

*Maritime Safety Information(MSI) Services  
Report – WNWWS10 in Monaco  
Future Initiative – Operation Manual  
Capacity Building – Assessment of States MSI*

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*EAHC-SC 6 (20. – 22. Feb 2019 )  
Agenda 13*

*Hydrographic and Oceanographic Department,  
Japan Coast Guard (JHOD)  
As NAVAREA XI Coordinator*



- Background of navigational warning
- 21 NAVAREAs – geostationary coverage
- Significant Definitions
- NAVAREA Coordinator Roles
- National Coordinator Roles
- Report of WWNWS10
- Operation Manual of NAVAREA XI Warning
- Up date the Operation Manual of NAVAREA XI Warning
- Future Initiative

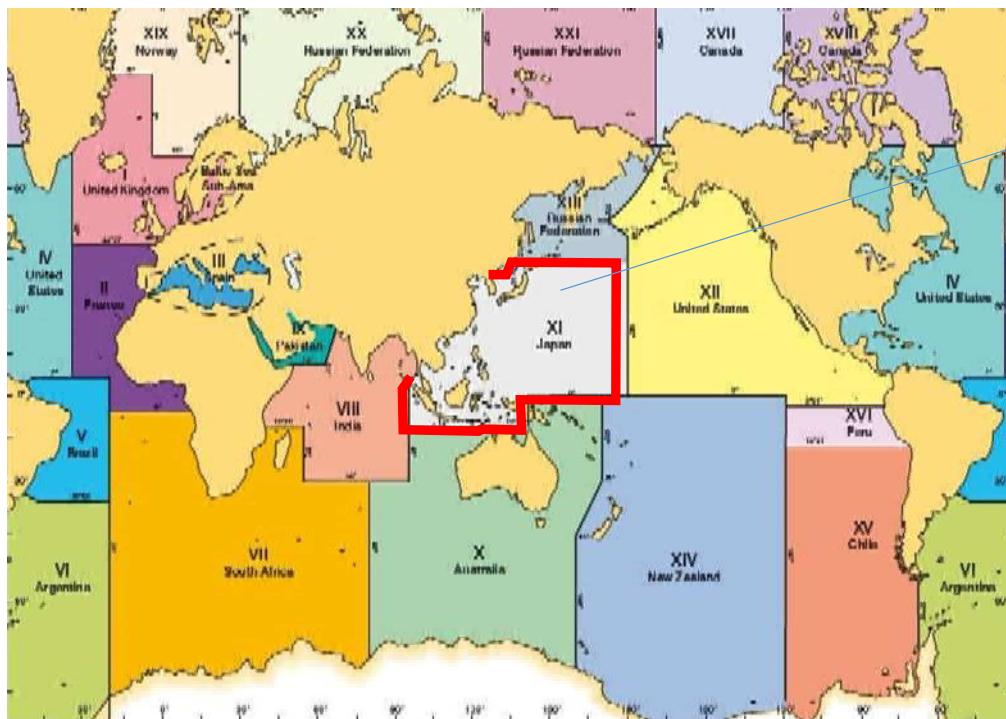
# Background

- 1907 - Promulgation of hazards to navigation begins
  - Unstructured, unscheduled, no monitoring process
- 1912 - Sinking of the Titanic
- 1933 - SOLAS fully implemented
- 1968 – Grounding accident of Tanker ESSO ESSEN
- 1977 - IMO/IHO Establishes the WWNWS
- 1980 - Japan became NAVAREA coordinator
- 1999 - GMDSS fully implemented



## 21 NAVAREAs – geostationary coverage

*NAVAREAs for coordinating and promulgating navigational warnings under the World-Wide Navigational Warning Service*



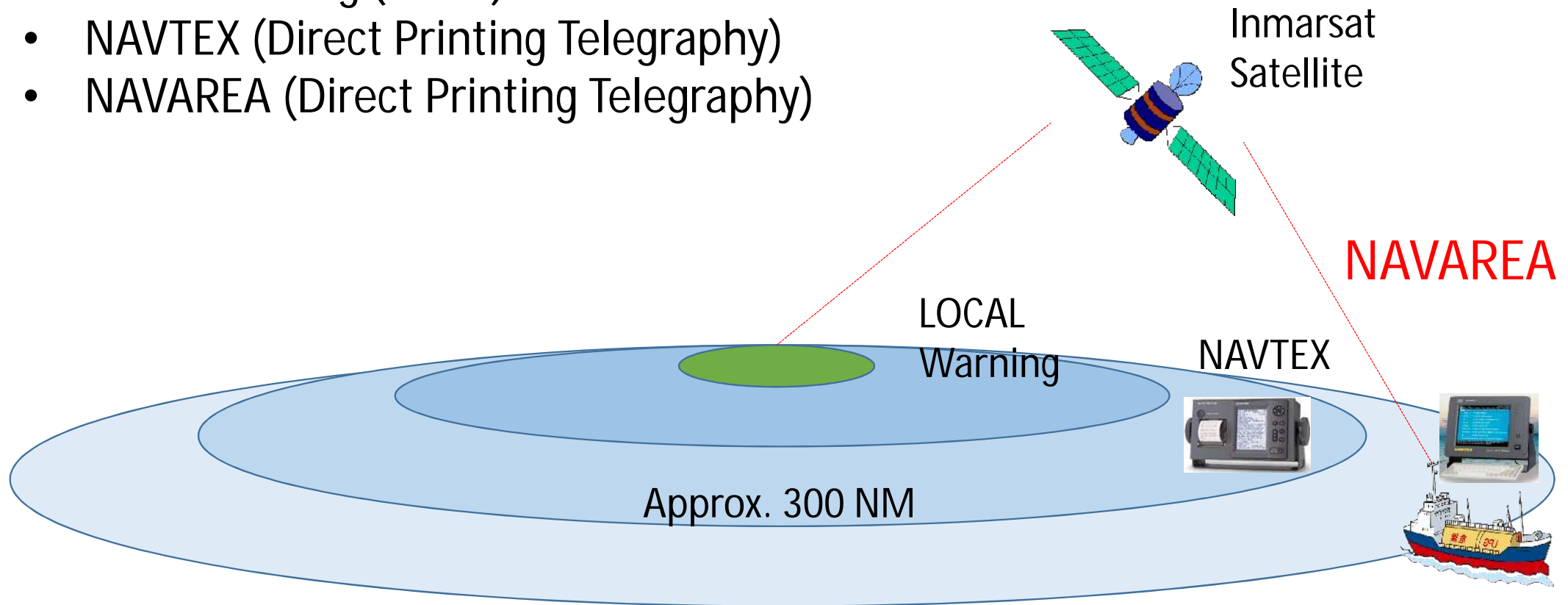
Japan as NAVAREA XI Coordinator for 40 years.

Then, what is NAVAREA?

- NAVAREA: means a geographical sea area established for the purpose of coordinating the broadcast of navigational warnings. The term NAVAREA followed by a roman numeral may be used to identify a particular sea area.
- NAVAREA COORDINATOR: means the authority charged with coordinating, collating and issuing NAVAREA warnings for a designated NAVAREA.
- NATIONAL COORDINATOR: means the national authority charged with collating and issuing coastal warnings within a national area of responsibility.

## Several Types of Navigational Warnings

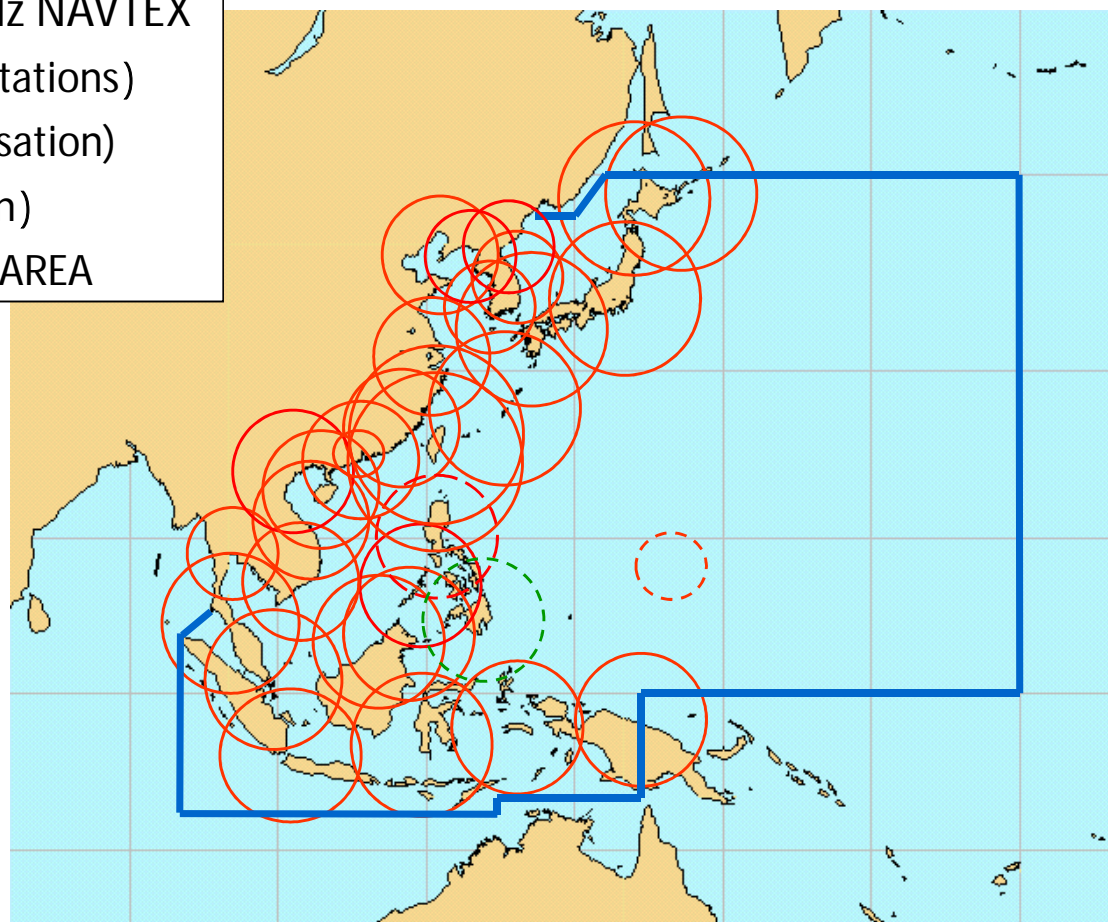
- Local Warning (Voice)
- NAVTEX (Direct Printing Telegraphy)
- NAVAREA (Direct Printing Telegraphy)



# NAVTEX stations in NAVAREA XI

## International 518kHz NAVTEX

- Operational (29 stations)
- ⊖ Unoperational (1 station)
- ⊖ Planned (1 station)
- Boundary of NAVAREA



B1	Coast Station	
A	Jayapura	
B	Ambon	
C	Singapore POCC	
D	Makassar	Pyongyang
E	Jakarta	Hamhung
F	Bangkok Radio	
G	Naha	
H	Moji	
I	Yokohama	
J	Otaru	Manila
K	Kushiro	Da Nang Radio
L	Hong Kong	
M	Sanya	
N	Guangzhou	
O	Fuzhou	
P	Keelung	Linyuan
Q	Shanghai	
R	Dalian	Dabao (P)
S	Sandakan	
T	Miri	
U	Penang	
V	Guam	Jukbyeon
W	Byunsan	
X	Ho Chi Minh Radio	

- endeavour to be informed of all events that could significantly affect the safety of navigation within the NAVAREA;  
**Contact:** [jcg-tuho@navarea11.go.jp](mailto:jcg-tuho@navarea11.go.jp)
- assess all information immediately upon receipt in the light of expert knowledge for relevance to navigation in the NAVAREA;
- select information for broadcast



- draft NAVAREA warning messages in accordance with the Joint IMO/IHO/WMO Manual on Maritime Safety Information (MSI) for the standardization of text and message drafting;
- direct and control the broadcast of NAVAREA warning messages, making full and efficient use of national broadcast facilities in keeping with the provisions of the International Convention on the Safety of Life at Sea, 1974, as amended;
- act as the central point of contact on matters relating to navigational warnings within the NAVAREA;

- promote and oversee the use of established international standards and practices in the promulgation of navigational warnings within the NAVAREA;
- monitor the broadcasts originated to ensure that the messages have been correctly transmitted;
- co-ordinate preliminary discussions between neighbouring Member States, seeking to establish or amend NAVTEX services and with neighbouring Administrations, prior to formal application.

- In each country, MSI is being provided as NAVTEX or other.
- Internationally important MSI should be disseminated through NAVAREA Coordinator.

Therefore, **MSI in each country should be regularly transmitted to NAVAREA Coordinator (JPN).**

(It is up to each country to decide which MSI is to be passed.)

## 6.6 National Coordinator responsibilities

### 6.6.1 The National Coordinator must:

- .1 endeavour to be informed of all events that could significantly affect the safety of navigation within their area of national responsibility;
- .2 assess all information immediately upon receipt for relevance to navigation in their area of national responsibility;
- .6 forward coastal warnings and relevant associated information which may require wider promulgation directly to their NAVAREA/Sub-Area Coordinator and/or adjacent National Coordinators as appropriate, using the quickest possible means;
- .9 act as the central point of contact on matters relating to navigational warnings within their area of national responsibility;



WWNWS(World-Wide Navigational Warning Service) is a Sub-Committee of IHO. WWNWS is a coordinated global service for the promulgation of navigational warnings. 10<sup>th</sup> Meeting of WWNWS was held at Aug in Monaco.

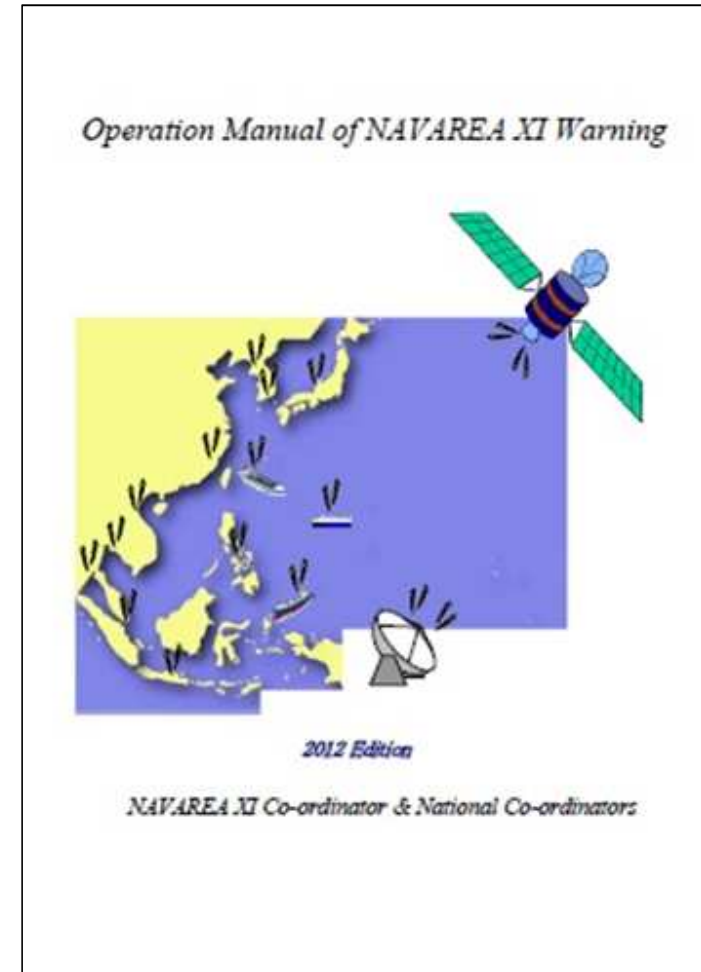
- Iridium Operational Implementation Plan and Program.
- NAVAREA Assessments of Navigational Warnings Services by Coordinators.  
NAVAREA XI highlighted the issue of coastal states not passing MSI outside their own borders.
- S-124 Progress and IMO-IHO HGDM Engagement  
It was agreed that T&Ps should not be included at present.  
NAV XI provided a presentation on the display of navigational warnings.  
Canada, Sweden, Denmark are also testing the display of navigational warnings. They use the S-124 data model.

Other contents can download from following.

[https://www.iho.int/mtg\\_docs/com\\_wg/CPRNW/WWNWS10/WWNWS10.htm](https://www.iho.int/mtg_docs/com_wg/CPRNW/WWNWS10/WWNWS10.htm)

## 2012 Edition

This manual is designed to ensure smooth and accurate operation of navigational warning service in the NAVAREA XI area in accordance with the IHO/IMO WORLD-WIDE NAVIGATIONAL WARNING SERVICE GUIDANCE DOCUMENT, by establishing the communication mechanism between the National co-ordinators in the area XI and the NAVAREA XI co-ordinator (Hydrographic and Oceanographic Department of Japan Coast Guard) as well as among countries in the area.



# Up date the Operation Manual

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Due to GMDSS modernization, new entry of GMDSS providers, and other changes with in the next few years, it is nessessary to update the operation manual.

NAVAREA XI Coordinator will up date it to 202X Edition with National Coordinators.

We need your cooperation ! !



## 1 Produce a new extra manual

Are National Coordinators able to use this manual?

Are National Coordinators need more concrete and easy to reference one?

Based on the new edition of Operation Manual,  
We will produce a example collections or information style collections.

We need your cooperation ! !

### 2 Capacity Building

The relationship between NAVAREA Coordinators and National coordinators is the foundation for the successful provision of MSI to the wider maritime community, this is only achievable if there is open and regular communication.

And I believe developing the skills and capabilities of National coordinators are necessary.

Therefore, Japan plans to do the Capacity Building of MSI in each country of NAVAREA XI.

By doing so, it reinforces the knowledge and confidence of the individuals as well as their organizations, sea of east Asia will be more safe.

Thank you  
for your kind attention!