

**7th MEETING of the IHO SUB-COMMITTEE ON THE WORLD-WIDE
NAVIGATIONAL WARNING SERVICE (WWNWS)
International Hydrographic Bureau, Monaco
24 – 27 August 2015**

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

Chair welcomed all, noting many new participants and the large number of IGOs and NGOs attending for the first time. He highlighted the progress since the last meeting, WWNWS6, in Wellington, New Zealand, and noted the success of the joint meeting with the WMO METAREA Coordinators. He also highlighted the progress on the revisions of the IMO SafetyNET and NAVTEX manuals, the final drafts of which would be presented to the Sub-Committee during the meeting. He highlighted the number of capacity Building courses run over the past year and the continued success of the training, he thanked all those who had been involved in the delivery of these courses.

**1.2 Welcome by the President of the International Hydrographic Organization,
Robert Ward**

The President of the IHB Directing Committee, welcomed all and provided a back ground brief on the IHO, its activities and priorities. He highlighted where the WWNWS-SC fitted into the organization and the importance that the IHO and the IMO put on the provision of accurate and timely delivery of MSI, he noted that maintenance of published nautical charts and publications was the last service to mariners that governments would consider cutting.

On completion all participants introduced themselves.

1.3 Working Arrangements

It was agreed that normal working hours would be from 0900 to 1730 with a morning and afternoon coffee 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 WWNWS7 followed by the Agenda Item (AI) number.

1.4 Administrative Arrangements

IHB provided a short brief on Working and Administrative arrangements.

1.5 Adoption of the Agenda

The provisional agenda was adopted. It is attached at Annex A to this report. The documents submitted to WWNWS7 are listed at Annex C.

1.6 Review of Action Items from WWNWS 4

The Action List from WWNWS6 was addressed. It was noted that a significant number of items were included in the meeting agenda. NAVAREA V provided a presentation on Controlling MSI.

The following information was provided by Inmarsat, following up on actions from WWNWS5:

WWNWS5/3.4.1 Provide the table on MSDS codes and addresses:

MSI Type	C2 Service Code (can be reconfigured)	Service Name	C3 Address (Can be reconfigured)	Inmarsat-C conversion*
Navigational	51	NAVAREA warnings	2 digits NAVAREA number (01-99)	C2= 31
	52	Navigational warnings	Circular, Rectangular, Sub-area, Fixed	C2= 04 or 24
	53	International Ice patrol warnings	Circular, Rectangular	C2= 04 or 24
	54	Piracy and Armed robbery warnings	Circular, Rectangular	C2= 04 or 24
	55	Tsunami warnings	Circular, Rectangular, Sub-area, Fixed	C2= 04 or 24
	13	Coastal warnings (type A,C,F,G,H,J,K,L,Z)	Coastal addressing	C2=13
Meteorological	61	METAREA warnings	2 digits METAREA number (01-99)	C2=13
	62	Meteorological warnings	Circular, Rectangular, Sub-area, Fixed	C2= 04 or 24
	63	Storm and Tropical warnings	Circular, Rectangular, Sub-area, Fixed	C2= 04 or 24
	64	Weather charts	METAREA, Rectangular, Sub-area	C2= 04 or 24
	13	Coastal warnings (type B, E, Z)	Coastal addressing	C2=13

* Inmarsat-C conversion means a list of the existing EGC SafetyNET codes within the Inmarsat-C system that are used to re-route MSI by the Maritime Safety Server (MSS) to the Inmarsat-C network.

WWNWS5/4.9 Provide link to the Inmarsat SafetyNet Handbook:

www.inmarsat.com/wp-content/uploads/2013/10/Inmarsat_SafetyNet_Users_Handbook.pdf

Please note that the handbook requires some update and it will be done by Inmarsat safety services team.

1.7 Report from the 7th meeting of the Inter-Regional Co-ordination Committee (IRCC7)

The Chair provided an up-date brief on the WWNWS-SC report to the IRCC7, which was followed by a wider up-date on more general IRCC activities from the IHB. The newly approved process for submitting MSI document revisions to the IMO was highlighted, particularly the responsibility now placed on the Sub-Committee; the WMO were requested to endorse the new process and inform the meeting of their agreement. The WMO confirmed the Secretariat had been authorized by the recent WMO Congress to initiate a 'fast track' process to ensure timely inputs and approval of revisions. It was agreed notification of uploading of the final drafts would be provided to the WMO at the same time they were uploaded to the IHO website and that approvals would be provided within a two week period of receipt of this information.

2 MATTERS RELATING TO THE GMDSS MASTER PLAN

2.1/2.2 IMO Update

The GMDSS review was highlighted and the reporting process to the NCSR CG. The IMO provided a brief up-date on the GMDSS Master Plan, noting the next revision would be issued by mid-September after approval by the chair of the IMO NAVTEX Coordinating panel and consultation with the chair of the IMO SafetyNET Coordinating panel. IMO noted that a GMDSS circular was being considered for a module in the Global Integrated Shipping Information System (GISIS) to allow individual Member State (MS) update of the information in the GMDSS Master Plan. The Chair asked how it was intended to pass these to the chair of the SafetyNET Coordinating panel for review. It was highlighted that there were very few amendments for Annex 8. The Chair suggested printing a copy for review by the participants. The chair of the NAVTEX Coordinating panel expressed concern with the updating of Annexes 7 and 8, particularly via GISIS, as some information required some degree of external authorization, particularly the B1 characters and licenses and certificates; it was considered there was significant potential for invalid information being loaded. Noting the desire for ease of updating, it was suggested the IMO SafetyNET and NAVTEX Coordinating panels conduct a degree of quality control and assurance to ensure no invalid information was published. It was also noted that a similar process would be needed when additional service providers were operating in the future. Chair of the NATEX Coordinating panel noted there were 8 amendments waiting input to Annex 8; review by the participants highlighted and identified a number of incorrect inputs during the in-meeting check.

2.3 Report of International Mobile Satellite Organization (IMSO)

The IMSO provided a presentation on its activities and the process for conducting the technical assessment of potential new GMDSS mobile satellite service providers as directed by the NCSR and IMO maritime Safety Committee (MSC).

3 PROMULGATION OF MARITIME SAFETY INFORMATION (MSI)

3.1.1/3.1.2 Outcomes of International Maritime Organization (IMO) Sub-Committees

IHB gave a brief review on the significant outcomes of MSC94, MSC95 and NCSR2 relevant to the Sub-Committee, highlighting items from the final reports of the meetings and the subsequent information IHO Circular Letters.

3.2 NAVAREA Assessments of Navigational Warnings Services by Coordinators

Each NAVAREA then presented highlights from their Self Assessment reports, particularly noting any short falls or problems encountered with the provision of delivery of MSI within their areas. The Chair highlighted comments in the Quality Management analysis of the Self Assessment reports; he reiterated the need for NAVAREA Coordinators to submit their reports in the correct format and to be mindful of the submission deadline, ignoring these requests impacts on the workload of the IHB and the service provided; it also reduces the time available for participants to review the report contents.

NAVAREA I – highlighted the proposed new procedure for monitoring of NAVTEX broadcasts.

NAVAREA Ib – noted the next meeting of the Baltic Sea National Coordinators and the new system for handling MSI. It was noted that no MSI agenda item appeared on the forthcoming Baltic Sea Hydrographic Commission meeting. The dramatic drop in the number of NAVTEX warnings issued by Sweden in 2014 was highlighted and concern was expressed that some information may not be transmitted for fear of overloading the system. The Chair advised to ensure all relevant MSI is broadcast regardless of the numbers issued, although there was also the requirement to remain within the time slot for transmissions to avoid overruns.

NAVAREA II – highlighted the problem of information covering the Gulf of Guinea being made available. The success of CB courses conducted in French was noted, although demand was greater than a single instructor could service. The issues with the operation of the NAVTEX stations at Dakar and Cap Verde were noted. Concern was expressed at the number of requests for MSI via email rather than using the current in-place systems. The Chair suggested the Document Review Working Group (DRWG) generate a standard response detailing the responsibilities of the master and where in-force warnings could be obtained. He requested the Self Assessment template be amended to include details on requests by email to NAVAREA Coordinators for MSI information; he also expressed concern that different NAVAREAs were providing different responses and, therefore, different services.

NAVAREA III – highlighted issues with the broadcast of warnings in the Black Sea and central Mediterranean Sea. Malta noted it was transmitting on behalf of Tunisia and that nothing was being received from Libya. Greece made a statement on Turkish transmission coverage in the eastern Mediterranean, Enclosure 1; Turkey provided a short reply statement, Enclosure 2, to which Greece replied, Enclosure 3. Chair of the IMO NAVTEX Coordination panel noted he was not aware of the particular situation highlighted until the NAVAREA III Self Assessment report had been published; he stated he was aware of the more general issues involving Greece and Turkey. He indicated that he felt the Panel had all the necessary correspondence to assess the particular issue, however if additional comment or documentation was required, he would contact the parties involved.

NAVAREAs IV & XII – requested the outage of 15th April be covered in the Inmarsat presentation in more detail. The CB courses conducted over the past year were noted. The software being developed for geo-referencing of warning and their graphical display was highlighted as a potential service improvement to the mariner. It was

noted the US Coast Guard was still generating warnings which did not follow the Joint MSI Manual/S-53 example formats.

NAVAREA V – noted the contingency planning agreement with NAVAREA VI, which was in the process of being finalized.

NAVAREA VI – (not present) noted the Uruguay NAVTEX station was still non-operational; also confirmed the progress on the contingency planning agreement with NAVAREA V.

NAVAREA VII – (not present) noted Walvis Bay NAVTEX station was non-operational and highlighted the lack of NAVTEX stations outside South Africa and Namibia. The continued lack of contact with Iles Comores and Madagascar was a further concern. The CB effort directed at the region was noted with thanks and highlighted the need for further engagement.

NAVAREA VIII – (not present) noted the Master Plan entries were dated 22 September 2011, they therefore need to be reviewed and confirmed. Chair of the NAVTEX Coordinating panel questioned this information and considered the date was incorrect as all details appear valid and B1 characters have recently been issued for the new stations.

NAVAREA IX – no significant issues to report; it was highlighted that no piracy warnings had been issued in 2015 to date. The Chair noted that weekly In-force Warnings bulletins were being issued.

NAVAREA X – noted the Inmarsat outage had impacted on the availability of service in the region. The CB course activity and cooperation with adjacent NAVAREAs was highlighted. Individual requests for MSI to commercial providers were noted with concern. The retirement of Lynn Walton was highlighted and appreciation for the valuable contribution he had made over the past 5 years was particularly noted.

NAVAREA XI – noted the way to count information and data received was changed last year, the MSI training course for EAHC Members held this March, and also the operation of the new NAVTEX station in China. The Chair requested details on how warnings greater than 42 days old were made available other than in Annual Notices.

NAVAREA XIII – provided information on the situation in the Crimea area of the Black Sea and requested advice on the coordination of the Black Sea transmissions from the three stations.

NAVAREA XIV – highlighted the CB course and the joint NAVAREA/METAREA meeting held in 2014. The trial underway with Inmarsat using the MSS was noted.

NAVAREA XV – highlighted the Isla de Pascua NAVTEX station was non-operational for maintenance, it was noted the area was being covered from the mainland.

NAVAREA XVI – highlighted the contingency planning agreement with NAVAREA XV.

NAVAREAs XVII & XVIII – noted fax was no longer being used and that a review was being conducted into the navigation warning processes. It was noted the IMO COMSAR/Circ.51 required up-dating.

NAVAREA XIX – no significant issues to report.

NAVAREAs XX & XXI – noted the new website details, Warnings on the Web graphic to be up-dated to include link.

3.3 Broadcast Systems and Services

3.3.1 Report of the IMO NAVTEX Co-ordinating Panel

The chair of the IMO NAVTEX Coordinating panel provided a brief on the significant items from his report. Malta provided further information on the NAVTEX coverage in the central Mediterranean and questioned whether the central Mediterranean NAVTEX service boundaries to the east of Malta have been agreed. Greece noted the service area boundaries had been agreed in 2006. It was agreed the chair of the IMO NAVTEX Coordinating panel would investigate the issue and provide feedback to Malta, Greece and the NAVAREA III Coordinator. **ACTION NAVTEX COORDINATING PANEL** After further discussions between the IMO NAVTEX Coordinating Panel chair, NAVAREA III Coordinator, Malta and Greece, it was agreed the NAVAREA III Coordinator would take action to agree and document the service area boundary between Malta and Greece and provide details to the IMO NAVTEX Coordinating Panel. **ACTION NAVAREA III**

3.3.2 Report of the IMO SafetyNET Coordinating Panel

The Chair provided a brief, including the back ground, on the work of the IMO SafetyNET panel.

IMO highlighted the need to pass official amendments to Annex 7 & 8 to the IMO secretariat and ensure changes to the SafetyNET and NAVTEX services had been authorized by the chairs of the SafetyNET and NAVTEX Coordinating panels. The Chair highlighted the need for IMO to provide guidance on how to include Iridium into the WWNWS and how the documentation should be generated as it would be too late for customers to wait until approval for operation had been given.

3.3.3 WMO Liaison Report

The WMO provided a brief on its activities over the past year, including outcome from its Congress. Additional comments to those covered in the liaison report were details of the work programmes of the six regional associations and working groups and their activities, increased cooperation between NAVAREA and METAREA Coordinators, the 24 hour 365 day emergency response capability was highlighted, and the activities of the regional training and global training centres.

An update on the multi-hazard early warning system was provided; the IHO and IMO were invited to participate in the network to develop appropriate world-wide policy and standards. The IHB thanked the WMO on the excellent work undertaken to develop the S-411, sea ice, product specification and requested a programme schedule for the JCOMM ETMSS and ETSI meetings.

3.3.4 Tsunami Early Warning Systems

The IOC gave a presentation on the Tsunami Early Warning System and raised a number of issues for comment by the WWNWS-SC. These generated considerable discussion on the contents, methods and systems to be used for providing information and disseminating details and to whom this information should be address. The relationships between NAVAREA and METAREA Coordinators, National Tsunami Warning Centre (NTWCs), National authorities and mariners were considered. IMSO asked for clarity on the process for warnings on tidal surges and storm generated waves, particularly in low lying coastal regions. IOC requested the contact details of NAVAREA and METAREA Coordinators be provided for dissemination to NTWCs and Regional Tsunami Warning Centre (RTWCs). **ACTION IHB/WMO** The IMO was requested to provide details of COMSAR/Circ.51 to allow direct up-dating of contacts by IOC. **ACTION IMO**

3.3.5 AIS Application Specific Messages (ASM)

NAVAREA IV/XII gave a brief on AIS Application Specific Messages (ASM). The IHO highlighted the need to follow ISO standards for use in S-100 based product specifications. The Chair noted AIS was designed for local area use, NAVAREA XIV noted satellite AIS was now available and in use, the impact on NAVAREA MSI provision needed to be considered. CIRM commented that:

- i. AIS ASM, and within that the broadcasting of MSI, is an essential part of e- Navigation as it is identified by IMO. Given that, it is important to recognize that any data delivery needs to follow the rules agreed, i.e. using the IHO Geographic Information Registry concept to define data structure and definitions, also should promote that with any organization the WWNWS-SC is working with in this context.
- ii. the suggestion of revisiting this topic in the discussions on Thursday to provide further input to the S-124 correspondence group meeting on Friday is very much supported.
- iii. in some very busy areas there are already occasionally issues with AIS frequency occupation. When looking at further increase AIS usage above and beyond the original aim of this service, to broadcast ship specific information to the traffic in the area, the risk of overloading the available AIS frequency bandwidth should be considered. It is important to avoid the risk of losing important AIS messages due to overload of AIS frequencies with the additional AIS ASM information. Further analysis may be recommended and required.

3.3.6 Security of Navigation Stabilisation, Advice and Training (SONSAT)

UK provided a short brief on the new SONSAT organization and its relationship with ANWIS and the UKHO.

3.3.7 Contingency Planning

The Chair re-stated the importance of contingency planning and the need to have extensive protocols in place. He noted the increased number of agreements either in-place or being progressed since the last meeting, he urged all to continue this process and to exercise the plan at regular intervals. **ACTION ALL**

3.4 Developments in the WWNWS

3.4.1 Inmarsat-C EGC SafetyNET Report

Inmarsat gave a presentation on the current and future developments in the Inmarsat C EGC SafetyNET service. The presentation generated numerous questions and a wide ranging discussion on service provision and the interaction with NAVAREA Coordinators. Turkey asked whether internet (website) provision of MSI was a possibility in the future. It was highlighted that changes in the IMO carriage requirements would influence developments of this type and the outcomes of the GMDSS modernization process would have a significant impact.

3.4.3 Maritime Service Portfolio/HSSC and subordinate bodies/e-Navigation Strategy Implementation Plan

Director Bessero, IHB, gave a background brief and presentation on the impact of e-navigation on the provision of hydrographic services. The presentation covered the likely future developments in the e-navigation project, particular the impacts on MSI provision and the work of the NAVAREA Coordinators was highlighted. The presentation generated numerous comments and questions, which led to a broader discussion.

3.4.4 S-124 Correspondence Group Report

The chair of the S-124 CG provided a detailed report, supported by a presentation, on the activities and progress of the CG in the development of the S-124 Navigation Warnings S-100 based Product Specification. A number of concerns were raised on the volume of warnings apparently deemed necessary in the future, which had the potential to overload of the current infrastructure, available time slots and shore operations. All issues which need to be addressed in coordination with the IMO.

3.4.5 NAVTEX Encoding

Furuno Finland Oy provided a presentation in support of the document submitted on encoding of location information for NAVTEX and the efforts to integrate NAVTEX information with other navigation systems in bridges. In particular the display of geo-referenced information and the processes for non-geo-referenced information, to ensure it is not missed or overlooked by bridge teams. The ECDIS rules were explained and the processes involved were highlighted.

The Chair requested that usage of the Joint MSI Manual by MSI producers was re-enforced to ensure correct terminology and formats were used. It was agreed this should be included in the report of the WWNWS-SC to NCSR3. **ACTION CHAIR/IHB** National Coordinators need to ensure messages are structures and compliant with ECDIS requirements, a point which generated considerable discussion as they may need to be some adjustments to current formats to meet the ECDIS requirement standards.

3.4.6 ACCSEAS

Denmark gave an up-date brief, presentation, and demonstration on the ACCSEAS project, a new web based system for displaying MSI and other maritime data on a Maritime Message Information website; the process for creating warnings in the system was also demonstrated.

The presentation highlighted feedback concerns, the main issues being historical processes and different organizational handling of MSI.

3.5 Emerging Technologies - Iridium Satellite System Presentation

Iridium provided a comprehensive up-date presentation on the development of the Iridium system, as the process towards approval recognition as a mobile satellite GMDSS service provider progresses. The presentation generated numerous questions and comments. The Chair highlighted the need for proper oversight documentation to ensure correct procedures are created and followed, to avoid the generation of local solutions.

4 REVIEW OF GUIDANCE DOCUMENTS

The Chairman noted that the 13th meeting of the Document Review Working Group was held at IMO Headquarters the week following NCSR2 in 2015. He intended to convene the 14th meeting following NSCR3 at IMO Headquarters in London from 8-10 March 2016 and he asked the Secretary to make the necessary arrangements with IMO.

4.1 Document Review Status Report

The Chair provided back ground and an up-date on the state of MSI documentation and the outcome actions from DRWG13. He particularly noted the rational behind the development of the MSI guidance document up-date cycle. It was agreed to add the MSI Training Course documentation and material to the DRWG list of documents for review as part of the up-date cycle. **ACTION IHB**

NAVAREA I noted it had refused to issue a warning for cable laying buoys when the vessel still had visual contact as it was considered local VHF warnings were sufficient and more appropriate. NAVAREA IV/XII commented on issues with mobile drilling vessels and fishing vessels. Advice was sought on how to issue warnings as fishing vessels often do not carry SafetyNET receivers and fail to respond to VHF warnings.

NAVAREA XIV provided comments on their process of development as a new NAVAREA Coordinator and how important the guidance documents and attendance at the WNWNS2 had helped to ensure they were able to provide a compliant service.

The Chair provided an up-date on the review cycle for MSI guidance documentation and the next items to be addressed at the DRWG14 meeting. He requested the IMO investigate acknowledging the contributions of the IHO and WMO in the preparation of the Joint IMO/IHO/WMO MSI manual as well as investigating the provision of the French and Spanish versions of the MSC.1/Circ.1310/Rev.1. **ACTION IMO** The IHB was requested to include the IMO and WMO crests on the front cover of the next edition of S-53. **ACTION IHB** The Chair expressed the need to include resolutions A.664(16), MSC.305(87) and MSC.306(87) in the agenda for the DRWG14 meeting. **ACTION IHB** The IHB noted a question emailed prior to the meeting from the IOC - Are there coastal territorial limitations in the NAVAREA/METAREA where it becomes a sole national responsibility to issue alerts/navigational warnings etc., the manual is a little vague on the delimitation on local, versus coastal warnings versus Sub-area versus NAVAREA warnings, and how far out in the territorial waters does a national harbour or port authority stretch when it comes to local/coastal warnings? The Chair provided clarification, which Sub-area Ib suggested should be included in the Joint manual; the Chair requested Sub-area Ib to provide

appropriate details and wording for the next review of the Joint manual, taking into consideration article 3.2.1.1.

NAVAREA X gave some information on considerations when setting-up national coverage and its division.

NAVAREA I raised concern on the anticipated in-force date of 1 January 2018 for the SafetyNET and NAVTEX manuals and how the process will be managed. It was proposed that the next review of the SafetyNET manual was brought forward 12 months to be back into the regular cycle.

The Chair acknowledged the pending increase in the document review workload, particularly with the intention to maintain separate documents for each service provider's system until a steady state had been achieved. He suggested once this was achieved, consideration could be given for integration into combined manuals.

The Chair also highlighted the concern of reduced attendance at both the WWNWS-SC meetings as well as the DRWG, there was a danger the DRWG, in particular could evolve into a CG, and the significant disadvantages that would bring to the functioning of the service and the future development of guidance and standards. He urged all to continue to be engaged and for physical presence at both the WWNWS-SC and the DRWG. It was agreed for the Chair to write to appropriate line managers to re-enforce the need for NAVAREA Coordinators to attend meetings, particularly in view of the significant changes that will be taking place with guidance documents and the GMDSS process over the next four years. All NAVAREA Coordinators are to provide contact details of appropriate line managers and budget holders within their National organizations. **ACTION ALL IHB** were requested to provide a suitable draft letter for consideration and dispatch by the Chair. **ACTION IHB**

4.5 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"

NAVAREA IV/XII provided a brief on piracy reporting, in which the IMO reference documents were highlighted. NAVAREA XIV highlighted possible inconsistencies between the various guidance documents, in particular IAMSAR manual, Volume II, resolution MSC.305(28), and MSC.1/Circ.967. During the discussions on the altering processes it was noted that the response to unlawful acts at sea required a level of alteration in accordance with the nature of the threat and the background of the perpetrators; and that the great degree of variation of the targeted readers (RCC/MSI authority/shipmasters etc) necessitated the description of seemingly different approach to the reporting. Inmarsat was asked whether it was possible to quantify the number of alerts issued and to provide an up-date for the WWNWS8 meeting. **ACTION Inmarsat**

Malta asked whether there was a procedure for alerting ships about attacks from land. The Chair provided guidance from the current documentation and highlighted the need to always maintain a neutral non-political stance when generating warnings covering sensitive regions and events. Malta noted that the warnings issued by NATO authorities were not being received by national authorities.

4.7 IMO International SafetyNET Manual (MSC.1/Circ.1364).

The initial revisions to the SafetyNET manual, generated at the DRWG13 meeting, were presented and a number of further changes were made. The final proposed draft version was approved for submission to NCSR3. Inmarsat proposed the addition of a new paragraph in the next edition to describe coastal warnings broadcast via SafetyNET.

4.8 IMO NAVTEX Manual (MSC.1/Circ.1403).

The initial revisions to the NAVTEX manual, generated at the DRWG13 meeting, were presented and a number of further changes were made. The final proposed draft version was approved for submission to NCSR3.

The Chair requested that reference was made to the WWNWS-SC and the JCOMM ETMSS reviews in the main text of the covering document in the submission to the IMO NCSR.

ACTION IHB

The Chair requested the IHB note the IHO position on the IMO SafetyNET and NAVTEX Coordinating panels.

The chair of the NAVTEX Coordinating panel gave a short brief on the use of various letters in NAVTEX signals for GPS transmissions and the back ground to the J category.

4.13 Terms of Reference (TOR) for the WWNWS Sub-Committee

The IHB noted the impact of the decision by IRCC to agree to the revised MSI document approval process and expressed the need for the WWNWS-SC ToRs to reflect this change. Proposed amended wording was requested to be included as an annex to the WWNWS7 report for consideration. It was also noted then need to be a comment of liaison with other IHO bodies. **ACTION IHB**

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

5.1 Update on WWNWS Members' Attendance to RHCs

5.2 Capacity Building Training Course Development

5.1/5.2 IHB was requested to supply contact details for NAVAREA Coordinators to the chairs of all RHCs and the chair of IRCC, requesting that a representative of the NAVAREA Coordinator be invited to future RHC meetings. **ACTION IHB**

IHB explained the rationale behind the inclusion of a MSI assessment in National reports to RHC meetings. NAVAREA I requested that MSI training be targeted at the correct audience, there have been instances of cartographic staff attending the course which is aimed at MSI service providers and operators, not those correcting charts.

The chair of the NAVTEX Coordinating panel explained the process used when assessing and progressing requests to transmit NAVTEX. There was considerable discussion on ways of obtaining the real state of MSI provision from coastal states in the developing regions. The IHB noted that the majority of detail was extracted from NAVAREA reports to RHC meetings; this was then used to formulate the MSI training needs. It has been noted that the information provided does not always reflect the true situation and therefore CB funds are not

necessarily being targeted where it was most needed. It was noted the importance of ensuring appropriate candidates were selected and supported by the correct information.

The Chair requested the CBSC clarified the correct term for MSI training when discussing bids and creating the annual management plan. NAVAREA II suggested making it simple by having just a three day MSI course without confusing it by adding it to other training modules, which were not necessarily appropriate for the target audience for MSI training. There was concern that funds allocated for Phase 1 development were being diverted for other uses. It was also felt that CBSC and CB Regional Coordinators were not managing the candidates selected to attend MSI training, noting that on occasions senior managers were attending.

The Chair highlighted that there were only one qualified French and Spanish instructors available to deliver the MSI course. The Chair requested he be given the initial list of MSI course bids, so that some clarification and planning could be done prior to the CBSC, so that resources can be matched to the bids prior to formal funding approval. This will help to ensure a more efficient covering of the MSI training workload. **ACTION IHB**

IMSO suggested an annual impact assessment should be completed on MSI training courses, to gauge whether the funds are providing the desired results over the longer term.

The Chair gave a brief on the current contents of the MSI training course, explaining how it had been developed. It highlighted the considerable contributions of NAVAREAs I, II, and IV/XII in the development of the training material. The IHB confirmed that two courses were funded for 2016, to be held in the MACHC and the SWPHC, although it was felt that there was in reality a much greater need that had not been articulated or identified by the CB Regional Coordinators. NAVAREA I suggested the 'comfort' option was taken too often when identifying a host for courses, rather than the most challenging location in a developing state where local awareness would be raised just from the fact that the course was taking place.

All participants were encouraged to view the CB section of the IHO website, where a considerable amount of information was available. The Chair confirmed the continued commitment of the WWNWS-SC to MSI training and requested the CBSC assisted this on-going commitment with more accurate course titles and careful selection of candidates.

The Chair requested all NAVAREA Coordinators to review the proposed Nation MSI Assessment and provide feedback; he also requested that Self Assessment reports be provided to RHCs for publication prior to their meetings. **ACTION ALL**

The IHB highlighted that the 5th Extraordinary International Hydrographic Conference had changed the CB strategy so that all coastal states could have training and assistance to achieve Phase 1 but only member states would receive funded assistance for Phase 2 and 3 activities.

5.3 WWNWS CD-ROM

The Chair provided background information on the creation and contents of the CD-ROM, he demonstrated the some of the details contained in it. A copy of the CD-ROM and a list of the CB Regional Coordinators were provided to all attendees.

6 NEXT MEETING

6.1 DATES AND VENUE FOR WVNWS 8

The Chair highlighted some of the offers which had been made to host the next meeting, WVNWS8. He also explained that the IHO calendar was particularly busy in 2017 with the XIXth International Hydrographic Conference and the 9th IHO-IAG Advisory Board on the Law of the Sea Conference being held with 6 months of each other; with both these large events taking place in Monaco the IHB had asked whether the WVNWS-SC could have an external meeting in 2017 and return to Monaco in 2018 for WVNWS10. The Chair noted that China had inquired about hosting a meeting during the WVNWS6 on Wellington, although no firm offer had been received since.

(Post meeting note: NAVAREA VII has offered to host WVNWS9 in Cape Town in late August 2017, which will be followed by an MSI course for the SAIHC, the bid for which will be submitted to CBSC14 in Abu Dhabi in 24-26 May 2016)

NAVAREA XIX offered to host the next meeting, WVNWS8, in the period between late August and mid-September. It was agreed that proposed dates and location would be agreed in time to be included in the final meeting report for WVNWS7. **ACTION NAVAREA XIX**

(Post meeting note: NAVAREA XIX has suggested the weeks 5-9 or 12-16 September 2016; confirmed dates will be published on the WVNWS section of the IHO website.)

6.2 DRAFT AGENDA FOR WVNWS8

A provisional agenda for the WVNWS8 meeting was displayed and agreed by those present. The provisional agenda for WVNWS 8 is at in Annex E.

7 REVIEW OF ACTION ITEMS FROM WVNWS7

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

8 ANY OTHER BUSINESS

No other business to report.

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.

Comments from the group in closing noted that the week's session was very interesting, helpful and productive. They supported comments that the Sub-Committee is a real team and genuinely strives for results while working for the benefit of all mariners in terms of maritime safety.

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

Enclosures:

1. Statement by Greece
2. Statement by Turkey
3. Statement by Greece

Annexes:

- Annex A Agenda for the 7th Meeting of WWNWS-SC
- Annex B Participants at WWNWS7
- Annex C List of Documents submitted to WWNWS7
- Annex D List of Action Items as of 3 September 2015
- Annex E Provisional Agenda for the 8th Session of the IHO WWNWS Sub-Committee
- Annex F MSI Quality Management Survey Summary
- Annex G Draft revisions to ToRs
- Annex H Justifications for broadcasting MSI

WWNWS
Meeting 7
Agenda Item 3.2.IIIa

WWNWS7/3/2/IIIa
24 August 2015

GREECE STATEMENT

Submitted by GREECE

SUMMARY

Executive Summary: Greece statement regarding NAVAREA III Self Assessment

Action to be taken: Include this statement in the final report of WWNWS 7

Related documents: WWNWS 7/3/2/III from 03 August 2015

Regarding to the NAVAREA III Self Assessment report, Greece would like to make the following statement:

«Regarding para 4 page 5 where is stated that “Turkish NAVTEX Stations broadcast navigational warnings in the Aegean Sea, that Hellenic Authorities claim to be inside their NAVTEX Services Areas”, it should be recalled that Greek NAVTEX Stations and their respective NAVTEX Service Areas were dully established in 1986 and operate successfully ever since.

Moreover, more than 20 years after the establishment of the limits of the Greek NAVTEX Service Areas, Turkey unsuccessfully attempted to modify them. The Turkish proposal of 2008, to amend the Service Areas in Eastern Mediterranean, was thoroughly discussed by the appropriate bodies and rejected in accordance with IMO and IHO rules, guidelines and principles.

Regarding para 13 page 6 where it is stated that “There is not a properly coordination for broadcasting coastal navigational warnings...in the Aegean Sea”, it should be noted that Greek Authorities are not aware of any complaints regarding failures in broadcasting MSI from the dully established NAVTEX Service Stations inside their respective NAVTEX Service Areas. In any case it should be recalled that in accordance with the NAVTEX Manual “The NAVTEX Coordinator must pass maritime safety information which warrants promulgation outside of their NAVTEX service area directly to the appropriate authority, using the quickest possible means».

Please include the above statement in the final report of the Sub-committee.

WWNWS 7

25 August 2015

Agenda Item 3.2.III

STATEMENT of TURKEY

Executive summary: Turkey's statement regarding to the Navarea III Self Assessment Report and statement of Greece

Action to be taken: Include this statement in the final report of WWNWS 7.

Related Documents: Navarea III Self Assessment Report and statement of Greece

It was not my intention to take the floor. But having heard the statement made by the distinguished representative of Greece, over the NAVAREA III Self Assessment report, I have felt compelled to do so.

For the record; I would like to emphasize that there is no NAVTEX Service area in Aegean Sea and East Mediterranean Sea that officially confirmed or approved by responsible authorities of Turkey. Besides all the coordination efforts made by Turkey in the past to get an agreement over this issue have been unreciprocated.

It should be noted that Turkey has started to broadcast MSI on the first of January 1985 as recommended by IMO, which is one year earlier than Greece. Since then Turkey has been disseminating MSI ceaselessly.

For not repeating the discussions made earlier in this platform, for not occupying the valuable time of the distinguished members of this Sub-committee and for highlighting the position of Turkey over this issue, I am concluding my statement by reminding to all concerned parties the two Turkish statements made during the first WWNWS sub-committee meeting held in August 2009, which can be easily achieved on the IHO website and which were also attached on the minutes of the same meeting.

I would much appreciate it, if this statement would be included in the minutes of the meeting.

Thank you.

WWNWS 7

Agenda Item 3.2.III

Statement Submitted by Greece

Related Doc: (a) WWNWS7/3/2/III (MSI Self Assessment NAVAREA III)
(b) Greek Statement regarding ref (a)
(c) Turkish Statement

With reference to the statement submitted by Turkey during this meeting as to the Greek NAVTEX Service Areas in the Aegean and Eastern Mediterranean Sea, Greece would like to point out the following:

- IMO and IHO, as the competent international organizations, are the only responsible to confirm / approve issues regarding the operation of NAVTEX System, including the establishment of NAVTEX Stations and Service Areas, in accordance with IMO and IHO rules, guidelines and principles. In this regard we fail to understand the Turkish Statement that “there is no NAVTEX Service area in Aegean Sea and East Mediterranean Sea that officially confirmed or approved by responsible authorities of Turkey”.
- In this legal and technical framework, Greek NAVTEX Stations and their respective NAVTEX Service Areas were duly established in 1986, with the approval of all participants – in the respective meetings of IMO – States including Turkey, which did not raise any objection at the time.
- As it is well known, the broadcasting of MSI does not constitute establishment of NAVTEX Service Areas. Thus the date when Turkey started to broadcast MSI is totally irrelevant in this discussion. But for the record it should be mentioned that Greece also started trial NAVTEX broadcasts in 1985.
- The approval by Turkey of the existing Greek NAVTEX Service Areas limits in the Aegean and Eastern Mediterranean Sea is also confirmed by the fact that Turkey submitted, in 2008, a proposal for amendment of these Service Areas limits. This proposal had been thoroughly discussed by the appropriate bodies and duly rejected by all neighboring states, the NAVAREA III Coordinator (his letter dated 10.3.2009) and the NAVTEX Coordinating Panel (its chairman’s letter dated 26.3.2009).
- In this context, we would like to state that the inclusion in the MSI Self Assessment NAVAREA III (under ref. a. page 5) of the phrase “Turkish NAVTEX Stations broadcast navigational warnings in the Aegean Sea that Hellenic Authorities claim to be inside their NAVTEX Service Areas” is not understandable. The NAVAREA III Coordinator should be aware that these Service Areas are not just claimed by Greece, but have been duly established as it is highlighted in the above mentioned letter dated 10.3.2009 of his predecessor.
- In the light of the above, Greece would like to denounce Turkey’s attempts to present any overlapping coverage areas in the Aegean and Eastern Mediterranean Sea as a unique issue that has to be resolved or that needs coordination among the neighboring states for the broadcasting coastal navigational warnings. Overlapping NAVTEX coverage areas exist all over the world within the operation of NAVTEX system and no provision for cooperation in this regard is required by the NAVTEX manual. Such an attitude entails disrespect of the NAVTEX instructions as well as of the final

decisions of the latter's bodies in this regard we would expect that the competent institutions will not give further consideration, directly or indirectly, to these unacceptable Turkish aspirations.

I would like the above statement to be included in the final report of the Sub-Committee.

**AGENDA OF THE SEVENTH MEETING
OF THE WWNWS SUB COMMITTEE (WWNWS7)**

To be held at the offices of the IHB, Monaco
24 – 27 August 2015

1 OPENING REMARKS AND ADMINISTRATIVE ARRANGEMENTS

- .1 Opening Remarks and Introductions (**Chair**)
- .2 Welcome by the IHB (**President & Director Iptes**)
- .3 Working Arrangements (**Secretary**)
- .4 Administrative Arrangements (**Secretary**)
- .5 Adoption of the Agenda (**Chair**)
- .6 Review of Action Items from WWNWS6 (**Secretary**)
- .7 Report from IRCC7 (**Chair**)

2 MATTERS RELATING TO THE GMDSS MASTER PLAN

- .1 IHO Update
- .2 IMO Update
- .3 IMSO Update
- .4 Review content of GMDSS Master Plan Annexes 7 & 8

3 PROMULGATION OF MARITIME SAFETY INFORMATION (MSI)

- .1 .1 Outcome of the 94th and 95th Sessions of the International Maritime Organization's Committee on Maritime Safety (MSC94 & 95) 17 – 21 November 2014 and 3 – 12 June 2015 (**Secretary**)
- .2 Outcome of the 2nd Session of the International Maritime Organization's Sub-Committee on Navigation, Communications and Search and Rescue (NCSR2) 9 – 13 March 2015 (**Secretary**)
- .2 Self Assessments by NAVAREA Coordinators
 - .1 Quality Management Analyses of Self Assessments
- .3 Broadcast Systems and Services
 - .1 Report of the IMO NAVTEX Coordinating Panel
 - .2 Report of the IMO SafetyNET Coordinating Panel
 - .3 WMO Liaison Report
 - .4 IOC Tsunami Early Warning Systems (*Wednesday*)
 - .5 SONSAT (Security of Navigation Stabilisation, Advice and Training) brief (formerly AWNIS) (**UK**) (*Wednesday*)
 - .6 Contingency Planning (**Chair**)
- .4 Developments in the WWNWS (*Thursday*)
 - .1 Inmarsat-C EGC SafetyNET Report
 - .2 Status report of the WWNWS element of the GMDSS (**Chair**)
 - .3 Maritime Service Portfolio/HSSC and subordinate bodies/e-navigation Strategy Implementation Plan (**Director Bessero**)
 - .4 S-124 progress (**Chair S-124CG**)

- .5 NAVTEX encoding (**Furuno Finland Oy**)
- .6 ACCSEAS (**Norway**)

- .5 Emerging Technologies/Modernisation (*Thursday*)
 - .1 Manufacturers' presentations
 - .2 New developments in service transmission (**Iridium**)

4 REVIEW OF GUIDANCE DOCUMENTS AND OTHER RELATED DOCUMENTATION

- .1 Document Review Status Report (**Chair/Secretary DRWG**)
- .2 IMO Resolutions A.705(17) as amended and A.706(17) as amended (MSC.1/Circ.1287 and MSC.1/Circ.1288 respectively) (**Chair/Secretary DRWG**)
- .3 WMO - IMO resolution on Met-ocean services Assembly resolution A.1051(27)
- .4 IMO resolutions MSC.306(87) and A.664(16) "Performance Standards for Enhanced Group Call Equipment". (**Chair/Secretary DRWG**)
- .5 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) (**Chair/Secretary DRWG**))
- .6 Joint IMO/IHO/WMO Manual on MSI (MSC.1/Circ.1310) and IHO Publication S-53 (**Chair/Secretary DRWG**)
- .7 IMO International SafetyNET Manual (MSC.1/Circ.1364) (**Chair/Secretary DRWG**)
- .8 IMO NAVTEX Manual (MSC/Circ.1403) – review of DRWG 13 amendments (**Chair/Secretary DRWG**)
- .9 Inmarsat SafetyNET Users' Handbook (**Chair/Secretary DRWG**)
- .10 IAM SAR Manual Volume 2 (**IMO**)
- .11 Review on-line MSI Training Course (**Chair**)
- .12 MSI element of IHO Publication C-55 – "Status of Hydrography and Nautical Cartography World-Wide". (**Chair/Secretary**)
- .13 Terms of Reference for the WWNWS Sub Committee (IHO Circular Letter 46/2009) (**Chair/Secretary**)

5 WWNWS REPRESENTATION AT REGIONAL HYDROGRAPHIC COMMISSIONS AND OTHER CONFERENCES

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

6 NEXT MEETING

- .1 Dates and venue for WWNWS8 (**Chair/Secretary**)
- .2 Draft Agenda for WWNWS8 (**Secretary**)

7 Review of Action Items from WWNWS7 (Secretary)

8 ANY OTHER BUSINESS (Chair)

9 CLOSURE OF THE MEETING (Chair)

**WWNWS 7
LIST OF PARTICIPANTS**

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S-124 Meeting – Friday 28 August 2016

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Documents Submitted to WWNWS7

Document No	Document Title
ACTION ITEMS	WWNWS 6 ACTION ITEMS - Corrected to 10 August 2015
WWNWS7 Self Assessment Template	Template to be used for the submission of NAVAREA Self Assessments - amended 19 January 2015
WWNWS7 Document Template	Template to be used for the submission of documents, other than Self Assessments
WWNWS7 PowerPoint Template	Template to be used for PowerPoint Presentations at WWNWS 7
WWNWS7 1/2015	Letter of Invitation
WWNWS7 Registration	Registration Form
Hotel Reservations	Block Reservations - Hotel Rooms
Hotel Reservation Form	Hotel Booking Form
WWNWS7_Provisional-Agenda	Provisional Agenda for WWNWS7 v6.0
WWNWS7_List of Participants	Provisional List of Participants
WWNWS7-1-3a	Programme for WWNWS7-SC meeting
WWNWS7-1-6	Controlling MSI-Brazil
WWNWS7-1-7	Report to IRCC7
WWNWS7-2-2a	Review and Modernization of the GMDSS
WWNWS7-2-2b	Review and Modernization of the GMDSS
WWNWS7-2-2c	Review and Modernization of the GMDSS
WWNWS7-2-3	Analysis and Assessment of the GMDSS Performance of Inmarsat Global Limited by IMSO
WWNWS7-3-1-1	Outcomes of MCS94 and MSC95
WWNWS7-3-1-2	Outcomes of NCSR2
WWNWS7-3-2-I	Self Assessment NAVAREA I
WWNWS7-3-2-Ib	Self Assessment NAVAREA Ib
WWNWS7-3-2-II_Rev.1	Self Assessment NAVAREA II-Rev.1
WWNWS7-3-2-III	Self Assessment NAVAREA III
WWNWS7-3-2-IV_XII	Self Assessment NAVAREA IV XII
WWNWS7-3-2-V	Self Assessment NAVAREA V
WWNWS7-3-2-VI	Self Assessment NAVAREA VI
WWNWS7-3-2-VII	Self Assessment NAVAREA VII
WWNWS7-3-2-VIII	Self Assessment NAVAREA VIII
WWNWS7-3-2-IX	Self Assessment NAVAREA IX

WWNWS7-3-2-X	Self Assessment NAVAREA X
WWNWS7-3-2-XI_Rev.1	Self Assessment NAVAREA XI-Rev.1
WWNWS7-3-2-XIII	Self Assessment NAVAREA XIII
WWNWS7-3-2-XIV	Self Assessment NAVAREA XIV
WWNWS7-3-2-XV	Self Assessment NAVAREA XV
WWNWS7-3-2-XVI	Self Assessment NAVAREA XVI
WWNWS7-3-2-XVII_XVIII	Self Assessment NAVAREA XVII XVIII
WWNWS7-3-2-XIX	Self Assessment NAVAREA XIX
WWNWS7-3-2-XX_XXI	Self Assessment NAVAREA XX XXI
WWNWS7-3-2-1	Quality Management Survey
WWNWS7-3-3-1a	NAVTEX Panel Report
WWNWS7-3-3-1b	NAVTEX Report-Malta
WWNWS7-3-3-2	SafetyNET Panel Report
WWNWS7-3-3-3	WMO Liaison Report
WWNWS7-3-3-5	AIS Application Specific Messages (ASM)
WWNWS7-3-4-4	S-124 CG Report
WWNWS7-3-4-5	Encoding of location for NAVTEX
WWNWS7-3-5-2a	Recognition of Iridium mobile satellite system as a GMDSS service provider
WWNWS7-3-5-2b	Recognition of Iridium mobile satellite system as a GMDSS service provider
WWNWS7-3-5-2c	Recognition of Iridium mobile satellite system as a GMDSS service provider
WWNWS7-3-5-2d	Recognition of Iridium mobile satellite system as a GMDSS service provider
WWNWS7-4-1a	Actions from DocRev WG13 Meeting
WWNWS7-4-1b	Document Review Status Report
WWNWS7-4-5_Rev.1	Piracy reporting and collaboration-Rev.1
WWNWS7-4-13	WWNWS-SC ToRs
WWNWS7-5-1	MSI Report Template for National Reports to RHCs
WWNWS7-5-2a	MSI Training Course 2015-Japan
WWNWS7-5-2b	CB MSI Training 2016
WWNWS7-6-2	Provisional Agenda WWNWS8
WWNWS7 Presentations	Presentations zip

WWNWS7
IHB, Monaco - 24 to 27 August 2015

List of Actions (updated: 3 November 2015)

Agenda Item	Subject	Status / Due Date	Comments	Action By
From WWNWS4 List of Actions				
WWNWS3 3.3.4B	NAVAREA XV (Chile) and NAVAREA XVI (Peru) to consider contingency planning for the provision of NAVAREA services and include updated information in their Self Assessment submissions to WWNWS4	WWNWS78	Chile and Peru to work on the implementation of the contingency plan Internal contingency plans almost in place, once completed will commence work on external	NAVAREA XV and XVI
WWNWS4 3.2. X	NAVAREA X Self assessment	WWNWS68	WMO to work with PNG representative for Met Warning Services in Area P with oversight from NAVAREA X Coordinator Area P not in operation, NAVAREA X to engage with WMO when appropriate	WMO
WWNWS5 List of Actions				
WWNWS5 4.11	Improve the CD on MSI self-training	WWNWS78	On going	IHB
WWNWS6 List of Actions				
WWNWS6 3.2	NAVAREA XV Self-Assessment	December 2014 WWNWS8	NAVAREA XV to transmit cancelation messages and serialise In-Force Bulletin messages On going	NAVAREA XV

WWNWS6 4.6	Joint IMO/IHO/WMO Manual on MSI	December 2014 2015	NAVAREA Coordinators to provide link to National Coordinators for IHO website for access to relevant MSC and COMSAR.Circs on MSI: http://www.iho.int/mtg_docs/com_wg/CPRNW/WWNWS_Publications_&_Documents/MSIPubs_Docs.htm Outreach to be proactive rather than reactive; highlight RHC meetings to NAVAREA Coordinators to ensure input; highlight to IRCC and provide NAVAREA Contact list to ensure invited to RHC meetings.	All/IHB
WWNWS6 5.2	Capacity Building	March 2015 2016	Review IHB document and proposed process, provide input to Regional CB Coordinators on coastal states identified as requiring training and prioritize if possible, copy to Chair, provide link to Regional CB Coordinators: http://www.iho.int/mtg_docs/com_wg/CBC/CBC_Misc/CBSC_members.pdf NAVAREA I noted that cartographic personnel rather than operation MSI personnel were often found attending courses; concerned not training correct people. Chair to discuss situation with DCoord and CBSC secretary. CBSC to invite appropriate attendees and trainers.	All/Chair/IHB
WWNWS7 List of Actions				
WWNWS7 3.2	Self Assessment	WWNWS8	Amend Self Assessment template to include details of requests received by email for in-force navigation warnings	IHB
WWNWS7 3.2. XVII_XVIII	Self Assessment	September 2015 Complete	Submit amended list of NAVAREA Coordinator contact details to IMO	IHB

WWNWS7 3.2. XX_XXI	Self Assessment	September 2015 Complete	Up date Warning on the Web graphic to include NAVAREA XX & XXI link: http://structure.mil.ru/structure/forces/hydrographic/info/notices.htm	IHB
WWNWS7 3.3.1b	IMO NAVTEX Panel Report	WWNWS8	Chair IMO NAVTEX Panel to investigate central Mediterranean NAVTEX service area boundary to east of Malta and provide feedback to Malta, Greece and NAVAREA III Coordinator	NAVAREA III/NAVTEX Coordinating Panel
WWNWS7 3.3.1b	IMO NAVTEX Panel Report	WWNWS8	To agree and document the service area boundary between Malta and Greece	NAVAREA III
WWNWS7 3.3.2	IMO SafetyNET Panel Report	WWNWS8	IMO to provide guidance on how to include Iridium and other new service providers into MSI guidance documentation, taking into consideration of WWNWS-SC to have separate Iridium MSI guidance documents	IMO
WWNWS7 3.3.4	IOC TOWS-WG Report	1 November 2015	Provide contact details of NAVAREA and METAREA Coordinators to IOC NAVAREA Coordinators list forward to IOC on 3 September	IHB/WMO
WWNWS7 3.3.4	IOC TOWS-WG Report	1 November 2015	Provide details for downloading COMSAR/Circ.51 and future METAREA NCSR/Circ directly by IOC	IMO
WWNWS7 3.3.7	Contingency Planning	WWNWS8	Continue to put contingency plans in-place and to exercise those already agreed; to be highlighted in Self-Assessments reports	All
WWNWS7 3.4.5	WWNWS-SC Report	25 December 2015	Highlight to NCSR3 usage of the Joint Manual by MSI providers to ensure correct terminology and formats are used by National coordinators so that messages are structured and compliant with ECDIS requirements	Chair/IHB
WWNWS7 4.1	MSI Documentation	DRWG14	Include CB MSI Training course material in agenda for inclusion in the review cycle	IHB
WWNWS7 4.1	MSI Documentation	DRWG14	Include A.664(16), MSC.306(87) and MSC.305(87) for review in agenda	IHB

WWNWS7 4.1	MSI Documentation	1 November 2015	Provide details of appropriate recipients within national organizations for letter to support future attendance at WWNWS-SC meetings	Chair/All
WWNWS7 4.1	MSI Documentation	1 January 2016	Draft letter to re-enforce need for attendance at WWNWS-SC and DRWG meetings due to the significant changes that will take place with documentation and GMDSS over the next 4 years	IHB
WWNWS7 4.1	MSI Documentation	NCSR3	Include reference in cover document to IMO of WWNWS-SC and JCOMM ETMSS review process for MSI documentation, note document submitted jointly by IHO and WMO	IHB
WWNWS7 4.2	MSI Documentation	DRWG14 Complete	Investigate acknowledging contribution of IHO and WMO to preparation and maintenance of Joint MSI Manual, also investigate publication of French and Spanish versions of MSC.1/Circ.1310/Rev.1	IMO
WWNWS7 4.5	MSI Documentation	DRWG14 Complete	Clarify apparent inconsistencies between piracy guidance documents (IAMSAR Manual, MSC.1/Res.87(28) and MSC.1/Circ.1334)	IMO
WWNWS7 4.5	MSI Documentation	WWNWS8	Provide up-date on number of piracy alters issued	Inmarsat
WWNWS7 4.6	MSI Documentation	1 January 2016	Include IMO and WMO crests on front cover of new edition of S-53	IHB
WWNWS7 4.7 & 4.8	MSI Documentation	18 September	Inputs to SafetyNET and NAVTEX Manual	WMO
WWNWS7 4.7 & 4.8	MSI Documentation	7 October	Circulate draft revisions of SafetyNET and NAVTEX manuals for comment	NAVAREA I
WWNWS7 4.7 & 4.8	MSI Documentation	14 October	Provide comments on drafts	All
WWNWS7 4.7 & 4.8	MSI Documentation	21 October	Final circulation of final drafts of SafetyNET and NAVTEX manuals	NAVAREA I
WWNWS7 4.7 & 4.8	MSI Documentation	27 November	Submit draft versions of SafetyNET and NAVTEX manuals to IMO NCSR3 from WWNWS-SC	IHB

WWNWS7 4.13	ToRs and RoPs	19 September	Include suggested revisions for comment and include as annex to meeting report	IHB
WWNWS7 5.1/5.2	RHC	IRCC8	Provide NAVAREA Coordinator contact details to RHC chairs and IRCC to ensure appropriate people are invited to RHC meetings	IHB
WWNWS7 5.1/5.2	RHC	23 October	Review proposed annex to National Reports and provide feedback	All
WWNWS7 5.1/5.2	RHC	WWNWS8	Provide Self Assessment reports to RHCs for publication in advance of their meetings	All
WWNWS7 5.1/5.2	CB MSI Training	CBSC8	Clarify correct terminology for title of MSI Training course to ensure appropriate personnel are selected to attend and ensure funds are targeted	IHB
WWNWS7 5.1/5.2	CB MSI Training	CBSC8	Provide chair of WWNWS-SC initial list of requested courses to allow clarification on requirement prior to formal approval and ensure even spread of commitment and management of training resources over year	IHB
WWNWS7 6.1	Next meeting	23 October	Confirm dates and venue of WWNWS8	NAVAREA XIX/Chair/ IHB
WWNWS7 7	Action List	WWNWS8	Keep IHB and the Chair informed of progress with allocated actions	All
WWNWS7 7	WWNWS7 Draft Report	19 September Complete	Draft to be circulated for comment	IHB
WWNWS7 7	WWNWS7 Draft Report	9 October Complete	All to provide comments on draft report	All
WWNWS7 7	WWNWS7 Draft Report	23 October Complete	Publish final report	IHB
WWNWS7 7	Report to IRCC8	31 March	Draft report for review and amendment.	Chair/vice- Chair/IHB

**PROVISIONAL AGENDA OF THE EIGHTH MEETING
OF THE WWNWS SUB COMMITTEE (WWNWS8)**

**To be held Ålesund, Norway
12 – 16 September 2016**

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 WWNWS7
- .7 Report from IRCC8

2 MATTERS RELATING TO THE GMDSS MASTER PLAN

- .1 IHO Update
- .2 IMO Update
- .3 IMSO Update
- .4 Review content of GMDSS Master Plan Annexes 7 & 8

3 PROMULGATION OF MARITIME SAFETY INFORMATION (MSI)

- .1 .1 Outcome of the 96th Session of the International Maritime Organization's Committee on Maritime Safety (MSC96) 11 – 20 May 2016
- .1 .2 Outcome of the 3rd Session of the International Maritime Organization's Sub-Committee on Navigation, Communications and Search and Rescue (NCSR3) 29 February – 4 March 2016
- .2 Self Assessments by NAVAREA Coordinators
 - .1 Quality Management Analyses of Self Assessments
- .3 Broadcast Systems and Services
 - .1 Report of the IMO NAVTEX Coordinating Panel
 - .2 Report of the IMO SafetyNET Coordinating Panel
 - .3 WMO Liaison Report
 - .4 IOC Tsunami Early Warning Systems up-date
 - .5 Contingency Planning
- .4 Developments in the WWNWS
 - .1 Inmarsat-C EGC SafetyNET Report
 - .2 Status report of the WWNWS element of the GMDSS
 - .3 S-124 progress
 - .4 ACCSEAS
- .5 Emerging Technologies/Modernisation

- .1 Manufacturers' presentations
- .2 New developments in service transmission - Iridium
- .3 e-Navigation up-date

4 REVIEW OF GUIDANCE DOCUMENTS AND OTHER RELATED DOCUMENTATION

- .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 WMO - IMO resolution on Met-ocean services Assembly resolution A.1051(27)
- .4 IMO resolutions MSC.306(87) and A.664(16) "Performance Standards for Enhanced Group Call Equipment".
- .5 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))
- .6 Joint IMO/IHO/WMO Manual on MSI (MSC.1/Circ.1310) and IHO Publication S-53
- .7 IMO International SafetyNET Manual (MSC.1/Circ.1364)
- .8 IMO NAVTEX Manual (MSC/Circ.1403) – review of DRWG 13 amendments
- .9 Inmarsat SafetyNET Users' Handbook
- .10 IAM SAR Manual Volume 2
- .11 Review on-line MSI Training Course
- .12 MSI element of IHO Publication C-55 – "Status of Hydrography and Nautical Cartography World-Wide".
- .13 Terms of Reference for the WWNWS Sub Committee (IHO Circular Letter 46/2009)

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 WWNWS9 – Cape Town, South Africa, 28 August – 1 September 2017
- .2 Draft Agenda for WWNWS9

7 Review of Action Items from WWNWS8

8 ANY OTHER BUSINESS

9 CLOSURE OF THE MEETING

WWNWS
Meeting 7
Agenda Item 3.2.1

WWNWS7/3/2/1
19 August 2015

NAVAREA Coordinators' Self Assessment Quality Management Analysis

Submitted by IHB

SUMMARY

Executive Summary: This document provides details of the analysis of the NAVAREA Coordinators' Self Assessment Reports to WWNWS7.

Action to be taken: Paragraph 3.

Related documents: NAVAREA Coordinators' Self Assessment Reports

1. See attached document.
2. It is noted a number of the Self Assessment reports were received after the deadline and a number were received in pdf format, despite being requested in Word format. Both these caused significant additional work and delayed the publication of the documents on the website. NAVAREA Coordinators are requested to ensure the published deadline for submission of Self Assessment reports is observed and all documents submitted are in Word format to minimize editing effort.
3. The Sub-Committee is invited to note the information provided and take action as appropriate.

MSI Quality Management Survey

NAVAREA	ISO 9001-2008	Promulgate “In-Force” Bulletins	Promulgate “No-Warning” Messages	Monitor Broadcast in almost real time	Promulgate Immediate Messages within maximum delay period	24/7 contact information provided	Promulgate two scheduled broadcasts	IMO Master Plan updated
I	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
I Baltic Sub-area	Yes	Yes	Yes	Yes	No ¹	Yes	6 (Navtex)	Yes
II	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
III	No ²	Yes	Yes	Yes	Yes	Yes	Yes	Yes
IV	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
V	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
VI	No ³	Yes	Yes	Yes	Yes	Yes	Yes	Yes
VII	No ⁴	Yes	Yes	Yes	No ⁵	Yes	Yes	Yes
VIII	No ⁶	Yes	Yes	Yes	Yes	Yes	Yes	Yes
IX	No ⁷	Yes	No ⁸	Yes	No ⁹	Yes	Yes	Yes
X	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
XI	No ¹⁰	Yes	Yes	Yes	Yes	Yes	Yes	Yes
XII	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
XIII	No ¹¹	Yes	Yes	Yes	Yes	Yes	Yes	Yes
XIV	No ¹²	Yes	Yes	Yes	No ¹³	Yes	Yes	Yes
XV	Yes	Yes	Yes	Yes	No ¹⁴	Yes	Yes	Yes
XVI	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
XVII	No ¹⁵	Yes	Yes	Yes	Yes	Yes	Yes	Yes

¹ See paragraph 2 of Sub-area Ib Self Assessment (WWNWS7/3/2/Ib)

² See paragraph 5 of NAVAREA III Self Assessment (WWNWS7/3/2/III)

³ See paragraph 5 of NAVAREA VI Self Assessment (WWNWS7/3/2/VI)

⁴ See paragraph 5 of NAVAREA VII Self Assessment (WWNWS7/3/2/VII)

⁵ See paragraph 2 of NAVAREA VII Self Assessment (WWNWS7/3/2/VII)

⁶ See paragraph 5 of NAVAREA VIII Self Assessment (WWNWS7/3/2/VIII)

⁷ See paragraph 5 of NAVAREA IX Self Assessment (WWNWS7/3/2/IX)

⁸ See paragraph 5 of NAVAREA IX Self Assessment (WWNWS7/3/2/IX)

⁹ See paragraph 2 of NAVAREA IX Self Assessment (WWNWS7/3/2/IX)

¹⁰ See paragraph 5 of NAVAREA XI Self Assessment (WWNWS7/3/2/XI)

¹¹ See paragraph 5 of NAVAREA XIII Self Assessment (WWNWS7/3/2/XIII)

¹² See paragraph 5 of NAVAREA XIV Self Assessment (WWNWS7/3/2/XIV)

¹³ See paragraph 2 of NAVAREA XIV Self Assessment (WWNWS7/3/2/XIV)

¹⁴ See paragraph 2 of NAVAREA XV Self Assessment (WWNWS7/3/2/XV)

XVIII	No ¹⁶	Yes	Yes	Yes	Yes	Yes	Yes	Yes
XIX	No ¹⁷	Yes	Yes	Yes	No ¹⁸	Yes	Yes	No ¹⁹
XX	No ²⁰	Yes	Yes	Yes	Yes	Yes	Yes	Yes
XXI	No ²¹	Yes	Yes	Yes	Yes	Yes	Yes	Yes

¹⁵ See paragraph 5 of NAVAREA XVII Self Assessment (WVNWS7/3/2/XVII)

¹⁶ See paragraph 5 of NAVAREA XVIII Self Assessment (WVNWS7/3/2/XVIII)

¹⁷ See paragraph 2 of NAVAREA XIX Self Assessment (WVNWS7/3/2/XIX)

¹⁸ See paragraph 5 of NAVAREA XIX Self Assessment (WVNWS7/3/2/XIX)

¹⁹ See paragraph 5 of NAVAREA XIX Self Assessment (WVNWS7/3/2/XIX)

²⁰ See paragraph 2 of NAVAREA XX Self Assessment (WVNWS7/3/2/XX)

²¹ See paragraph 2 of NAVAREA XXI Self Assessment (WVNWS7/3/2/XXI)

**WORLD-WIDE NAVIGATIONAL WARNING SERVICE SUB-COMMITTEE
(WWNWS-SC)**

References:

IHC Resolution 11/1962, as amended IHC17
1st IRCC meeting (Monaco, June 2009)

Terms of Reference

1. Monitor and guide the International Hydrographic Organization (IHO) / International Maritime Organization (IMO) World Wide Navigational Warning Service (WWNWS) which includes NAVAREA, Sub-area and coastal warnings.
 2. Study and propose new methods to enhance the provision of Maritime Safety Information (MSI) to mariners at sea.
 3. Facilitate the implementation of any necessary changes in procedures for disseminating MSI which are required by the Global Maritime Distress and Safety Systems (GMDSS), or systems that supersede the GMDSS, adopted by the IMO.
 4. Provide appropriate guidance to concerned IHO Member State Representatives to further the evolution of the WWNWS with respect to the full implementation of the GMDSS to include attendance at the Conferences of the Regional Hydrographic Commissions and to develop and monitor standards for watch stander training.
 5. Encourage the development of bilateral or multi-lateral arrangements between NAVAREA, Sub-area and National Coordinators in the provision of MSI.
 6. Prepare and review the various guidance documents for the WWNWS and evaluate any proposed amendments on behalf of the IHO Member States prior to formal ~~IHO~~ World Meteorological Organization (WMO) ~~and~~ IMO consideration and approval. WWNWS-SC should submit proposed revisions directly to the IMO Sub-Committee on Navigation, Communications, and Search and Rescue (NCSR) in accordance with the deadlines set down by the NCSR and IMO Secretariat.
 7. Cooperate with other international organizations concerned with improving the global standards for disseminating Maritime Safety Information (MSI), namely IMO, WMO and International Mobile Satellite Organization (IMSO).
 8. Liaise with the Capacity Building Sub-Committee (CBSC) for the delivery of training courses aimed at improving Navigational Warning Services.
 9. The WWNWS-SC should liaise with other IHO bodies, international organizations and industry in the conduct of its work.
109. These Terms of Reference can be amended in accordance with Resolution 11/1962, as amended (*Resolution 11/1962* to be replaced by *Article 6 of the General Regulations* when the revised text of the IHO Convention enters into force).

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Rules of Procedure

1. The Sub-Committee is composed of the NAVAREA Coordinators¹ and Sub-area Coordinators¹. Member States, other than those represented by a NAVAREA or Sub-area Coordinator, may nominate their National Coordinators¹ as members. Representatives of the IMO, WMO, IMSO and the International Hydrographic Bureau (IHB) (*“the International Hydrographic Bureau (IHB)”*) to be replaced by *“the IHO Secretariat”* when the Secretariat is established) participate in an Ex-Officio capacity without voting rights. The Sub-Committee may invite observers to participate in its activities.
2. The Chair and Vice-Chair shall each be a representative of a Member State and shall be determined by vote of the Member States participating in the Sub-Committee at the first meeting after each ordinary session of the International Hydrographic Conference (*“International Hydrographic Conference”* to be replaced by *“Assembly”* when the Assembly is established). IHO Resolution 11/1962, as amended (*Resolution 11/1962* to be replaced by *Article 6 of the General Regulations* when the revised text of the IHO Convention enters into force) shall govern the length of tenure. The Sub-Committee shall have a Secretary, nominated by the Directing Committee of the International Hydrographic Bureau (*“the Directing Committee of the International Hydrographic Bureau”* to be replaced by *“the Secretariat”* when the Secretariat is established). If the Chair is unable to carry out the duties of the office, the Vice-Chair shall act as the Chair with the same powers and duties.
3. The Chair shall have a seat in the Inter Regional Coordination Committee (IRCC) and shall report on the activities of the Sub-Committee to the IRCC Chair for further report to each ordinary session of the International Hydrographic Conference (*“each ordinary session of the International Hydrographic Conference”* to be replaced by *“each ordinary session of the Assembly through the Council”* when the Council and Assembly are established).
4. The Sub-Committee shall have its permanent secretariat at the International Hydrographic Bureau (*“the International Hydrographic Bureau”* to be replaced by *“the Secretariat”* when the Secretariat is established). The Sub-Committee Secretariat shall provide the secretarial and administrative support needed to gather, hold and disseminate information on behalf of the Sub-Committee. The Secretary shall provide a summary of the Sub-Committee's activities to be included in the IHO Annual Report.
5. The Sub-Committee shall normally hold a meeting every year in early September, whenever possible in conjunction with another related conference or meeting. The venue and date of the meeting shall be decided at the previous meeting, in order to facilitate participants' travel arrangements. The Chair or any appointed member, as considered necessary, with the agreement of the simple majority of all members of the Sub-Committee, can call extraordinary meetings.
6. Confirmation of venue and date shall normally be announced at least six months in advance. All intending participants shall inform the Chair and Secretary ideally no later than one month in advance of their intention to attend meetings of the Sub-Committee.

¹ As defined in the IMO/IHO World-Wide Navigational Warning Service Guidance Document - IMO resolution A.706(17) as amended.

7. Members are expected to attend every meeting of the Sub-Committee. Members who are not able to attend a meeting should appoint a proxy or send a written contribution on relevant items of the agenda to the Chair and Secretary, prior to the meeting.

8. Between meetings, the Sub-Committee business will be progressed by correspondence. E-mail will be the normal method of communication. Papers and information material will be posted on the Sub-Committee's section of the IHO web-site.

9. Decisions should generally be made by consensus. If votes are required, decisions shall be taken by simple majority of Members of the Sub-Committee present and voting. When dealing with matters by correspondence, a simple majority of all Members of the Sub-Committee shall be required.

10. Recommendations of a Sub-Committee shall be submitted to its Committee for consideration. Due to the requirement for the WWNWS-SC to provide timely input to the IMO Sub-Committee on Navigation, Communications and Search and Rescue (NCSR) the meetings of which are held annually in the period January to March, the Sub-Committee may submit proposals, by International Hydrographic Organization CL directly to Member States for approval prior to submission to IMO.

11. The draft minutes of meetings shall normally be distributed by the Secretary within six weeks of the end of meetings and member comments should be returned within three weeks. Final minutes should be distributed and posted on the IHO website within three months after a meeting.

12. The working language of the Sub-Committee shall be English.

13. These Rules of Procedure can be amended in accordance with Resolution 11/1962, as amended (*Resolution 11/1962* to be replaced by *Article 6 of the General Regulations* when the revised text of the IHO Convention enters into force).

Justifications for broadcasting MSI:

- Free at point of delivery
- Knowing who to get the information from – varied authorities within each NAVAREA
- Automatic reception
- Automatic suppression of messages already received- administrative burden on the ship
- All ships receive the same message at the same time
- Prioritised delivery
- Alarms and notifications
- Shore side web site availability
- Lack of ship internet capability
- Standardised shipboard systems reduce training and error
- Flexible addressing
- Shore side web site design (English?)
- Scheduled broadcast is made at regular intervals (twice a day)
- How do ships know that there is urgent information to go and get using a "pull" system?
- Frequency of updating web sites - to be standardised
- Capacity issues (point to point transmission or web site hits)