the Arctic regions and the Initial Operating Capability scheduled to begin on 01 July 2010;
- The guideline on operational procedures for the promulgation of Maritime Safety Information concerning acts of piracy and piracy countermeasure operations that was approved as a COMSAR Circular at COMSAR14 and adopted at MSC87;
- The MSI Capacity Building training courses that this Sub-Committee directly supports and the logistical issues that have been experienced with regards to the students attending these courses; and
- An update on the latest version of the WWNWS CD-ROM.

With regards to the logistical issues experienced with the MSI capacity building training courses, the Chairman noted that he stressed to the IRCC that despite considerable efforts of the IHO and the regional authorities supporting these courses, issues with visa problems and travel requirements have had an effect on the numbers of those in attendance. Lessons need to be learned in relation to travel requirements being made by the students much further in advance to avoid these issues. The IRCC agreed to investigate this issue. The full WWNWS SC report to the IRCC is available on the IHO website.

## **2 MATTERS RELATING TO THE GMDSS MASTER PLAN**

### **2.1 IMO Update**

The Chairman noted that the IMO representative was unable to attend this meeting. The Secretary summarized a review of Annex 8 of the GMDSS/Circ.12 and noted that a brief report had been provided, the text of which is included in document WWNWS2/2/1A. Members were invited to review and provide updates as appropriate. The Chairman noted that the SC will attempt to facilitate the submission of updates to Circ. 12 through the IMO Secretariat prior to COMSAR 15. The NAVAREA X Co-ordinator suggested that the Short Access Codes (SAC) supported by a NAVAREA Co-ordinator should be included in Annex

8 (International SafetyNET Service) of GMDSS/Circ.12 as is currently done by Australia. An Action Item was assigned to the Chairman to establish a more robust update process for the GMDSS Master Plan and have it included as agenda item 2.2 for review at future sessions of the WWNWS SC.

### **3 PROMULGATION OF MARITIME SAFETY INFORMATION (MSI)**

#### **3.1 Outcome of the Fourteenth Session of the International Maritime Organization's Sub-Committee on Communications and Search and Rescue (COMSAR14)**

The Chairman and Secretary reviewed the matters considered and decisions taken during COMSAR14 referring to document WWNWS2/3/1A. It was noted that the International SafetyNET Manual as prepared by WWNWS1 was approved by COMSAR14 with little amendment. This reflected well on the excellent work undertaken by WWNWS in the preceding two years. The Manual had subsequently been adopted by the Maritime Safety Committee at its 87<sup>th</sup> session in May 2010, will come into force in Jan 2012. It has been issued under IMO MSC Circ. 1364 which is available from the IHO web site.

#### **3.2 NAVAREA Assessments of Navigational Warnings Services by Co-ordinators**

The representatives of the 13 NAVAREAs and 1 Sub-Area present were invited to introduce their MSI Self Assessments. The Chairman would briefly review pertinent items from the Self Assessments of those NAVAREA Co-ordinators not present at the meeting. The MSI Self Assessment document requires NAVAREA Co-ordinators to complete an MSI Quality Management Survey and the collated results of this survey are at Annex F.

##### **NAVAREA I (UK)**

The NAVAREA I Co-ordinator introduced and presented his Self-Assessment Report, document WWNWS2/3/2-I. The key operational issues addressed during the last year were the introduction of a dual PSTN and e-mail link direct with the Stratos Database for transmission and management of NAVAREA I messages, and preparation efforts for the introduction of the new NAVAREA XIX.

The Chairman thanked NAVAREA I for their support in the training of Norway to assume their responsibilities as the NAVAREA XIX Co-ordinator and also expressed his appreciation for their continued support with the MSI Capacity Building training and in particular Mr. Guy Beale, UK who has attended all of these courses to date.

##### **NAVAREA I Sub-Area Baltic (Sweden)**

The Baltic Sea Sub-Area Co-ordinator introduced and presented his Self-Assessment Report, document WWNWS2/3/2-I-SubArea. He highlighted changes that have occurred during the past year within his Sub-Area to include the transmission service of MSI being moved from Stockholmradio to MSI SWEDEN and is now co-located with the Swedish VTS Centre; that Sweden has started to include T- and P- information in ENC; and that the regional MSI conference "BALTICO MEETING 2010" took place in Poland in June 2010.

The representative from Turkey raised a question as to what is the advantage of a Sub-Area Co-ordinator within a NAVAREA. The Chairman responded that the Baltic is a sea area where there is a lot of shipping that only transits these waters and does not venture out into the rest of the NAVAREA I. With a Sub-Area Coordinator it allows messages to be focused on vessels within this specific area and also not overburden vessels that are not in these waters. Turkey remarked that the Black Sea area would be very similar to this situation as most of the vessel traffic in these waters does not venture out into the Mediterranean and the Chairman concurred.

### **NAVAREA II (France)**

The NAVAREA II Co-ordinator introduced and presented his Self-Assessment Report, document WWNWS2/3/2-II. The key operational issues addressed during the last year were that since 01 January 2010, two (2) scheduled broadcasts have been promulgated each day at 0430 and 1630 UTC; since 01 November 2009, a new NAVAREA II message has been broadcast monthly indicating the last known positions of mobile oil rigs and drill ships; and since 01 December 2009, the Senegalese NAVTEX station in Dakar has been operational and a shared use of the station between Senegal, Gambia, Guinea Bissau and Mauritania is expected. Also of note, SHOM has made a considerable effort for the capacity building in the EAtHC/NAVAREA II area during the past year. SHOM made arrangements for all logistical aspects of the IHO MSI course held in Accra (Ghana) in September 2009 and also compiled two booklets in the French language containing all course material (except for the practical exercises) that were handed out to all the French speaking participants. In addition, SHOM conducted an independent MSI training course that was held in Dakar in April 2010 to the main heads of the Senegalese maritime authority (about 25 people).

The Chairman thanked NAVAREA II for their support with the MSI Capacity Building training courses and for their efforts in translating all of the course material into the French language. It was also noted that as a result of this training that Nigeria has now established a website for maritime safety information at [www.nigeriamsi.com](http://www.nigeriamsi.com).

### **NAVAREA III (Spain)**

The Chairman briefly introduced and presented the NAVAREA III Self-Assessment Report, document WWNWS2/3/2-III. It was noted that since WWNWS-1, Italy has progressed with the establishment of new stations at Pessaro, La Magdalena and Sellia Marina, and this new deployment is expected to be ready to become operative in the first half of January 2011. Consequently, the NAVTEX station at Tunisia is also expected to be available for the same date. Full coverage of the Mediterranean Sea by the International NAVTEX Service will be guaranteed with the new station at Surt, Libya, set to start trial broadcasting late in 2010. The establishment of a new Sub-area for the Black Sea was an initiative that could not be agreed upon by all bordering countries.

### **NAVAREA IV & XII (USA)**

The NAVAREA IV & XII Co-ordinator introduced and presented his Self-Assessment Report, document WWNWS2/3/2-IV&XII. He noted that all broadcast messages that are promulgated during the previous 24 hours are posted to the NGA website on a daily basis. He stated that NAVAREA IV and XII have a business continuity plan and messages are

promulgated from a secondary site on a routine basis, totally transparent to the shipboard user. He also noted his continued support for the Maritime Safety Information training course with 2 courses supported during the past year: Oman in October 2009 for the North Indian Ocean Hydrographic Commission (NIOHC) and the ROPME Sea Area Hydrographic Commission (RSAHC) region and Namibia in April 2010 for the Southern Africa and Islands Hydrographic Commission (SAIHC).

The Chairman, who also is the NAVAREA IV and XII Coordinator, noted that in accordance with IMO resolution MSC.305(86) "Guideline on operational procedures for the broadcast of maritime safety information concerning acts of piracy and piracy counter-measure operations" that there has been excellent cooperation and results by all. To date, over 140 messages have been routed through the Chairman, reviewed and edited for format compliance in accordance with the Joint MSI Manual, and then forwarded to the relevant NAVAREA or National Coordinator(s) for immediate broadcast. The majority of these messages have gone to NAVAREA VIII and NAVAREA IX who have done an excellent job in promulgating these messages.

#### **NAVAREA V (Brazil)**

The NAVAREA V Co-ordinator introduced and presented his Self-Assessment Report, document WWNWS2/3/2-V. He noted that NAVAREA V is now operating with Stratos Mobile and using the Burum LES in an annual contract; that NAVAREA V in agreement with NAVAREA VI is continuing to develop and establish a common contingency plan using the Burum LES capabilities; and that they look forward in anticipation to support the future MSI Capacity Building Course that is scheduled for 16-20 May 2011 at DHN - Rio de Janeiro for them and other interested South American countries.

#### **NAVAREA VI (Argentina)**

The Chairman briefly introduced and presented the NAVAREA VI Self-Assessment Report, document WWNWS2/3/2-VI. He noted the agreement between the Servicio de Hidrografía Naval (Argentina), as the NAVAREA VI Co-ordinator, and the Diretoria de Hidrografia e Navegacao (Brazil), as the NAVAREA V Co-ordinator, that is underway to establish a common procedure, through a Contingency Plan, for a mutual support in the event a catastrophic failure arises in the SafetyNET service of either NAVAREA Co-ordinator.

#### **NAVAREA VII (South Africa)**

The NAVAREA VII Co-ordinator introduced and presented his Self-Assessment Report, document WWNWS2/3/2-VII. He noted the lack of NAVTEX Stations north of the South African international borders other than Namibia; the new free cell phone distress service for Lake Victoria where some 5000 people die each year in maritime related accidents; the slow progress and lack of adequate MSI implementation by States in the Great Rift Valley in the Southern African region and that a possible Sub-Area VIIA has been identified; and that at the South Africa and Islands Hydrographic Commission (SAIHC) meetings, member states are kept reminded of the importance of maritime safety and encouraged to implement MSI measures. He concluded by pointing out that NAVAREA VII currently does not have any contingency plan but asked IMSO to assist them in making a contingency arrangement with a

neighboring NAVAREA similar to that which has been established between NAVAREA V and NAVAREA VI.

### **NAVAREA VIII (India)**

The NAVAREA VIII Co-ordinator introduced and presented his Self-Assessment Report, document WWNWS2/3/2-VIII. He noted that seven new NAVTEX stations are planned to be established in the near future with three stations on the West Coast of India, three on the East Coast of India and one in the Andaman and Nicobar Islands; that their NAVAREA warnings are available on the India Hydrographic Office website; and that they have been very successful in promulgating the anti-piracy messages within their region.

### **NAVAREA IX (Pakistan)**

The Chairman briefly introduced and presented the NAVAREA IX Self-Assessment Report, document WWNWS2/3/2-IX. It was noted that NAVAREA IX transmits MSI for the 16 countries in the region. Navigational Warnings are promulgated via SafetyNET and NAVTEX with all enforced warnings being included in the Notice to Mariners which is published once per week. All the enforced warnings and NTMs are regularly posted and monitored on NAVAREA IX website as well. NAVAREA IX accesses LES via internet and all SafetyNET broadcasts are monitored. Because of concerns about the reception of MSI from certain NAVTEX stations in the region, most Coastal Warnings are re-transmitted via SafetyNET as well depending on case to case basis. An Action Item was assigned to the Chairman to investigate and seek clarification from the NAVAREA IX Co-ordinator on this statement whilst noting that there were NAVAREAs where, due to the limited provision of NAVTEX services, such action might be necessary. Finally, the Chairman recognized the support that NAVAREA IX provided to the MSI Capacity Building Course that was held in October 2009 in Oman and the fact that they have promulgated 59 anti-piracy messages to date.

### **NAVAREA X (Australia)**

The NAVAREA X Co-ordinator introduced and presented his Self-Assessment Report, document WWNWS2/3/2-X. He highlighted NAVAREA X MSI activities for the period July 2009 to June 2010. The report also noted non-compliance in respect to promulgation of “in-force” bulletins and “no warning” messages as per the quality management survey that has been explained in previous reports. In addition, the report provided comment on the reduced number of NAVAREA X broadcasts when compared against other NAVAREA reports. Finally, the NAVAREA Co-ordinator highlighted the fact that the AMSA website is updated in real-time with regards to the posting of their broadcast messages.

Discussion was raised concerning the promulgation of coastal warnings and the need to use SafetyNET if no NAVTEX coverage is available. The Chairman reminded everyone that as per Resolution A.706 as amended paragraph 4.2.3.1, coastal warnings broadcast information which is necessary for safe navigation within areas seaward of the fairway buoy or pilot station, and should not be restricted to main shipping lanes. Where the area is served by NAVTEX, it should provide navigational warnings for the entire NAVTEX service area. Where the area is not served by NAVTEX, it is necessary to include all warnings relevant to the coastal waters up to 250 miles from the coast in the International SafetyNET service broadcast.

## **NAVAREA XI (Japan)**

The NAVAREA XI Co-ordinator introduced and presented his Self-Assessment Report, document WWNWS2/3/2-XI. He noted the new NAVTEX service of the Philippines Coast Guard Manila coast station that has been on trial broadcast since April 2009 and the upcoming meeting that will be held in Japan in October 2010 concerning overlays of navigation warnings on ECDIS for countries construed as the national coordinators in NAVAREA XI, the Co-ordinators of NAVAREA XII and VIII, and the Vice Chairman of WWNWS SC. Details with regards to this meeting are contained in document WWNWS2/3/5/3A.

The Chairman suggested that NAVAREA XI consider developing a contingency plan with an adjacent NAVAREA Co-ordinator within the IOR satellite footprint such as NAVAREA VIII.

Australia asked the NAVAREA XI Co-ordinator if the Indonesian stations listed in their Self Assessment were operational. The NAVAREA XI representative was unable to confirm this. The Self Assessment Template has subsequently be modified to include the status of NAVTEX stations.

## **NAVAREA XII (See NAVAREA IV above) (USA)**

## **NAVAREA XIII (Russian Federation)**

The Chairman briefly introduced and presented the NAVAREA XIII Self-Assessment Report, document WWNWS2/3/2-XIII. He noted that they have conducted 2 training sessions to benefit the representatives of Russian Federal State Hydrographic Department as the new NAVAREA XX and XXI Co-ordinator in May and June 2010 to allow them to start their Initial Operational Capability effective 01 July 2010.

## **NAVAREA XIV (New Zealand)**

The NAVAREA XIV Co-ordinator introduced his Self-Assessment Report, document WWNWS2/3/2-XIV and thanked the SC for holding the meeting in Australia this year. The report was then presented by Mr. David Wilson of Maritime New Zealand who highlighted the NAVAREA XIV MSI activities for the past year.

The Chairman recommended that as NAVAREA XIV does not have scheduled broadcasts that they consider issuing a “no warning” message in order to inform the mariner that there are in fact no messages to be broadcast and that they have not missed any vital maritime safety information.

## **NAVAREA XV (Chile)**

The Chairman briefly introduced and presented the NAVAREA XV Self-Assessment Report, document WWNWS2/3/2-XV. He noted that according to the response in the Quality Management Survey section, they had not provided updates to the IMO Master Plan and



reminded all NAVAREA Co-ordinators that this is one of their responsibilities. He also noted that NAVAREA XV launched a WAP (Wireless Application Protocol) technology version of their Hydrographic and Oceanographic Service of the Chilean Navy (SHOA) website that now provides almost all of the services and information for the navigational aids to any place within the reach of the mobile telephone system.

#### **NAVAREA XVI (Peru)**

The NAVAREA XVI Self Assessment was received after the meeting closed but has been added to the list of documents and is available from the WWNWS web page. Peru confirmed that there three NAVTEX stations are now operational.

#### **NAVAREA XVII and XVIII (Canada)**

The NAVAREA XVII and XVIII Co-ordinator introduced and presented his Self-Assessment Report, document WWNWS2/3/2-XVII&XVIII. He noted that NAVAREA SafetyNET transmissions began on July 1, 2010 on a test basis. Transmissions are sent twice a day for each NAVAREA. A weekly in force message is also transmitted. NAVAREA messages are posted on the Canadian Coast Guard Website. He also stated that a business continuity plan is being developed and will be available in time for the beginning of the formal NAVAREA SafetyNET transmissions planned for June 2011. Finally he noted that NAVAREA messages are also transmitted, on a test basis, by HF Narrow Band Direct Printing twice a day.

The representative from Inmarsat reminded everyone that due to satellite coverage limitations, messages above 76 North latitude should be promulgated on both SafetyNET and also HF in order to ensure receipt by all vessels. The Chairman then asked that a category indicating how many messages were broadcast via SafetyNET and HF be included in future self assessment reports for the Arctic NAVAREAs.

#### **NAVAREA XIX (Norway)**

The NAVAREA XIX Co-ordinator introduced and presented his Self-Assessment Report, document WWNWS2/3/2-XIX. He noted that Initial Operational Capability (IOC) was declared on 1 July 2010 with broadcasts on SafetyNET and HF NBDP. The service is expected to be transitioned to Full Operational Capability (FOC) on 01 June 2011.

#### **NAVAREA XX and XXI (Russian Federation)**

The Chairman briefly introduced and presented the NAVAREA XX and XXI Self-Assessment Report, document WWNWS2/3/2-XX&XXI. He noted that Initial Operational Capability (IOC) was declared on 01 July 2010 with broadcasts on SafetyNET and HF NBDP. The service is expected to be transitioned to Full Operational Capability (FOC) on 01 June 2011.

The Secretary of the IMO NAVTEX Co-ordinating Panel informed everyone that following the recent announcement of Initial Operational Capability for the Arctic NAVAREAs and the subsequent inclusion of the new Arctic NAVAREAs into the WWNWS, along with the large number of existing NAVTEX stations already in operation in NAVAREA I, there is a real need for the IMO NAVTEX Co-ordinating Panel to actively manage the current and future

allocation of B1 NAVTEX characters in NAVAREAs I, XIX and XX. He noted that the geography of the region requires that a recent request from Norway to establish a new station in NAVAREA I and to reassign their B1 characters in NAVAREA XIX, needs to be considered in conjunction with the Russian Federation's plans to install new stations along the Northern Sea Route. Whilst the Panel fully acknowledges that all NAVTEX stations will not be built at the same time, it is important for the impact on adjoining NAVAREAs that a co-ordinated plan is produced and agreed, particularly in relation to the integration of the two existing Russian Federation stations at the Western end of the Northern Sea Route into the Norwegian plans and proposals. He noted that a request had been sent to the NAVAREAs XX and XXI Co-ordinator requesting information on the following three specific topics that the Panel requires information on:

1. What B1 character is currently in use at the NAVTEX station at Tiksi,
2. A formal response to a draft proposal diagram for possible NAVTEX service areas for all the planned stations along the Northern Sea Route which was discussed with the Chairman of the IMO NAVTEX Co-ordinating Panel during COMSAR 14. Past experiences gained by administrations with more than one NAVTEX station having strings of B1 characters which run consecutively in alphabetical order, have proved to be extremely useful when operating a system which relies upon a single frequency. A draft proposal to allocate B1 characters in a continuous sequence starting with [K] at Murmansk and finish with [U] at Mys Shmidta would achieve two objectives:
  - It would free up the use of B1 characters C and F (currently in use by Arkhangel'sk and Murmansk) which were originally provided from the NAVAREA I allocation at a time when these two stations were located outside the official WWNWS coverage area.
  - It will ensure the maximum distance away from all existing NAVTEX stations already operating with the same B1 characters in the North Sea, the Baltic Sea and the North Pacific Ocean.
3. Agreement to the amendment of Arkhangel'sk and Murmansk B1 characters as soon as possible. These letters are now urgently required for use with NAVAREAs I and XIX.

An Action Item was assigned to the Chairman to contact the NAVAREA XX and XXI Co-ordinator regarding the status of, and intentions for, NAVTEX stations in these regions.

The Chairman thanked all of the NAVAREA Co-ordinators for their reports and assigned an Action Item to the Secretary to update the Self Assessment template to include National Co-ordinator information and the frequency of updating MSI on host nation websites. The Secretary reminded everyone to use this new template for their submission for the next meeting as these and other changes will be made and that the synopsis section of the report should contain a summary that is to be included in the official record of the meeting.

### **3.3 Broadcast Systems and Services**

#### **3.3.1 Report of the IMO NAVTEX Co-ordinating Panel**

The Chairman of the IMO NAVTEX Co-ordinating Panel introduced and presented document WWNWS2/3/3/1A and highlighted the main matters raised. He noted that the Panel has been very busy with many new stations being introduced and that this 50 year old

communication system is still being relied upon and expanded today which is a testament to the advantage of simple and inexpensive technology.

The NAVAREA II Co-ordinator raised the issue of monitoring NAVTEX stations in real time in order to determine if they are operational and how that is achieved by a NAVAREA Co-ordinator. After discussion, the Chairman advised that the operational status of each NAVTEX station needs to be validated by either direct or remote monitoring and then asked the Chairman of the NAVTEX Panel to solicit each NAVAREA Co-ordinator as to the operational status of each station within their region.

### **3.3.2 Report of the IMO SafetyNET Co-ordinating Panel**

The Chairman noted that as the work of this Panel is covered in numerous other agenda items that it was not required to be summarized here.

### **3.3.3 WMO Liaison Report**

Mr. Alasdair Hainsworth of the Australian Bureau of Meteorology introduced and presented the WMO Liaison Report, documents WWNWS2/3/3/3A and WWNWS 2/3/3/3B. He highlighted the progress being made by all three Meteorological Issuing Services that will cover the five new Arctic METAREAs and advised that the Full Operational Capability target date of 01 June 2011 will likely be met.

The Chairman asked if any of the Meteorological Issuing Authorities had started to broadcast messages at this time. The NAVAREA XVII and XVIII Co-ordinator responded that the responsible Canadian meteorological issuing authority has been transmitting messages and they do plan to cover the current gap in coverage around the Hudson Bay. An Action Item was assigned to the WMO to advise on the current operational status of all three METAREA Issuing Services.

### **3.3.4 Contingency Planning**

The Chairman noted that as this has now been included as part of the Self Assessment Template for each NAVAREA and discussed during that part of the agenda, that no further discussion on this topic was required. An Action Item was assigned to the representative from IMSO to draft a guideline document for contingency planning and have it included as Annex G of this document. This draft document will be reviewed at the Document Review WG meeting in March 2011 with a view to finalization at WWNWS3.

### **3.3.5 NAVAREA Co-ordination for Piracy Warnings**

The Chairman introduced and presented documents WWNWS2/3/3/5A & WWNWS2/4/7A. He noted that to date some 134 messages from the Maritime Safety Center Horn of Africa (MSCHOA) and another 47 messages from the Office of Naval Intelligence (ONI) have been processed following the "GUIDELINE ON OPERATIONAL PROCEDURES FOR THE PROMULGATION OF MARITIME SAFETY INFORMATION CONCERNING ACTS OF PIRACY AND PIRACY COUNTER-MEASURE OPERATIONS" that was approved at COMSAR14 and adopted at MSC87 as IMO resolution MSC.305(87). He stated that most of these messages have been promulgated by NAVAREA VIII and IX with minimal administrative effort and cost to support this effort. An Action Item was assigned to the Chairman to provide the AWNIS and UKMTO with examples of final piracy warnings

broadcast via the WWNWS for guidance to military personnel in drafting the piracy messages that are used as the source for these broadcasts.

The Chairman then advised that the current guidance states that for a piracy attack warning, it shall be broadcast as an "URGENT" NAVAREA or Coastal Warning immediately on receipt of the source information and at least at the next scheduled broadcast or for as long as the information remains valid. He then proposed that for piracy counter measure operations associated with a mother ship that the guidance should state that they be broadcast as an "URGENT" NAVAREA or Coastal Warning immediately on receipt of the source information and at least for the next 72 hours or for as long as the information remains valid. He asked for comments regarding this new guidance and after considerable discussion it was agreed to. An Action Item was assigned to the Chairman to pursue and finalize the 72 hour promulgation guidance for mother-ship counter piracy operations.

### **3.3.6 NAVAREA Co-ordination for Tsunami Warnings**

The Chairman introduced and presented document WWNWS2/4/8A. He noted that COMSAR Circ.36 "Broadcast of warnings for tsunamis and other natural disasters" was approved at COMSAR 9 in 2005 and that the Sub-Committee was requested to consider the text of COMSAR Circ.36 in order to prepare a revised text for submission to COMSAR 15 or if it considered that all relevant information is now included in the WWNWS documentation, recommend to COMSAR 15 that COMSAR Circ.36 is obsolete and should be withdrawn.

The Secretary noted that no comments have been received to date and that no work has begun on the review of this document. He recommended that due to time constraints this document be added to the 9<sup>th</sup> meeting of the Document Review WG to be held after COMSAR 15 in March 2011 for review and then approval at WWNWS3 for submission to COMSAR 16 in 2012. The Chairman concurred with this recommendation and then assigned an Action Item to all delegates to provide any comments on this document for discussion and review by the Document Review WG by 01 November 2010.

### **3.3.7 Inmarsat Report on Short Codes for Maritime Safety Services**

The Chairman noted that this information was included in the presentation by Inmarsat under agenda item 3.4.2.

## **3.4 Improvements to the WWNWS**

### **3.4.1 Joint IMO/IHO/WMO Correspondence Group on Arctic MSI Services**

#### **3.4.1.1 NAVAREA Update**

The Chairman highlighted the steady progress made by CG with regards to the implementation of Arctic MSI Services and noted that SafetyNET provider certificates had been authorized and delivered to all of the new Arctic NAVAREA Co-ordinators; that the Initial Operating Capability was launched on 01 July 2010 with the promulgation of test and regular messages; training has been provided by NAVAREA I to Norway, NAVAREA IV to Canada, and NAVAREA XIII to Russia; and that the Inmarsat System Definition manual update is being moved forward. He concluded his remarks by stating that at COMSAR15 a celebratory event is being planned for the Full Operational Capability of the Arctic NAVAREAs and asked that all new NAVAREA Co-ordinators should make every attempt to

attend and be part of the event. An Action Item was assigned to the Chairman and the Secretary to liaise and coordinate with the IMO, WMO, IMSO, Inmarsat and the Arctic NAVAREAs for all necessary arrangements for this function. An additional Action Item was assigned to the Arctic NAVAREA Co-ordinators to provide a status report on their NAVAREAs for inclusion in an IHO/WMO report to COMSAR 15.

#### **3.4.1.2 METAREA Update**

The Chairman noted that the METAREA Update was included in the WMO Liaison Report, document WWNWS2/3/3/3A and discussed under agenda item 3.3.3.

#### **3.4.2 Inmarsat-C EGC SafetyNET Report including System Definition Manual (SDM) update**

Mr Vladimir Maksimov, the representative of Inmarsat, introduced and presented document WWNWS2/3/4/2A titled “The Status of EGC SafetyNET Services, Inmarsat Maritime Safety Services today and tomorrow”. He provided a general overview of the Inmarsat-C system and services; Arctic NAVAREA message promulgation trial results; progress on the Change Proposal for the SDM and manufacturers for the Arctic areas; a listing of Inmarsat-C LESs and availability of Short Access Codes; an update on the Inmarsat Fleet Broadband (FB) system and service; an introduction to the new “505” emergency service; plans for new GMDSS and EGC SafetyNET services on FB; and a demonstration of the new Isat Phone.

An Action Item was assigned to Inmarsat to develop a manual for mariners that would provide step-by-step instructions on what was required to set up their Inmarsat-C SafetyNET transceiver in order to receive information from the new Arctic NAVAREAs. This information could then be circulated to all WWNWS SC members for promulgation and inclusion on web sites as appropriate.

During his presentation, Mr Maksimov presented a number of questions that need to be asked & answered on future MSI services. The representative from IMSO noted that this list of questions would be a very good start for this SC to take into consideration in order to provide input to the IMO GMDSS scoping exercise further discussed in agenda item 3.5.4. The Chairman agreed and an Action Item was assigned to all members to submit comments on these questions which would then be discussed during WWNWS3 in order to formalize a SC position and recommendation for submission to COMSAR 16 in 2012.

#### **3.4.3 The Way Forward**

No documents were submitted under this Agenda Item. It was considered that all relevant points had been covered under 3.4.1 and 3.4.2 above.

### **3.5 Emerging Technologies**

#### **3.5.1 E-navigation**

The Vice Chairman introduced and presented document WWNWS2/3/5/1A and highlighted the main matters raised. The SC was invited to consider the need to improve the consistency of the format used for all navigational warnings issued by all NAVAREA and National Co-ordinators; that MSI be made available to all vessels (SOLAS and non-SOLAS); and whether a new or different format for MSI messages is required to support e-Navigation. The

Chairman noted that one of the responsibilities of a NAVAREA Co-ordinator is to review and ensure that all messages within their region are in compliance.

The Secretary then provided a brief summary on e-Navigation and noted that it is being developed from a user-needs perspective and from a basis of what the mariner will require. He noted that the primary issues for this SC to consider is how the maritime safety information to support this future environment will be provided, from what sources will it be provided from, and in what format will it be provided (text based or coded intelligent information/data).

Mr. Michael White of the UKHO then delivered a presentation titled “Delivering MSI via e-NAV”. His presentation focused on three basic questions that need to be answered:

1. Should WNWNS attempt to deliver MSI to an ECDIS platform?
2. Could WNWNS deliver MSI to ECDIS platforms?
3. How would WNWNS deliver MSI to ECDIS platforms?

The group concurred that the WNWNS should and could deliver MSI in order to support ECDIS platforms and e-Navigation. The question of how that would be accomplished generated discussion which concluded that the WNWNS would be required to promulgate strictly formatted MSI messages and that an update to the Performance Standard for ECDIS (IEC 61174) would be required mandating that these systems read and ingest MSI messages. The Chairman noted concern that with an automatic ingest of messages, any positional or data content errors could incorrectly be portrayed on the ECDIS and may contribute to a maritime accident without a manual review by the navigator.

Mr. Nick Lemon of the AMSA informed everyone that the provision of MSI is viewed as an easy accomplishment for e-Navigation. He stressed that as the Chairman mentioned earlier, the integrity of the information provided is a concern and that the accuracy of data content and the risk of potential data corruption are matters of primary importance. He recommended that as the e-Navigation strategy implementation plan is due in 2012 that this SC conduct a high-level gap analysis study for the provision of MSI in a future e-Navigation environment.

The Chairman asked the NAVAREA XI Co-ordinator if the information received from Japan regarding navigation overlays in ECDIS and contained in document WNWNS2/3/5/3A needed to be considered and a position agreed to by this SC prior to their meeting in October. Mr. Kanazawa responded that it did not need to be addressed here at this meeting. The Chairman then concluded the discussion on this matter by agreeing that the SC should closely monitor the progress of e-Navigation and encouraged papers be submitted on this topic for WNWNS3.

### **3.5.2 Update on other Service Providers in accordance with IMO Resolution A.1001(25)**

The Chairman reminded the Sub-Committee of the adoption by IMO of resolution A.1001(25) which allowed for companies other than Inmarsat to seek approval as a GMDSS provider. IMSO reported that although they have worked with Iridium in the past and Thuraya in the last couple of years, no companies have yet sought such approval.

### **3.5.3 Presentation by potential service providers and ECDIS manufacturers**

Mr. Chris Taylor of ElectroTech provided a demonstration of the current capability of NAVAREA and Coastal Warnings being displayed on a Sperry Marine Vision FT Electronic Chart Display and Information System (ECDIS). Included in his presentation was the display of NAVTEX messages, AIS text messages, Aids to Navigation (AToN) AIS, and virtual aids to navigation. It was noted that current capabilities portray area features as a single point and it is only by selecting the object that the entire message can be read and all coordinates displayed; manual deletions of messages are required once displayed; and that SafetyNET messages have not yet been incorporated.

The Chairman noted that strict adherence to the new Joint MSI Manual with regards to format and structure of messages is critical in order to allow commercial manufacturers to develop new systems and software to read these messages for display on an electronic chart system. There was also discussion on a potential future code-based format for WWNWS messages that would replace the current text-based format to support these types of technical developments and e-Navigation. All agreed that if this would ever occur sometime in the future, that the new format must have backward compatibility in order to still be read by customers who have equipment onboard that required the current text format.

### **3.5.4 IMO Review of the GMDSS**

The Vice Chairman introduced and presented document WWNWS2/3/5/4A and highlighted the main matters raised. He noted that there has not been a full review of GMDSS since its implementation in 1999 and technology has developed significantly in that time. The current system is seen to be relatively sound, but it is known that there are areas where improvement could be brought about. The IMO has undertaken a scoping exercise to establish the need for a review of the elements and procedures of the GMDSS. In March 2010, at COMSAR14 it was agreed that the first phase of the scoping exercise should be directed towards establishing the need for review of the GMDSS and defining what issues should be included. This first phase of the GMDSS scoping exercise will be further reviewed at COMSAR15.

The representative from IMSO noted that there is not much desire indicated by member states to make dramatic changes to the GMDSS due to potential additional costs that may be required for their flag vessels with regards to new mandatory carriage requirements and also the potential for increased operational costs and complexity for their administrations. It is anticipated that at COMSAR15 the scoping review will attempt to review parts of the GMDSS and not the whole of it. Some of the issues that may be addressed include whether or not regional satellite systems such as Thuraya should be included, how should AIS become integrated into the GMDSS, and should GMDSS be expanded to non-SOLAS class vessels. He stressed that the fundamental and core function of the GMDSS scoping exercise is to determine what should be changed and what should remain the same and then that will serve as a guide for the role of the WWNWS and the promulgation of MSI in the GMDSS.

After much discussion, the Chairman stated a commitment to become involved with the GMDSS scoping exercise at COMSAR15 as the results of this initiative could very well impact the procedures and operations of the WWNWS and the NAVAREA Co-ordinators.

### **3.5.5 Other Means of MSI Distribution**

#### **3.5.5.1 Inmarsat Fleet Broadband Trials**

The Chairman noted that this information was included in the presentation by Inmarsat under agenda item 3.4.2.

#### **3.5.5.2 Web based distribution**

The Chairman stated that although there is no requirement for a NAVAREA Co-ordinator to post MSI on their websites, it does serve as a great way for non-SOLAS vessels to receive this information without mandatory carriage equipment and also provides an efficient way for all vessels to ascertain what messages are still in-force. The United Kingdom then gave a brief demonstration of their new website for NAVAREA I broadcast warnings which is located at [www.ukho.gov.uk/rnw](http://www.ukho.gov.uk/rnw). It was noted after much discussion that it is highly recommended that if broadcast warnings are posted to a host nation website that the date/time/group (DTG) of the last time that the webpage was updated be indicated in order to provide the mariner with the currency of the data posted. The Secretary then asked that all NAVAREA Co-ordinators inform him of when they do establish a website or when they change the address of their website so that he can provide a correct link to it from the IHO website.

## **4 REVIEW OF GUIDANCE DOCUMENTS**

The Chairman noted that the 9<sup>th</sup> meeting of the document review WG will be in the week following COMSAR15 i.e. 14 – 18 March 2011 at IMO Headquarters and asked the Secretary to make the necessary arrangements with IMO.

### **4.1 Document Review Status Report**

The Chairman introduced document WWNWS2/4/1A reporting on the status of all documents being revised as part of the holistic review of WWNWS documentation.

### **4.2 IMO resolutions A.705(17), as amended and A.706(17) as amended**

Documents not required to be discussed or reviewed at this meeting.

### **4.3 Joint IMO/IHO/WMO Manual on MSI and IHO Publication S-53**

Documents not required to be discussed or reviewed at this meeting.

### **4.4 IMO International SafetyNET Manual**

Document not required to be discussed or reviewed at this meeting.

### **4.5 IMO NAVTEX Manual**

The Chairman reported that the draft text of the NAVTEX Manual, as agreed at the 8<sup>th</sup> meeting of the Document Review WG in March 2010, had been finalized by the WG Secretary, Mr Guy Beale, and circulated to the WWNWS SC members. Numerous comments had been received on this draft and the intention was to work through all these comments and



prepare a revised text of the manual. There would then be an opportunity for any member present to raise any other points for consideration. The intention was to edit the text in real time and only record any major decisions taken in the meeting report.

The following dates are the deadlines required to meet the IMO COMSAR15 submission deadline:

- |                              |                   |
|------------------------------|-------------------|
| – WWNWS2 Closes              | 13 August 2010    |
| – Draft text to WWNWS        | 17 September 2010 |
| – Comments from WWNWS        | 08 October 2010   |
| – Draft text to IHO MS       | 22 October 2010   |
| – Comments from IHO MS       | 12 November 2010  |
| – Final text to IMO COMSAR15 | 26 November 2010  |

It is hoped that the draft text for circulation to the WWNWS will be available in advance of the 17 September deadline in which case the remaining dates may be advanced slightly.

During the review of the document it was noted that many changes dealt with the proposed addition of 4209.5 kHz as an international NAVTEX frequency in order to support the new Arctic NAVAREAs. During the review it was agreed that this frequency was not required and therefore all of the proposed changes were withdrawn. In addition, changes were made to the table identifying the B2 Subject Indicator Characters within section 5.1 of the manual and these changes were provided to Inmarsat in order to reflect these changes to the System Definition Manual. An Action Item was assigned to the WMO to provide examples of messages within section 7 of the manual for meteorological forecasts and warnings and also within section 10 to provide the appropriate text with regards to the importance of meteorological forecasts and warnings taking into consideration the comments provided by Sweden and Canada.

Of particular note, it was also realized during the review that due to the structured broadcast schedule for NAVTEX stations that a message with a priority of “vital” could not be broadcast immediately on NAVTEX. After much discussion, it was agreed that the broadcast procedures under paragraph 11.2 should also include language indicating that “such messages shall also be passed to the appropriate NAVAREA Co-ordinator for possible transmission as a NAVAREA message via SafetyNET.”

At the conclusion of the review, an Action Item was assigned to the Secretary of the Document Review WG to incorporate all of the changes agreed to and release a final draft of the new NAVTEX Manual in order to meet the schedule deadlines for submission to COMSAR 15 as identified above. In addition, an Action Item was assigned to the IHB Secretary to prepare a revised text of resolution MSC.148(77) (PS for NBDP) which is included as Annex 3 of the NAVTEX Manual and circulate alongside the draft revised NAVTEX Manual prior to submission to COMSAR 15. A final Action Item was assigned to the Secretary of the Document Review WG to write to the ITU regarding corrections which the WWNWS SC believes are necessary to Recommendation ITU-R M540.

#### **4.6 IMO resolutions MSC.306(87) and A.664 (16) “Performance Standards for Enhanced Group all Equipment”**

Documents not required to be discussed or reviewed at this meeting.

**4.7           IMO resolution MSC.305(87) “Guideline on operational procedures for the broadcast of maritime safety information concerning acts of piracy and piracy counter-measure operations”**

Document not required to be discussed or reviewed at this meeting.

**4.8           COMSAR Circ.36: “Broadcast of warnings for tsunamis and other natural disasters”**

Document not discussed at this meeting. It is planned to be reviewed at the 9<sup>th</sup> meeting of the Document Review WG in March 2011.

**4.9           Terms of Reference for the WWNWS Sub Committee**

The Chairman reported that he had not received any proposed changes to the ToR since it was extensively reviewed at CPRNW10 and adopted by IHO in July of 2009. An Action Item was assigned to all members to review the ToR for editorial or other changes and submit them for consideration at the next meeting. Any amendments agreed at WWNWS3 in 2011 would be submitted to IRCC4 in 2012 for endorsement and subsequent adoption by IHO Member States.

**4.10          WMO Guidance documents**

**4.10.1       IMO resolution on Met-ocean services**

The Chairman noted that there is an IMO/WMO World-Wide Met-ocean Information and Warning Service (WWMIWS) that is being developed and any significant items that this SC should be aware of will be brought to our attention.

**5            WWNWS REPRESENTATION AT REGIONAL HYDROGRAPHIC COMMISSIONS (RHCS) AND OTHER CONFERENCES**

**5.1          Update on WWNWS Members’ Attendance to RHCs**

The Chairman encouraged all NAVAREA Co-ordinators to attend their Regional Hydrographic Commission (RHC) meetings as they provide an ideal opportunity for them to make contact with the representatives of other States within the region and thus help to encourage the distribution of MSI. He recognized that RHC participation by the NAVAREA Co-ordinators is included in the Self Assessment reports and was discussed earlier in the meeting agenda and no further discussion was required here.

**5.2          Capacity Building Training Course Development**

The Chairman introduced this topic by providing a historical perspective on this program and how it began in 2006 as a request from the IHO Capacity Building Sub Committee to put together a team of experts and a Phase 1 MSI training program for the MACHC.

Mr. Guy Beale, UK then provided a brief synopsis of each of the six training sessions that have been held to date with input from the respective NAVAREA Co-ordinator as to benefits gained from the course. He noted that since the MSI Capacity Building training courses

began in 2007 that 96 students from 49 different countries had participated. A table identifying all of the courses from 2007 through 2010 is included below.

2007	Jamaica	MACHC	NAVAREA IV
2007	Mozambique	SAIHC	NAVAREA VII
2008	Spain	MBSHC	NAVAREA III
2009	Ghana	EAtHC	NAVAREA II
2009	Oman	NIOHC & RSAHC	NAVAREA VIII & IX
2010	Namibia	SAIHC	NAVAREA VII
2010	Australia	SWPHC	NAVAREA X & XIV

He noted that the course content has continued to be finely tuned over the years, although the basic structure has remained the same throughout. The participants are given a brief but comprehensive overview of the GMDSS and the WWNWS on the first day so that they can get a feel for how their individual efforts fit into the larger global picture. The second day has developed into incorporating a field trip whenever possible to the local Coast Radio Station and of major Port facilities; presentations on the duties, responsibilities and requirements of a National Co-ordinator; and an afternoon of practical exercises in which the participants are guided through the assessment of incoming data and the actual formatting of navigational warnings. The final day includes a lecture on how the system integrates with the physical methods of up-dating charts and publications for longstanding information. The participants are then put under a considerable amount of pressure in a role-play exercise in which they are split into teams of two and assume the responsibilities of a watchkeeper and try to keep up with a barrage of incoming information which can only be achieved by accurate and expedient decisions on prioritizing all the incoming data so that only the important items are selected for promulgation.

In closing he summarized that after an initial improvement in the flow of information from the countries in attendance, it would be fair to say that none of the NAVAREA Co-ordinators have reported any significant increase in the amount of incoming data from the participating countries. A primary reason for this is that as personnel who have been trained in this course change positions within their respective organizations, the knowledge does not transfer to their replacement. But on a positive note it may also be attributed to the success with regards to the quality of decision making by those who attended. NAVAREA III reported a numerical drop in the amount of messages promulgated for the countries who attended their course, but points to this as a positive factor as there are far less messages being requested for criteria which does not conform with the latest WWNWS documentation guidelines. This though should be balanced with the experiences of NAVAREA II, who were very pleased to begin receiving very important information from the Ghanaian Ports Authority in association with their developing oil exploration activities which they were very willing and able to promulgate via SafetyNET.

It was noted that whilst MSI is delivered internationally in the English language the delivery of the MSI course, to RHCs where the common language is not English, can be improved by the provision of additional material, excluding the practical exercises, in the local language. Given that the principal instructors of the MSI course are drawn from the UK and US this is very much dependent on the efforts of the local NAVAREA Co-ordinator. As reported in the NAVAREA II report such an approach was very successful for the course held in Accra. The 2011 course being delivered for the SWAtHC and other South American countries would also benefit from training material prepared in Spanish. The course material from the Accra

course has been translated into Spanish but will require updating in line with the English material to be delivered for the SWAtHC course.

### **5.3 WWNWS CD-ROM**

The Chairman circulated the August 2010 edition of the WWNWS CD which had been updated with all the latest information. He briefly demonstrated the new user interface and extensive documentation that was easily found and accessed on the CD. The IHB hold a few spare copies and others are available on application to the Chairman.

## **6 NEXT MEETING**

### **6.1 DATES AND VENUE FOR WWNWS3**

The Chairman advised everyone that the WWNWS3 meeting will be held at the International Hydrographic Bureau (IHB) in Monaco with proposed meeting dates of 13-16 September 2011. A formal invitation for this meeting to include the final venue and dates will be sent out to all members before the 6 month deadline required by the Rules of Procedure for the WWNWS SC.

### **6.2 DRAFT AGENDA FOR WWNWS3**

A provisional agenda for the WWNWS3 meeting was displayed and agreed by those present. There will be a further review of this agenda at the next WWNWS Guidance Document WG meeting at IMO (see paragraph 4 above) and posted on the WWNWS section of the IHO web site. Any member wishing to include other items is requested to notify the Chairman and Secretary at the earliest possible opportunity in order that all members can be informed accordingly. The provisional agenda for WWNWS3 is set out in Annex E.

The Secretary noted that there will be a new template for Self Assessments for all NAVAREA Co-ordinators to follow next year, reminded everyone that any papers submitted for the next meeting follow the template provided, and asked that all submissions be made in a Word format and not PDF.

## **7 REVIEW OF ACTION ITEMS FROM WWNWS2**

The Secretary reviewed the list of action items agreed to during the meeting. These are set out in Annex D.

## **8 ANY OTHER BUSINESS**

### **8.1 Short Access Codes**

The NAVAREA I and NAVAREA X Co-ordinators presented the results of their joint project undertaken with Stratos to ascertain, and where necessary establish, delivery addresses for all Short Access Codes (SACs) currently supported by this Inmarsat Service Provider. All NAVAREA Co-ordinators were invited to investigate where the SACs delivered to their particular Land Earth Station Operator (LESO) are being forwarded. The representative from Inmarsat offered to provide a matrix based on the one included in NAVAREA I Self

Assessment document WWNWS2/3/2/I, detailing the status and delivery addresses for SACs supported by all other Inmarsat service providers.

## **8.2 Election of a Vice Chairman**

The Chairman announced that due to the forthcoming retirement of Captain (R) François Lacroze in March 2011 it was necessary to discuss the election of a Vice Chairman. It was proposed and agreed to by all in attendance that the designated SHOM replacement for NAVAREA II (Mr. Alain Rouault) would serve in this capacity from March 2011 until the next meeting where an election for the Vice Chairman will be held in accordance with the WWNWS SC ToR.

The Chairman thanked Captain Lacroze for all of his dedicated service to this SC and recognized him as one of the founding fathers of the WWNWS.

## **8.3 Navigational Warning Guidance**

The Baltic Sea Sub-Area Co-ordinator introduced and presented a set of four questions (See document WWNWS2/8/3A) on the proper format and handling of navigational warnings. In response to his questions, the SC agreed to the following guidance:

1. It is not advisable to refer to a national Notice to Mariners for further information in an International NAVTEX MSI message;
2. It is not advisable to issue a coastal warning message with no geographical position indicated, unless the warning is of a general character affecting large sea areas, e.g. information from WHO regarding outbreak of an influenza and warnings about GPS, ENC-service, Tsunami's, etc.; and
3. The cancellation of a navigational warning may be in form of a new navigational warning and may include additional information, see two examples below:

```
PETERSBURG NAV WARN 123
1. CANCEL PETERSBURG NAV WARN 111
2. CANCEL THIS MESSAGE.
```

```
NAVAREA VII 126/09
CANCEL NAVAREA VII 100/09, BAIXO RIBEIRO LIGHT, NORMAL CONDITIONS
RESTORED.
```

The cancellation message assists both the Co-ordinator and the user, as it provides validation to the message numbering process.

With regards to the 4<sup>th</sup> question on member states having different criteria for issuing Icing warnings and advice on how to harmonize the calculation, the WMO representative stated that there are many different ways to determine this and that he would propose a review by the JCOMM Expert Team on Maritime Safety Services (ETMSS) at their next meeting.

## **9 CLOSURE OF THE MEETING**

The Chairman thanked everyone for attending and for the hard work that they had put in to achieve everything that was necessary. He thanked Australia for their preparations, arrangements, and support in hosting the meeting and all of the social events during the week. He stressed that these events are very important to the success of the Sub-Committee as they

allowed for the establishment of friendship between delegates in relaxed and informal surroundings.

The NAVAREA X Co-ordinator as the host NAVAREA Co-ordinator then thanked all delegates for attending and travelling to Australia for this meeting. He thanked the Chairman for conducting a very professional and successful meeting, for his patience in dealing with contentious issues during the week, and for the updated WWNWS CD-ROM that was distributed to everyone. He finally thanked Ms Amanda MacKinnell, Ms Debra Galway, and other members of the staff at AMSA for all of the time and effort that they have put in over the past 6 months in preparing for this event. In conclusion, he reminded everyone that they should now be able to identify the Southern Cross constellation and know why there is a seven-pointed star on the Australian flag.

The Chairman then formally closed the meeting and wished everyone a safe trip home.

Enclosures:

- Annex A    Agenda for the 2nd Meeting of WWNWS
- Annex B    Participants at WWNWS2
- Annex C    List of Documents submitted to WWNWS2
- Annex D    List of Action Items as of 13 August 2010
- Annex E    Provisional Agenda for the 3<sup>rd</sup> Session of the IHO WWNWS Sub-Committee
- Annex F    MSI Quality Management Survey Summary
- Annex G    Contingency Planning Guidelines drafted by IMSO

**AGENDA OF THE SECOND MEETING OF THE WWNWS SUB COMMITTEE (WWNWS2)**

**Held at the Australian National Maritime Museum, Sydney, Australia.  
From 0930 Monday 9 August to 1700 Friday 13 August 2010**

**1 OPENING REMARKS AND ADMINISTRATIVE ARRANGEMENTS**

- .1 Opening Remarks and Introductions
- .2 Welcome by the IHB and host nation
- .3 Working Arrangements
- .4 Administrative Arrangements
- .5 Adoption of the Agenda
- .6 Review of Action Items from WWNWS1
- .7 Report from IRCC2

**2 MATTERS RELATING TO THE GMDSS MASTER PLAN**

- .1 IMO Update

**3 PROMULGATION OF MARITIME SAFETY INFORMATION (MSI)**

- .1 Outcome of the 14<sup>th</sup> Session of the International Maritime Organization's Sub-Committee on Communications and Search and Rescue (COMSAR14) 8 – 12 March 2010
- .2 Self Assessments by NAVAREA Coordinators
- .3 Broadcast Systems and Services
  - .1 Report of the IMO NAVTEX Co-ordinating Panel
  - .2 Report of the IMO SafetyNET Co-ordinating Panel
  - .3 WMO Liaison Report
  - .4 Contingency Planning
  - .5 NAVAREA co-ordination of piracy warnings
  - .6 NAVAREA co-ordination of tsunami warnings
  - .7 Inmarsat report on short codes for maritime safety services
- .4 Improvements to the WWNWS
  - .1 Joint IMO/IHO/WMO Correspondence Group on Arctic MSI Services
    - .1 NAVAREA update
    - .2 METAREA update
  - .2 Inmarsat-C EGC SafetyNET Report including System Definition Manual (SDM) update
  - .3 The Way Forward
- .5 Emerging Technologies
  - .1 E-navigation
  - .2 Update on other service providers in accordance with IMO Resolution A.1001(25)

- .3 Presentations by potential service providers and ECDIS manufacturers (If required)
- .4 IMO Review of the GMDSS
- .5 Other means of MSI distribution
  - .1 Inmarsat Fleet Broadband trials
  - .2 Web based distribution

#### **4 REVIEW OF GUIDANCE DOCUMENTS**

- .1 Document Review Status Report
- .2 IMO Resolutions A.705(17) as amended and A.706(17) as amended (MSC.1/Circ.1287 and MSC.1/Circ.1288 respectively)
- .3 Joint IMO/IHO/WMO Manual on MSI (MSC.1/Circ.1310) and IHO Publication S-53
- .4 IMO International SafetyNET Manual (MSC.1/Circ.1364)
- .5 IMO NAVTEX Manual (MSC/Circ.1122)
- .6 IMO resolutions MSC.306(87) and A.664(16) "Performance Standards for Enhanced Group Call Equipment" and A.701(17) "~~Carriage of Inmarsat EGC SafetyNET Receivers under the GMDSS~~".
- .7 IMO "Guideline on operational procedures for the broadcast of maritime safety information concerning acts of piracy and piracy counter-measure operations." (IMO resolution MSC.305(87))
- .8 COMSAR Circ.36: "Broadcast of warnings for tsunamis and other natural disasters."
- .9 Terms of Reference for the WWNWS Sub Committee (IHO Circular Letter 46/2009)
- .10 WMO Guidance documents
  - .1 IMO resolution on Met-ocean services

#### **5 WWNWS REPRESENTATION AT REGIONAL HYDROGRAPHIC COMMISSIONS AND OTHER CONFERENCES**

- .1 Update on WWNWS member attendance at RHCs
- .2 Capacity Building MSI Training Course Developments
- .3 WWNWS CD-ROM

#### **6 NEXT MEETING**

- .1 Dates and venue for the 2011 meeting
- .2 Draft Agenda for WWNWS3

#### **7 Review of Action Items from WWNWS2**

#### **8 ANY OTHER BUSINESS**

- .1 Short Access Codes
- .2 Retirement of the Vice Chair
- .3 Navigational Warning Guidance

#### **9 CLOSURE OF THE MEETING**



## LIST OF PARTICIPANTS

Country	Name	E-mail
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**Documents Submitted to WWNWS2**

Document No	Document Title
WWNWS2/1/5 Draft Rev3	<a href="#">Provisional Agenda</a>
WWNWS2/1/6A	<a href="#">Status of Action Items from WWNWS1 corrected to 4 June 2010</a>
WWNWS2/2/1A	<a href="#">GMDSS Update</a>
WWNWS2/3/1A	<a href="#">Outcome of COMSAR 14</a>
WWNWS2/3/2-I	<a href="#">Self Assessment NAVAREA I</a>
WWNWS2/3/2-I-SubArea	<a href="#">Self Assessment Baltic Sub Area</a>
WWNWS2/3/2-II	<a href="#">Self Assessment NAVAREA II</a>
WWNWS2/3/2-III	<a href="#">Self Assessment NAVAREA III</a>
WWNWS2/3/2-IV&XII	<a href="#">Self Assessment NAVAREAs IV and XII</a>
WWNWS2/3/2-V	<a href="#">Self Assessment NAVAREA V</a>
WWNWS2/3/2-VI	<a href="#">Self Assessment NAVAREA VI</a>
WWNWS2/3/2-VII	<a href="#">Self Assessment NAVAREA VII</a>
WWNWS2/3/2-VIII	<a href="#">Self Assessment NAVAREA VIII</a>
WWNWS2/3/2-IX	<a href="#">Self Assessment NAVAREA IX</a>
WWNWS2/3/2-X	<a href="#">Self Assessment NAVAREA X</a>
WWNWS2-/3/2-X-A	<a href="#">Terms used in Navigational warnings- submitted by NAVAREA X</a>
WWNWS2/3/2-XI	<a href="#">Self Assessment NAVAREA XI</a>
WWNWS2/3/2-XIII	<a href="#">Self Assessment NAVAREA XIII</a>
WWNWS2/3/2-XIV	<a href="#">Self Assessment NAVAREA XIV</a>
WWNWS2/3/2-XV	<a href="#">Self Assessment NAVAREA XV</a>
WWNWS2/3/2-XVI	<a href="#">Self Assessment NAVAREA XVI</a>
WWNWS2/3/2/XVII&XVIII	<a href="#">Self Assessment NAVAREAs XVII and XVIII</a>
WWNWS2/3/2-XIX	<a href="#">Self Assessment NAVAREA XIX</a>
WWNWS2/3/2-XX&XXI	<a href="#">Self Assessments NAVAREAs XX and XXI</a>
WWNWS2/3/3/1A	<a href="#">NAVTEX Co-ordinating Panel Report</a>
WWNWS2/3/3/3A	<a href="#">WMO Liaison Report</a>
WWNWS2/3/3/3B	<a href="#">WMO Presentation at WWNWS2</a>
WWNWS2/3/3/5A	<a href="#">NAVAREA Co-ordination of Piracy Warnings</a>
WWNWS2/3/4/2A	<a href="#">Inmarsat Presentation at WWNWS2</a>
WWNWS2/3/5/1A & 4A	<a href="#">Report on e-Navigation and GMDSS Review</a>
WWNWS2/3/5/3A	<a href="#">Navigation overlays in ECDIS</a>

WWNWS2/4/1A	<a href="#">WWNWS Document Review Status Report</a>
WWNWS2/4/5A	<a href="#">Draft Revised NAVTEX Manual (pdf Version)</a>
WWNWS2/4/5A	<a href="#">Draft Revised NAVTEX Manual (Zipped Word Version)</a>
WWNWS2/4/5B	<a href="#">Comments received on the draft NAVTEX Manual to be reviewed and decided upon at the WWNWS2 meeting in Sydney.</a>
WWNWS2/4/5C	<a href="#">Proposed new abbreviations for inclusion in the NAVTEX Manual from Sweden</a>
WWNWS2/4/6A	<a href="#">PS for EGC Equipment</a>
WWNWS2/4/7A	<a href="#">Guideline on operational procedures for the broadcast of MSI concerning acts of piracy and piracy counter-measure operations.</a>
WWNWS2/4/8A	<a href="#">Broadcast of warnings for Tsunamis and other natural disasters</a>
WWNWS2/4/9A	<a href="#">Terms of Reference for the WWNWS Sub-Committee</a>
WWNWS2/8/3A	<a href="#">Questions regarding NAVTEX Messages from Sweden</a>

LIST OF WWNWS ACTION ITEMS  
(Status as of 13 August 2010)

Agenda Item	Subject	Status	Comments	Action By
<del>CPRNW7 3.4.2.2</del>	<del>Chairman/IMSO representative to contact the WHO concerning Health Advisories</del>	<del>COMPLETE</del>	<del>The Chairman finally managed to make contact with relevant authorities in WHO. On 8 October 2009 a telephone conference was held between WWNWS Chair, Navtex Coordinating panel, IMSO IHB and the WHO (Daniel MENUCCI). It was agreed that the WWNWS Chair and the IHB would be the primary point of contact for the WHO to enter the WWNWS and that further work would be undertaken to develop a procedure and guidelines.</del>	<del>Chairman/IMSO</del>
<del>CPRNW10 3.2.I Sub-area</del>	<del>Chairman to invite ECDIS manufactures to attend a CPRNW follow up meeting to give a demonstration on displaying SafetyNET messages</del>	<del>COMPLETE</del>	<del>Presentation included in WWNWS2 Programme</del>	<del>Chairman</del>
<del>CPRNW10 3.3.3</del>	<del>CPRNW to consider the possibility of co-operating with WMO for the provision of MSI via the web site www.gmdss.org</del>	<del>ONGOING</del>	<del>WMO re-iterates its offer to co-ordinate with the IHO the use of the URL domain "gmdss.org" for the provision of both meteorological and navigational warning information on the web. This matter will be discussed at WWNWS3.</del>	<del>Chairman</del>
<del>CPRN10 3.3.5</del>	<del>Chairman to communicate with Inmarsat regarding the feasibility of providing a list of all approved NAVAREA Co-ordinators to all Inmarsat C LESs in order to ensure continuity of service in the event of failure of a primary LES.</del>	<del>DELETE</del>	<del>Discussed at WWNWS1. Inmarsat and IMSO agreed to investigate this further and report back to the Chairman.</del>	<del>Inmarsat, IMSO, Chairman</del>

Agenda Item	Subject	Status	Comments	Action By
<del>CPRNW10 3.4.1(1)</del>	<del>Norway, Canada and the Russian Federation to provide graphic of new Arctic NAVAREA's to chairman, including Navtex, HF and SafetyNET coverage's.</del>	<del>COMPLETE</del>	<del>This is in the ToR for the joint IMO/IHO/WMO CG on Arctic MSI Services for 2009. Some information has been provided. Final information to be sent to the Chairman by 16 October 2009 in order to meet the deadline for the CG submission to COMSAR 14</del>	<del>Norway/Canada /Russian Federation</del>
<del>CPRNW10 3.4.1(2)</del>	<del>Chairman to discuss with IMO, IHO and WMO how to mark and recognise the important occasion when new NAVAREAs in the Arctic become operational in 2011.</del>	<del>COMPLETE</del>	<del>See new Action WWNWS2/3/4/1</del>	<del>Chairman, IHB, IMSO, Inmarsat</del>
<del>WWNWS1 3.2.III(1)</del>	<del>Review of MSI Self Assessment template and prepare template for MSI reports to Regional Hydrographic Commissions (RHC).</del>	<del>COMPLETE</del>	<del>To be completed during WWNWS1. Revised MSI Self Assessment template placed on the Document Download site for the WWNWS2 meeting. The template for MSI reports to RHC meetings is included in the meeting report at Annex J</del>	<del>ALL</del>
<del>WWNWS1 3.2.III(2)</del>	<del>IR of Iran to raise the issue of creating a Sub-Area for Navigational Warnings for the Caspian Sea at the next meeting of the Caspian Sea Regional States and report back to IHO/IMO</del>	<del>WWNWS3</del>	<del>The IR of Iran is keen to establish a NAVAREA III Sub-Area for the Caspian Sea and would be prepared to volunteer as the Sub-Area co-ordinator. This matter was not raised at the April 2010 meeting but is being pursued by the IR of Iran</del>	<del>IR of Iran</del>
<del>WWNWS1 3.2.IX</del>	<del>Chairman to contact NAVAREA IX to clarify times of SafetyNET broadcasts.</del>	<del>COMPLETE</del>	<del>NAVAREA IX have agreed to 0300 and 1500</del>	<del>Chairman</del>
<del>WWNWS1 3.2.X(1)</del>	<del>Chairman to contact NAVAREA X regarding the use the term "temporarily discontinued".</del>	<del>COMPLETE</del>	<del>This term does not appear in the Joint MSI Manual.</del>	<del>Chairman</del>
<del>WWNWS1 3.2.X(2)</del>	<del>IMSO to contact NAVAREA X and clarify how the IOR/POR availability quoted in section 2.2 of the Self Assessment is calculated.</del>	<del>COMPLETE</del>	<del>Reply received from NAVAREA X during the meeting.</del>	<del>IMSO</del>
<del>WWNWS1 3.2. XX&amp;XXI</del>	<del>Chairman to contact the NAVAREA Co-ordinator regarding the issue of a SafetyNET Certificate</del>	<del>COMPLETE</del>	<del>Certificates issued</del>	<del>Chairman</del>

Agenda Item	Subject	Status	Comments	Action By
WWNWS1 3.3.1	The Navtex Panel Chairman to contact relevant Authorities with a view to investigating whether a dialogue on Navtex Service Areas in the Aegean Sea and Eastern Mediterranean is possible.	<b>COMPLETE</b>	Chairman of the NAVTEX Co-ordinating Panel to report outcome to WWNWS2	Chairman of the NAVTEX Co-ordinating Panel
WWNWS1 3.3.5	All NAVAREA Co-ordinators to review their contingency plans. National Co-ordinators should also review their plans.	<b>COMPLETE</b>	This matter has been included as a separate topic in the MSI Self Assessment template to be used for the WWNWS2 and subsequent Sub-Committee meetings.	All
WWNWS1 3.3.6	The Chairman and NAVAREA VIII and IX Co-ordinators to contact EU and Coalition Forces to ensure that communication channels are working in order to ensure that appropriate "Piracy" messages are broadcast.	<b>COMPLETE</b>	COMSAR 14 approved a new MSC Circular for adoption by MSC87 in May 2010	Chairman, NAVAREAs VIII AND IX
WWNWS1 3.4.1	Arctic NAVAREA Co-ordinators and WMO to provide the Chairman with the updated information required for the CG report to COMSAR 14.	<b>COMPLETE</b>	Whilst certain information has already been supplied it is important that the latest information available is included in the CG report to COMSAR 14.	Canada, Norway, Russian Federation, WMO
WWNWS1 3.4.2(1)	Inmarsat to identify a date by which time <del>70%</del> Inmarsat C and mini C terminals are able to receive warnings addressed to NAVAREAs XVII to XXI.	<b>COMPLETE</b>	WWNWS2 concurred that it was difficult to achieve the desired result Inmarsat will provide an update on the provision of MES's that can address Arctic NAVAREAs at Document Review WG meeting March 2011.	Inmarsat
WWNWS1 3.4.2(2)	The Chairman, Arctic NAVAREA Co-ordinators, WMO and Inmarsat to develop a template for test messages to be used in the Arctic NAVAREA trials.	<b>COMPLETE</b>		Chairman, Arctic NAVAREAs, WMO, Inmarsat,

<b>Agenda Item</b>	<b>Subject</b>	<b>Status</b>	<b>Comments</b>	<b>Action By</b>
WWNWS1 3.4.2(3)	Inmarsat to provide an update on the translation of service codes for Nav and Met warnings to be used on Inmarsat C and mini-C terminals with modified software.	<b>WWNWS3</b>	This is to determine what the default header of the warning will look like. Currently it would read "NavWarn" for some service codes, regardless of whether it is a NAV or MET message.	Inmarsat
<del>WWNWS1 3.4.2(4)</del>	<del>Inmarsat to contact NAVAREAs VIII, IX, X, XII, XIII and XIV to confirm their agreement to the proposed NAVAREA limits as polygons, rather than a series of overlapping rectangles to be included in the Inmarsat C System Definition Manual (SDM)</del>	<b>COMPLETE</b>	<del>This information is required prior to initiating the change process for the Inmarsat C SDM</del>	<del>Inmarsat, NAVAREAs X and XIII</del>
WWNWS1 3.5.4(1)	IMSO, Inmarsat, WMO and the Chairman to develop a survey questionnaire to send to Inmarsat-C and mini-C users to establish user opinions on the current SafetyNET service.	<b>18 March 2011</b>	IMSO, Inmarsat and WMO to provide ideas to the chairman by 1 December 2010. This matter will then be considered at the Document Review WG meeting in March 2011.	IMSO, Chairman, WMO, Inmarsat
WWNWS1 3.5.4(2)	IMSO, WMO and the Chairman to develop a survey questionnaire to send to ships to establish user opinions on current provision via Navtex.	<b>18 March 2011</b>	IMSO and WMO to provide ideas to the chairman by 1 December 2010. This matter will then be considered at the Document Review WG meeting in March 2011.	IMSO, Chairman, WMO
<del>WWNWS1 4.3(1)</del>	<del>IMSO to contact IMO, on behalf of the WWNWS, to check the "Piracy" section in the draft edition of the SafetyNET Manual</del>	<b>COMPLETE</b>	<del>This section of the SafetyNET Manual has been updated for consistency with other sections of the manual but requires confirmation from a subject matter expert prior to submission to IHO MS and COMSAR. Revised Annex 5 passed by secretary to IMSO on 26 August. Feedback is to leave it as it is at present. There may be a need to amend the definitions of Piracy and armed robbery at some time in the future should IMO so decide.</del>	<del>IMSO,</del>

Agenda Item	Subject	Status	Comments	Action By
WWNWS1 4.3(2)	IMSO to contact the Joint Working Group on SAR to validate the information in the SAR section of the draft edition of the SafetyNET Manual	<b>COMPLETE</b>	This section of the SafetyNET Manual has been updated for consistency with other sections of the manual but requires confirmation from a subject matter expert prior to submission to IHO MS and COMSAR. Revised Annex 5 passed by secretary to IMSO on 26 August. Feedback was that there was acceptance of the current text.	IMSO,
WWNWS1 4.3(3)	Chairman, IMSO and Inmarsat to review the draft Circular on “setting up an EGC receiver to receive coastal warnings” as prepared by Inmarsat. This will not be submitted as an IMO Circular but will be published by other means.	<b>COMPLETE</b>	The text when finalised must be consistent with the revised SafetyNET Manual. It will be published on the Inmarsat safety services website ( <a href="http://www.inmarsat.com/safety">www.inmarsat.com/safety</a> ) in the section of “Inmarsat Role in the GMDSS”, then “Dissemination of MSI”, then “SafetyNET” section within Inmarsat’s “SafetyNET Users Handbook”, See: <a href="http://www.inmarsat.com/Maritimesafety/default.html">http://www.inmarsat.com/Maritimesafety/default.html</a> . It will also be available from the IMSO website. (Any other places?) It will also be passed to NAVAREA Co-ordinators for possible inclusion in Radio Signal Publications.	Chairman, IMSO, Inmarsat
WWNWS1 4.7	All members of WWNWS are requested to review the Terms of Reference and Rules of Procedure and report any corrections or changes they consider necessary.	<b>COMPLETE</b>		All
WWNWS1 Report	All attendees are requested to inform the Chairman and Secretary of any amendments required to the draft Report on WWNWS1.	<b>COMPLETE</b>	The date by which replies are requested will be announced in the email circulating the draft report.	WWNWS1 attendees
WWNWS2 2.1	Establish a more robust update process for the GMDSS Master Plan	<b>WWNWS3</b>	Annex 8 to the GMDSS Master Plan to be included as Agenda Item 2.2 for review at future sessions of the WWNWS Sub-Committee.	Chairman, UK



<b>Agenda Item</b>	<b>Subject</b>	<b>Status</b>	<b>Comments</b>	<b>Action By</b>
WWNWS2 3.2.I	Self Assessment template to be amended to include National Co-ordinator information and the frequency of updating MSI on the web site.	<b>WWNWS3</b>	Section 1 to include a table requiring Country / Telephone / Fax / email address for the operational point of contact.	IHB
WWNWS2 3.2.IX	Chairman to contact NAVAREA IX co-ordinator to seek clarification of the statement in section 13 of their Self Assessment	<b>1 October 2010</b>	<i>“Because of concerns about the reception of MSI from certain NAVTEX stations in the region, most Coastal Warnings are re-transmitted via SafetyNET as well, depending on a case to case basis.”</i>	Chairman
WWNWS2 3.2.XX	Chairman to contact NAVAREA XX and XXI regarding status of, and intentions for, NAVTEX stations in these Arctic NAVAREAs	<b>1 October 2010</b>	Text of earlier message sent by the NAVTEX Co-ordinating panel to be passed to the Chairman.	Chairman
WWNWS2 3.3.3	WMO to advise on Arctic METAREAs status.	<b>ETMSS III</b>	Current understanding is that Canada is transmitting, Norway is not yet transmitting and Russian Federation is unknown.	WMO
WWNWS2 3.3.4	IMSO to prepare a 1 to 2 page information document on contingency planning.	<b>10 September 2010</b>	To be included as Annex G to the report of WWNWS2.	IMSO
WWNWS2 3.3.5(1)	Chairman to provide AWNIS and UKMTO with examples of “Piracy” messages received and MSI messages broadcast.	<b>10 September 2010</b>	To be used for guiding military personnel drafting “Piracy” messages being forwarded for broadcast via the WWNWS.	Chairman
WWNWS2 3.3.5(2)	Chairman to pursue the idea of a 72 hour validity for Piracy messages related to “mother ship” activity.	<b>4 September 2010</b>	Information relating to “mother ships” remains valid for a longer period than “pirate attack” information which is only valid for a short time span.	Chairman
WWNWS2 3.3.6 & 4.8	All members to provide suggestions for the amendment of IMO COMSAR Circ.36 on the provision of tsunami warnings and other natural disasters.	<b>1 November 2010</b>	COMSAR Circ.36 needs to be reviewed in relation to the revised texts of A.705, A.706, MSI Manual and the International SafetyNET Manual. A draft will be prepared at the Doc Review WG meeting in March 2011 for further consideration at WWNWS3.	ALL

<b>Agenda Item</b>	<b>Subject</b>	<b>Status</b>	<b>Comments</b>	<b>Action By</b>
WWNWS2 3.4.1	Chairman and IHB to liaise with IMO, WMO, IMSO, Inmarsat and Arctic NAVAREAs to arrange a celebratory function at IMO during COMSAR 15 to mark the imminent operational status of the 5 new Arctic NAVAREAs / METAREAs	<b>1 December 2010</b>	This supersedes Action CPRNW10/3/4/1	Chairman / IHB
WWNWS2 3.4.1.1	Arctic NAVAREAs to provide status report on their NAVAREAs to the Chairman.	<b>15 October 2010</b>	For inclusion in IHO/WMO report to COMSAR 15	NAVAREAs XVII, XVIII, XIX. XX, and XXI
WWNWS2 3.4.2(1)	Inmarsat to provide a 2 -3 page guide on how to set up an EGC Receiver.	<b>1 October 2010</b>	For publishing on Inmarsat web site and circulation to all WWNWS Sub-Committee members for further promulgation and inclusion on web sites as appropriate.	Inmarsat ALL
WWNWS2 3.4.2(2)	Comments on the questions raised by Inmarsat in their presentation (Document WWNWS2/3/4/2A) to be provided to the Chairman and IHB in advance of WWNWS3	<b>WWNWS3</b>	Comments will be consolidated at WWNWS3 with the intention of making a submission to COMSAR 16 in 2012	ALL
WWNWS2 4.5(1)	Alasdair Hainsworth to contact WMO (Henri Savina) to obtain updated information for the draft revised NAVTEX Manual. WMO to forward information to the Secretary of the Document Review. WG	<b>Information to be with Sec of Doc Review WG by 4 September 2010</b>	Figure 8: Examples of meteorological warnings. 10.2.2: Message Content-Meteorological Messages taking note of the information provided by Canada and Sweden in document WWNWS2/4/5B	WMO (Savina)
WWNWS2 4.5(2)	IHB and Secretary Doc Review WG to process the draft revised NAVTEX Manual to meet the listed schedule	<b>COMSAR 15</b>	17 September - Draft from WWNWS2 to WWNWS members 08 October - Comments from WWNWS 22 October – Draft to IHO Member States and WMO 12 November – Comments from IHO Member States and WMO 26 November – Final draft submitted to IMO for COMSAR 15	IHB / Sec Doc Rev WG

<b>Agenda Item</b>	<b>Subject</b>	<b>Status</b>	<b>Comments</b>	<b>Action By</b>
WWNWS2 4.5(3)	IHB to prepare revised text of resolution MSC.148(77) (PS for NBDP) which is included as Annex 3 to the NAVTEX Manual and circulate alongside the draft revised NAVTEX Manual prior to submission to COMSAR 15.	<b>COMSAR 15</b>	See dates for NAVTEX Manual above	IHB / Sec Doc Rev WG
WWNWS2 4.5(4)	Secretary of the Doc Review WG to write to ITU regarding corrections which WWNWS believe are necessary to Recommendation ITU-R M540	<b>1 October 2010</b>	Includes: Preamble (c) bullet 3 “other than 518 kHz” Annex II para 2 B <sub>1</sub> character = A-X Annex 2 para 2.1.2 “L” There may be other desirable changes for consideration.	Sec Doc Rev WG
WWNWS2 4.9	All members of WWNWS are requested to review the Terms of Reference and Rules of Procedure and report any corrections or changes they consider necessary.	<b>WWNWS3</b>		All
WWNWS2	Attendees to provide comments on the draft report of WWNWS2 within 2 weeks of its receipt.	<b>To be advised</b>	The date by which comments are required will be provided in the e-mail by which the draft report is circulated.	Attendees at WWNWS2

**PROVISIONAL AGENDA OF THE THIRD MEETING OF THE WWNWS  
SUB COMMITTEE (WWNWS3)**

**To be held at the IHB in Monaco  
From 13 to 16 September 2011(Provisional Dates)**

**1 OPENING REMARKS AND ADMINISTRATIVE ARRANGEMENTS**

- .1 Opening Remarks and Introductions
- .2 Welcome by the IHB
- .3 Working Arrangements
- .4 Administrative Arrangements
- .5 Adoption of the Agenda
- .6 Review of Action Items from WWNWS2
- .7 Report from IRCC3

**2 MATTERS RELATING TO THE GMDSS MASTER PLAN**

- .1 IMO Update
- .2 Review content of GMDSS Master Plan Annex 8

**3 PROMULGATION OF MARITIME SAFETY INFORMATION (MSI)**

- .1 Outcome of the 15<sup>th</sup> Session of the International Maritime Organization's Sub-Committee on Communications and Search and Rescue (COMSAR15) 7 – 11 March 2011
- .2 Self Assessments by NAVAREA Coordinators
- .3 Broadcast Systems and Services
  - .1 Report of the IMO NAVTEX Co-ordinating Panel
  - .2 Report of the IMO SafetyNET Co-ordinating Panel
  - .3 WMO Liaison Report
  - .4 Contingency Planning
- .4 Improvements to the WWNWS
  - .1 Inmarsat-C EGC SafetyNET Report including System Definition Manual (SDM) update
  - .2 Review of the WWNWS element of the GMDSS
- .5 Emerging Technologies
  - .1 E-navigation
  - .2 IMO Review of the GMDSS
  - .3 Presentations by potential service providers (If required)
  - .4 Update on other service providers in accordance with IMO Resolution A.1001(25)
  - .5 Other means of MSI distribution

**4 REVIEW OF GUIDANCE DOCUMENTS**

- .1 Document Review Status Report
- .2 IMO Resolutions A.705(17) as amended and A.706(17) as amended (MSC.1/Circ.1287 and MSC.1/Circ.1288 respectively)
- .3 Joint IMO/IHO/WMO Manual on MSI (MSC.1/Circ.1310) and IHO Publication S-53
- .4 IMO International SafetyNET Manual (MSC.1/Circ.1364)
- .5 IMO NAVTEX Manual (MSC/Circ.xxxx)
- .6 IMO resolutions MSC.306(87) and A.664(16) "Performance Standards for Enhanced Group Call Equipment".
- .7 IMO "Guideline on operational procedures for the broadcast of maritime safety information concerning acts of piracy and piracy counter-measure operations." (IMO resolution MSC.305(87))
- .8 COMSAR Circ.36: "Broadcast of warnings for tsunamis and other natural disasters."
- .9 Terms of Reference for the WWNWS Sub Committee (IHO Circular Letter 46/2009)
- .10 WMO - IMO resolution on Met-ocean services

**5 WWNWS REPRESENTATION AT REGIONAL HYDROGRAPHIC COMMISSIONS AND OTHER CONFERENCES**

- .1 WWNWS member attendance at RHCs
- .2 Capacity Building MSI Training Course Developments
- .3 WWNWS CD-ROM

**6 NEXT MEETING**

- .1 Dates and venue for WWNWS4 in 2012
- .2 Draft Agenda for WWNWS4

**7 Review of Action Items from WWNWS3**

**8 Election of a Vice-Chair**

**9 ANY OTHER BUSINESS**

**10 CLOSURE OF THE MEETING**

MSI Quality Management Survey

NAVAREA	ISO 9001-2008	Promulgate “In-Force” Bulletins	Promulgate “No-Warning” Messages	Monitor Broadcast in almost real time	24/7 contact information provided	Promulgate two scheduled broadcasts	IMO Master Plan updated
<b>I</b>	Yes	Yes	Yes	Yes	Yes	Yes	Yes
<b>I Baltic Sub-area</b>	Yes	Yes	Yes	Yes	Yes	6 (Navtex)	Yes
<b>II</b>	Yes	Yes	No	Yes	Yes	Yes	Yes <sup>1</sup>
<b>III</b>	No	Yes	Yes	Yes	Yes	Yes	Yes
<b>IV</b>	Yes	Yes	Yes	Yes	Yes	Yes	Yes
<b>V</b>	Yes	Yes	Yes	Yes	Yes	Yes	Yes <sup>2</sup>
<b>VI</b>	No	Yes	Yes	Yes	Yes	Yes	Yes
<b>VII</b>	No	Yes	No <sup>3</sup>	Yes	Yes	Yes	Yes <sup>4</sup>
<b>VIII</b>	Yes	Yes	Yes	Yes	Yes	Yes	Yes
<b>IX</b>	No	No	No	Yes	Yes	Yes	Yes
<b>X</b>	Yes	No	No	Yes	Yes	Yes	Yes
<b>XI</b>	No	Yes	No	Yes	Yes	Yes	Yes
<b>XII</b>	Yes	Yes	Yes	Yes	Yes	Yes	Yes
<b>XIII</b>	No	Yes	Yes	Yes	Yes	Yes	Yes
<b>XIV</b>	No	No	No	Yes	Yes	Yes	Yes
<b>XV</b>	Yes	Yes	Yes	Yes	Yes	Yes	No
<b>XVI</b>	No	Yes	No	Yes	Yes	Yes	No
<b>XVII<sup>5</sup></b>	No	Yes	Yes	Yes	Yes	Yes	No
<b>XVIII<sup>5</sup></b>	No	Yes	Yes	Yes	Yes	Yes	No
<b>XIX<sup>5</sup></b>	N/A	N/A	N/A	N/A	N/A	N/A	N/A
<b>XX<sup>5</sup></b>	No	Yes	Yes	Yes	Yes	Yes	Yes
<b>XXI<sup>5</sup></b>	No	Yes	Yes	Yes	Yes	Yes	Yes

<sup>1</sup> Latest update is not included in GMDSS.1/Circ.12. IMO secretary has been informed and is taking action.

<sup>2</sup> Last update 30 April 2010, Further information to be sent to IMO

<sup>3</sup> The situation has not arisen but would broadcast if it did.

<sup>4</sup> See paragraph 4 of NAVAREA III Self Assessment (WWNWS2/3/2-VII)

<sup>5</sup> Not yet operational

**DRAFT**

**CONTINGENCY PLANNING CONSIDERATIONS FOR NAVIGATIONAL  
WARNING SERVICES**

**1 Purpose**

1.1 The continued provision of navigational warnings (NW) is considered essential for the safety of life and property at sea. The circumstances under which each Navigational Warning Co-ordinator operates are different, and it is therefore not possible to provide absolute guidance on what arrangements are appropriate in every case. This document is intended to provide a guide to some of the central issues that should be taken into account and is generally relevant for NAVAREA and National Co-ordinators.

1.2 The purposes of contingency planning in this context are to:

- .1 assess all potential risks, both internal and external, to the continuing operational capability of an NW Co-ordinator; and
- .2 develop, implement and, where appropriate, exercise plans and facilities to mitigate those risks that are assessed as posing a significant potential risk to the NW operation.

**2 General Considerations**

2.1 In order to be assured that the broadcast of NWs will continue under all foreseeable circumstances, it will be necessary to review every element of and contributor to the successful broadcast of warning messages. This means that it is essential to consider how to ensure continued access to the NW Co-ordinator's office by those who provide raw information to feed the broadcast, and make alternative arrangements for broadcasting the messages in the event that there should be a catastrophic failure of the transmitting station or Land Earth Station (LES), or even of the satellite used for broadcasting warnings. This encompasses a very broad scope of internal and external factors, and Navigational Warning Co-ordinators will need to think creatively in order to review all possible threats to their service and discover the most effective means of dealing with them.

2.2 Clearly, some potential problems will be assessed as being so unlikely that it will neither be sensible nor cost effective to make provision for them. However, it is important to have at least considered such hazards and discarded them only in the face of logical analysis.

**3 Key Resources and Capabilities**

3.1 Each NW Co-ordinator's office will be unique to some degree but some resources and capabilities are more-or-less common to every situation. These might include:

- .1 communication reception: phones, email, military communications, "snail" mail, etc.; all essential contact methods by which external sources can submit raw information for consideration for broadcast;

- .2 communication transmission: all the methods by which NWs are sent out for broadcast and subsequent publication;
- .3 nautical charts, sailing directions, lists of lights, tide tables, and other essential reference materials;
- .4 address and contact lists;
- .5 operational logs of messages issued, in force and cancelled;
- .6 trained personnel;
- .7 power supplies; and
- .8 broadcast monitoring receivers

3.2 As indicated in para 2.1 above, it will also be essential to consider alternatives to the normal means of broadcast. The International Mobile Satellite Organization (IMSO) requires Inmarsat to develop and exercise the restoration of essential distress and safety services in each of the Inmarsat Ocean Regions, but parallel arrangements are not normally made by the operators of Inmarsat LESs for restoration of their specific functions, nor by the operators of coast radio stations for the transmissions via HF, MF or VHF.

#### **4 Types of Hazard**

It is clearly not possible to list every potential hazard to the continuation of an NW operation, but contingency plans should at least consider the need for a response to fire, flooding, earthquake/landslip, extreme weather, tsunami, civil action (eg strikes or riots), terrorist action, power failure, sickness or death of key personnel, etc.

#### **5 Mitigation**

5.1 The primary method of mitigation for all of these potential hazards will be prior planning. This is essential, since in some cases it will be necessary to establish and agree contractual arrangements, or at least obtain user accounts for access with passwords etc. before alternative sources of supply (e.g. for transmission of NWs) can be implemented. Once a problem of this nature has arisen, it will be too late to seek to make alternative arrangements.

5.2 One of the most effective and efficient means of providing for major failure of an operational NW Co-ordinator's service has been found to be through the prior agreement of mutual support arrangements with a colleague having similar responsibilities for a different area. Note that it is neither essential, nor sometimes desirable that the chosen colleague should be responsible for an adjacent area. The most important aspect of such arrangements is that the selected colleague should be able to broadcast to the same area of sea as the Co-ordinator being supported, via the same Inmarsat satellite in the case of NAVAREA broadcasts. Usually such arrangements provide for mutual support in case of a problem experienced by either party.



5.3 Other means of providing for failure or non-availability of a co-ordinator's own resources that should be considered include on-site duplication of individual capabilities (e.g. computers or broadcast monitoring receivers) or even the establishment of a full duplicate off-site facility. Many NW Co-ordinators have made arrangements to be able to continue their basic operation from home in case they were denied the use of their office for a short period. Others enjoy the comparative luxury of a full off-site back-up facility. In either case, it is necessary to arrange for key electronic back-up files to be made regularly and often, and stored off-site where they can be accessed in the event that they are required.

5.4 Whatever arrangements are chosen, the fundamental principle should be to ensure the continuation of the NW broadcast service for mariners, in the most effective, efficient and cost-effective manner, regardless of what difficulties may arise in the provision of that service.

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