

**2nd JOINT MEETING OF THE IHO SUB-COMMITTEE ON THE WORLD-WIDE
NAVIGATIONAL WARNING SERVICE (WWNWS-SC) AND THE WORLD
METEOROLOGICAL ORGANIZATION (WMO) COMMITTEE ON THE WORLD-
WIDE MET-OCEAN INFORMATION WARNING SERVICE (WWMIWS)**

**IHO, Monaco
27-28 and 31 August 2018**

SUMMARY REPORT

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

1. OPENING REMARKS AND ADMINISTRATIVE ARRANGEMENTS

1.1 Opening Remarks and Introductions

WWNWS-SC Chair, Peter Doherty, and WWMIWS-C Chair, Johan Stander, welcomed all delegates to the meeting and thanked the hosts, the IHO Secretariat, for the excellent venue and organization. They highlighted the important opportunity the collocation of the two separate meetings has given the NAV and MET Area Coordinators to interact and discuss the various topics, which are of mutual interest to both sets of Coordinators; they also urged all participants to make the most of the opportunities outside the formal meeting to interact and get to know each other as personal contacts are the most effective method of resolving issues and discussing problems.

Chair WWNWS-SC provided some background to the joint meeting and noted a number of activities relevant to both NAVAREA and METAREA operations. He highlighted the importance of keeping the maritime community and the mariner at the forefront of all discussions.

Chair WWMIWS-C noted the changes to the WMO organization and highlighted the number of METAREA coordinators participating and the number of female METAREA Coordinators.

All participants (66 in total) then introduced themselves and provided a brief description of their role within their respective organization, see Annex C for lists of participants.

1.2 Welcome

Director Mustafa Iptes welcomed all participants to the IHO and Monaco. He noted the importance of MSI and its significance within the IHO Work Programmes particularly related to the IHO Capacity Building (CB) and he highlighted that this was the second joint session of the NAVAREA and METAREA coordinators; the first taking place in Wellington, New Zealand in 2014. He noted that all three organizations responsible for MSI were present (IMO, IHO and WMO) and that this was the first meeting of the newly established WMO World-Wide Met-Ocean Information Warning Service Committee and the 10th meeting of the WWNWS-SC.

He was delighted to see 18 NAVAREAs and 1 sub-area represented with six National Coordinators, although unfortunately the south Atlantic was not represented (Areas V, VI & VII). He noted that 20 of the 23 METAREAs were represented and both recognised mobile satellite service providers in the GMDSS (Inmarsat and Iridium) were represented together with the organization responsible for oversight of the providers (IMSO).

He highlighted a number of significant issues to be addressed – up dating documentation to reflect Inmarsat satellite constellation migration and Iridium recognition, development of S-100 based Product Specifications, operational procedures in a multi-provider environment and Capacity Building/Development initiatives. He noted that the gathering was a prime opportunity to establish and develop closer working relations between NAV and MET Area Coordinators and to learn from each other's experiences. Finally he highlighted that it was the first meeting at which NAVAREA XX & XXI has been represented.

1.3 Work Arrangements

The Chair WWNWS-SC provided additional administrative details for the session, see Annex D for lists of documents

1.4 Administrative Arrangements

It was noted that all presentations are available from the WWNWS10 document list on the WWNWS-SC page of the IHO website.

1.5 Adoption of the Agenda

The Chairs introduced the agenda and explained the background behind the creation of the agenda, see Annex B.

2. MATTERS RELATING TO THE GMDSS MASTER PLAN

2.1 IHO Update

IHO provided a brief update on IHO activities.

2.2 WMO Update (WWNWS10/2/2)

WMO provided an updated presentation on activities and programmes relevant to the work of the WWMIWS-C. He highlighted the focus on closer working relationships with partner organizations, in particular the IHO and IMO. He provided background on the Supporting and Enhancing of National Marine Weather Services. He noted the Multi-Hazard Early Warning System (MHEWS) developments together with the Global Multi-Hazard Alert System (GMAS). He highlighted the involvement in the IMO Member State Audit Scheme with respect to the provision of meteorological services. NAVAREA IV_XII requested further details on the MHEWS. METAREA III asked whether the work on the framework on Marine Competencies would be provided later this year ready for presentation at the WMO Assembly, it was noted that this work would be further discussed during the week. WMO Secretary provided detailed information on the Competencies and their development. Chair WWMIWS-C

explained it was part of the process of ensuring all forecasters were capable of using the new technologies and maintaining their currencies. Chair WNWNS-SC noted that the annual WNWNS-SC meeting was used, in part, to update NAVAREA Coordinators on developments and new technology.

2.3 IMO Update (WWNWS10/2/3)

IMO Secretariat provided an update on IMO activities, which included highlighting comments from the IMO SG on the close relationship between the IMO, IHO and WMO and the work on the MSI documentation. He noted the rise in the discussions on the strategic shipping issues and less time available for technical issues, much of which is being undertaken by partner organizations. He noted that the most recent version of the GMDSS Mater Plan had been issued in July and that in future it was intended that IMO member states would directly update the information via the Global Integrated Shipping Information System (GISIS). The migration process is underway with the checking of all information in the current Master Plan to ensure all detail has been migrated; once complete an IMO circular will be issued with details and directions on how to update individual annexes by each Member State. It was indicated that there would be a link to a list of NAVAREA Coordinators, potentially on the IHO website, although this had yet to be agreed between the organizations. The Chair WNWNS-SC noted that not all have access to the GISIS and having the list published via the COMSAR.1/Circ.51 is considered of value. It was recognised that the COMSAR.1/Circ.51 was used by national administrations and organizations rather than mariners, who accessed the information via the IHO and WMO websites. It was noted that NAVAREAs contained generic emails and METAREAs were personnel, which generated the potential for loss of contact due to either out of hours or change of personnel. METAREA II suggested keeping the individual name with a generic email address and website. **Action 1 - WMO**

2.4 IMSO Update (WWNWS10/2/4)

IMSO provided an update presentation on its background and role, activities related to MSI provision, multi-provider issues and capacity building. He particularly highlighted the cooperation agreements with other organizations and authorities. He highlighted the developments of the Inmarsat system and the recognition of the Iridium system. He explained the Public Service Agreement and the ongoing developments to update the document in preparation for signature by Iridium and re-signing by Inmarsat. Chair WNWNS-SC noted that the recognition of Iridium and the migration of Inmarsat satellites are different activities, he also noted that there will be changes of footprint within some NAV and MET Areas and thus an impact on the monitoring responsibility. The Chair WNWNS-SC noted that the migration programme was not communicated until NCSR5. The Chair WWMIWS-C asked for clarification on the Capability Development within small developing island states. The Chair WNWNS-SC asked for clarification on the dates for the Iridium system, noting that 1 January 2020 was the date for operational capability, which was not the same as being operational. IMSO highlighted that 1 January 2020 was the date for the coming into force of the SOLAS amendments. Chair WWMIWS-C noted the WMO adoption process was probably slower than the IHO process. Chair WNWNS-SC noted that all NAV and MET Areas need to be operationally capable prior to full

implementation. METAREA III noted the increase in cost resulting from the additional provider and that for a number of providers the additional costs would not be acceptable. Chair WNWWS-SC noted that being a NAV or MET Area Coordinator required the provision of MSI via all recognised systems. IMSO noted their document of interoperability highlighted the issues of costs and multiple providers, which would be addressed later. IHO noted that there had been a lack of engagement with delegations at the IMO to express concerns and have them recognised.

2.5 Review Contents of GMDSS Master Plan Annexes 7 & 8

Chair WNWWS-SC displayed the GMDSS Master Plan and stepped through the detail. Chairs of NAVTEX and SafetyNET Coordinating Panels explained the updating processes, in particular highlighting Annex 1 as well as Annexes 7 & 8. Chair WNWWS-SC highlighted a number of entries to illustrate a number of points. Secretary WMO highlighted the importance of the yet to be established National Marine Focal Points for the provision of Met services using available facilities. He highlighted the importance of the certificates for access to provide services via mobile satellite service providers and control of the use of the systems. IMO highlighted that a number of the forms in Annex 13 will be updated to reflect the recognition of Iridium; IMO highlighted that this needs to be raised as an action for NCSR by a member state, Chair WNWWS-SC suggested the item could be included in the reports of WNWWS-SC and WWMIWS-C to NCSR. **Action 2 - Chairs WNWWS-SC/WWMIWS-C**

3. PROMULGATION OF MARITIME SAFETY INFORMATION

3.1 Relevant IMO meetings

3.1.1 Outcomes of 99th Session of the IMO Maritime Safety Committee

IHO gave a short brief on the relevant outcomes from MSC 99 (WWNWS10/3/1/1).

3.1.2 Outcomes of 5th Session of the IMO Sub-committee on Navigation, Communications and Search and Rescue

IHO gave a brief on the outcomes of NCSR 5, in particular highlighting the broad scope of the areas of responsibility and noting how almost all impacted on the work of all Area Coordinators (WWNWS10/3/1/2).

3.1.3 Preparations for 14th Meeting of the IMO-ITU Experts Group

IHO highlighted the IMO-ITU EG14 agenda to emphasise relevant issues. Iridium noted that the WRC-19 submission was not a requirement for recognition but an administrative process. IMSO noted that the issue with L-band interference would be discussed during the IMO-ITU EG14 meeting (WWNWS10/3/1/3).

3.1.4 Draft Maritime Services Description for MSI

IHO provided a brief background to the development of MSP and associated MS Templates. NAVAREA XIV then went through the draft completed template. Chair WWNWS-SC recommended it should be submitted by the WWNWS-SC and WWMIWS-C. A number of comments and amendments were suggested, which would be included in the revision prior to submission to the IMO-IHO HGDM2. **Action 3 - NAV/MET X/XIV** It was agreed that the revised document should be circulated for further comment, although it was recommended this was undertaken after feedback from the IMO-IHO HGDM2.

3.2 Broadcast Systems and Services

3.2.1 NAVTEX Services

3.2.1.1 IMO NAVTEX Panel

Chair IMO NAVTEX Coordinating Panel provided a short brief on the NAVTEX report, highlighting the issues noted in the Self Assessment reports and the actions taken. He highlighted a number of operational issues, particularly the lack of notification to IMO when stations are non-operational, either temporarily or longer term, which does not allow immediate action to promulgate information via alternative methods (WWNWS10/3/2/1/1).

3.2.1.2 NAVTEX Services

3.2.2 International SafetyNET Coordinating Panel

Chair International SafetyNET Coordinating Panel gave a presentation covering some background and the Terms of Reference of the Panel. He noted that the Panel would expand its remit to cover all service providers as they are recognised and become operational. He then covered a range of activities and developments over the past year since WWNWS9. He highlighted a number of issues which it would be desirable to achieve and be demonstrated during the operational implementation phase. He noted a number of changes to terminology which would be required as a result of the recognition of Iridium. Chair WWMIWS-C noted that the focal point of contact at WMO would be identified to the Panel for future interaction. NAV IV_XII noted that FleetBroad band was recognised at MSC99 as a regional service, however it was noted that it was not a primary means of promulgating MSI. NAV XIV highlighted testing of the Iridium system on board a ship in Antarctic waters (WWNWS10/3/2/2).

3.3 Developments in GMDSS

3.3.1 Inmarsat-C EGC SafetyNET

Inmarsat provided a presentation on activities and developments of the Inmarsat mobile satellite services. She noted that the FleetBroad band would become globally compliant when the full constellation of I6 satellites had been launched and become operational. The operation of SafetyNET II was described and the training provided to the World Maritime University (WMU) and International Maritime Rescue Federation (IMRF). She clarified the migration process and that

it was a movement of traffic from I-3 to I-4 satellites, not a positioning of satellites. She highlighted the Inmarsat website where further details of the migration and actions to be taken are articulated. NAV X asked for an update on the API development, she noted that it was part of the Fleet Safety development which was due in the first half of 2019. It was highlighted that the satellite ocean region naming conventions had not been clearly promulgated to all. NAV III requested clarification on the completion of the third phase and what satellite would cover the eastern Mediterranean region during and after the migration. MET V asked whether there was a requirement to use SafetyNET II, it was highlighted that SafetyNET would continue in operation and it was an authority decision, although SafetyNET II, as a web based system, provided a number of advantages. MET VIII raised concerns on the coverage in the Indian Ocean, Inmarsat noted that the issue was being addressed. MET II highlighted the problem with the lack of machine-to-machine capability. NAV XIV requested clarification on whether there was a requirement to monitor Fleet Safety broadcasts, which was not a recognised system compared to SafetyNET. NAV III requested clarification on the continued coverage during the phase 4 migration. Inmarsat confirmed that the SafetyNET II had the capability to confirm the message has been received by the provider, which is a different capability to monitoring of broadcasts. Inmarsat clarified that both SafetyNET and SafetyNET II traffic would use the I4 satellites although the footprints would be different from the I3 satellites, which would create a monitoring challenge (WWNWS10/3/3/1.1 and WWNWS10/3/3/1.2).

3.3.2 Iridium Developments

Iridium provided a presentation on activities and developments of the Iridium mobile satellite services. He highlighted the enhancements of the Iridium system which are being undertaken in preparation for becoming operation. He also described new system capabilities and developments, which are being considered for the future. Chair WWNWS-SC and NAV XVII_XVIII highlighted that knowing the number of vessels in an area was not a priority, however monitoring of broadcasts was important and a requirement. Colombia (COL) noted that a RCC utilised the information on which ships had received a message within a particular area. MET III asked when a demonstration of the web interface and transmission of messages would be available; Iridium suggested a WebEx could be organised to demonstrate these elements. NAV XIV highlighted the requirement to monitor the broadcasts and whether the Iridium system could achieve this capability. Iridium indicated there were a number of models which could be used and it was suggested they could be demonstrated to allow the most appropriate to be utilised. MET II highlighted the need for a machine-to-machine capability. Chair WWNWS-SC highlighted a number of issues which needed to be addressed and achieved by Iridium to become successfully operational, he particularly noted the minimum time frame for adoption of the Iridium EGC Manual, which was an IMO requirement prior to final operational state being achieved (WWNWS10/3/3/2).

3.3.3 Iridium Operational Implementation Plan and Programme

IMSO introduced the document, which articulated the outstanding issues which needed to be completed prior to Iridium being considered operational. Chair WWNWS-SC requested that IMSO create a list of the outstanding recognition

items and provide updates as progress is achieved. **Action 4 - IMSO** Chair WNWNS-SC requested early indication of what was going to be submitted to NCSR6 to allow the opportunity to comment if necessary. IMO highlighted that the deadline for documents over 50 pages was advanced by one week per additional 20 pages, he also noted that, as a new manual, the manual would come into force on the 1 January after adoption by the MSC with a minimum of 12 months' notice. He highlighted that the manual could only be submitted to IMO after the IHO and WMO processes had been completed. Iridium highlighted a number of items with which they felt clarification was required. NAV IV_XII highlighted the interaction required with the Chair International SafetyNET Coordinating Panel. Chair WNWNS-SC noted that there remained a number of operational aspects, which need to be addressed; he also noted that there were differences between the administrative processes and the operational processes (WWNWS10/3/3/3).

3.3.4 Broadcast Monitoring in a Multi-provider Environment

NAV XIV introduced the document on broadcast monitoring. He highlighted the impacts of the recent Inmarsat satellite migration, which have taken them outside the new satellite footprints. NAV X highlighted the challenges which needed to be addressed. NAV XIV noted that the introduction of new providers would increase the challenge which needed to be met. MET XIV noted that they were experiencing the same issues; NAV IV_XII had the same issue and resolved it by siting a receiver in a remote location within the new footprint. Chair WNWNS-SC noted that the recognition process of Iridium had highlighted the issue and was a known challenge, which still needs to be addressed with consideration of new systems being recognised. NAV I highlighted that Iridium had previously agreed to spot beam onto the MSI provider's location so that receipt of the transmitted message would be received. NAV IV_XII highlighted that the point of monitoring was to ensure the information received was in the same format and layout as transmitted by the provider. Chair WNWNS-SC suggested it could be possible to create agreements with adjacent Coordinators to monitor the received messages. NAV XIV described an interim method until a more permanent solution was established. Chair WNWNS-SC requested all to include details of their monitoring methods and an assessment of the effectiveness in their Self Assessment reports to WNWNS11. **Action 5 - All NAVAREAs** Chair WNWNS-SC suggested NAV and MET III could monitor each other's transmissions. IMSO requested those Coordinators with concerns to provide details so that the issues could be further explored (WWNWS10/3/3/4).

IHO provided a background presentation on the S-100 registry. The connection with the work being undertaken in development of S-100 base PS (S-124, S-411 and S-412) and Hydrographic and Meteorology terms defined as currently published was highlighted and need to ensure harmonization between them.

End of Day 1

3.3.5 Interoperability Issues

IMSO introduced their discussion document on interoperability for multiple mobile satellite service providers. Chair WNWNS-SC raised the concern of distribution based on cost, which could have a fundamental impact on the service

provided. It was noted that it was a matter of resources as well as financial and the ability to identify an appropriate organization to support and provide the service. Inmarsat and Iridium noted that the definition of interoperability had yet to be agreed. Chair WNWNS-SC noted that if a service was established, then IMO would have to ensure all future providers used the service. Chair WNWNS-SC asked participants whether administrations understood the impacts of recognition of new mobile satellite service providers, particularly the increase in cost with each new provider. NAV VIII highlighted that some systems were not allowed in some countries and therefore could not be used within their areas of responsibility. Iridium noted that they would not charge for the first year of operation and this would be reviewed at that stage. It was recognised that the additional resources would have to be provided to use the additional service, this would include additional personnel and the associated training effort. The Chair WNWNS-SC highlighted the challenges of establishing new equipment within NAVAREAs overseen by military and/or national defence organizations.

NAV IV_XII introduced the report of the Interoperability CG, he focused on the C codes and the data format. Chair suggested the interoperability challenge may need to be addressed in phases, including monitoring, so that incremental progress could be achieved. NAV I suggested that the issue should be addressed by IMO and IMSO; he suggested that the use of the Inmarsat GUI may be the quickest route to finding a solution.

The participants agreed on an initial definition of Interoperability: “The ability of registered MSI providers to use a single interface, common data formats and architecture to disseminate their MSI via multiple recognised mobile satellite service providers in accordance with the requirements of the IMO”. A priority list of capabilities to achieve this would be developed further at the DRWG17, noting that the focus should remain on enhancing safety of navigation and safety of life at sea.

It was noted that a definitive list of methods/interfaces used by NAV and MET Areas needed to be generated. It was noted that the methods were: email, smtp, pstn, x25, web interface, machine-to-machine (APIs). Chair WNWNS-SC requested each NAV and MET Area to articulate what interface was in use for passing the list to IMSO, Inmarsat and Iridium. **Action 6 - All NAVAREAs and METAREAs**

4. REVIEW OF GUIDANCE DOCUMENTS AND OTHER RELATED DOCUMENTATION

4.1 Document Review Overview

IHO provided details of the DRWG16 meeting and the status of MSI documents. Chair WWMIWS-C highlighted the structure changes and recommended that the ToRs of the vice-Chair responsible for documentation clearly states the need to attend the DRWG meetings. The Chair WNWNS-SC highlighted the order in which he intended to address the documents (WWNWS10/4/1.1 and WWNWS10/4/1.2).

4.2 IMO Resolution A.705(17)

The meeting went through and completed the editorial amendments to: MSC.1/Circ.1287 (A.705(17)), International SafetyNET Manual and Joint IMO/IHO/WMO Manual on MSI. During the final joint session the participants reviewed the draft versions of resolutions A.706(17), as amended, and A.1051(27), which were cross referenced to other documents to ensure consistency.

4.3 IMO Resolutions MSC.306(87) and A.664(16)

It was agreed these resolutions would not be submitted to NCSR6.

4.4 Joint IMO/IHO/WMO Manual on MSI

It was agreed this manual would not be submitted to NCSR6.

4.5 International SafetyNET Manual

The meeting commenced a review of the proposed revisions, which had been received from Inmarsat approximately a month before the meeting; however, after some considerable time, it became clear that the scale of the revisions and the discussions required meant that it would not be possible to progress the work further without overlooking the rest of the agenda and the important other topics which needed to be addressed. It was therefore decided to continue the review at the DRWG17 meeting after NCSR6, which it was acknowledged, would delay the in-force date by 12 months.

4.6 IMO NAVTEX Manual

This manual was not reviewed at the meeting.

4.7 Inmarsat SafetyNET Users' Handbook

It was agreed that this manual would not be reviewed at the meeting.

4.8 Iridium EGC System Manual

It was agreed that this manual would be reviewed at DRWG17 meeting after NCSR6, which would allow additional time for preparation.

JOINT SESSION CONTINUED

Chairs WWNWS-SC and WWMIWS-C provide a brief update on discussion and progress during the separate meetings. Chair WWNWS-SC updated on the progress made with the guidance document review, he noted that the International SafetyNET Manual and the Iridium EGC Manual would be further reviewed at the DRWG17 meeting after NCSR6 prior to circulation. The Chair WWNWS-SC noted that the proposed new name for the International SafetyNET Coordinating Panel should be the International Enhanced Group Calling (EGC) Coordinating Panel.

5. COORDINATION BETWEEN WNWWS AND WWMIWS

5.1 Planning for Periodic Survey of Shipping on MSI Provision

The Chair WWMIWS-C provide a brief update on METAREA surveys and the potential for a joint MSI survey to be undertaken on behalf of the NAV and MET Areas. It was agreed to discuss this further at the DRWG17 after NCSR6

5.2 Contingency Planning for GMDSS Broadcasts

It was noted by the Chair WNWWS-SC that contingency planning is a necessity for all NAV and MET Area authorities. The Chairs WNWWS-SC and WWMIWS-C asked all participants to reach out to their respective authorities within their area to coordinate the potential use of the services of their respective authorities for contingency operations.

5.3 Capitalising on Developments in Communications Platform Capabilities

Not discussed at the meeting.

5.4 Competency Framework for MSI Provision

WMO provided a presentation on Marine Forecaster Competency Framework, which tied in with the IMO Member State Audit scheme. He explained the background and methodology employed.

5.5 NAV/METAREA Coordinator Contact and Best Practice

It was agreed the combined list of contact details should be circulated for review and update at periodic intervals. It was agreed that the table developed by WMO should be used. It was suggested that the list should be published on the WMO and IHO websites. **Action 7 - Chair WWMIWS-C/WMO/IHO**

5.6 Planning and Coordination of preparation for Audits Under the IMO Member State Audit Scheme

Not discussed at the meeting.

6. CAPACITY BUILDING

6.1 Capacity Building Course Overview

Chair WNWWS-SC provided brief comments on the IHO CB programme, the material of which was available in the USB flash drive provided. NAV XIV provided a short brief on the recent course provided for the South West Pacific Hydrographic Commission (SWPHC) states. Chair WNWWS-SC highlighted the forthcoming MSI training courses (WWNWS10/6/1).

7. ANY OTHER BUSINESS

7.1 IOC Update and Tsunami Warning Messages

IOC joined via video link for discussions on the Tsunami Warning Service and the associated draft warning messages to be issued through the mobile satellite service providers. He provided a brief background on IOC and the Tsunami Warning Service before providing further details on the Tsunami Warning Service and the Tsunami Service Providers (TSP). He provided details of the development of the warning messages since February 2014. He highlighted the key requirements for consideration in the development of the message text and promulgation of the messages. Chair WNWNS-SC provided information on message format and content, focused on particular issues raised by IOC. Chair WNWNS-SC asked NAVAREAs IV_XII, X, XIV and XV to provide detailed feedback to IOC. **Action 8 - NAV IV_XII/X/XIV/XV** Chair WNWNS-SC requested contact details of TSP, including individuals, to develop closer working relationships, word copies of the message examples and a copy of the presentation to be provided. **Action 9 - IOC** NAV IV_XII suggested more specific detail could be included, such as geographic location, whilst keeping the messages short and concise. NAV XIV highlighted the initial position of the event was used in the message. WMO highlighted the WMO guidelines for impact based forecasting and their relationship with the proposed messages and the MHEWS. NAV VIII questioned why a tsunami warning should be navigational warning message issued by a NAVAREA rather than a METAREA warning? Chair WNWNS-SC provided the IMO background on the subject, detailed in COMSAR/Circ.36 dated 18 February 2005. NAV Ib requested whether this information would be included in S-124 or S-412; Chair WNWNS-SC indicated it would be a warning category for S-124, although it could also be included in S-412. IMSO requested clarification on the role of the mobile satellite service providers and IMSO, as the oversight body; Chair WNWNS-SC highlighted that all mobile satellite service providers would be used by the TSP when operational to ensure all the maritime community is informed regardless of which service is being used (WWNWS10/7/1).

7.2 IHO Secretariat highlighted the IMSO Assembly 25 and the draft agenda, which contained a significant element of GMDSS discussions, the outcomes of which would impact on the operations and procedures of the NAV and MET Areas activities, particularly as IMSO had been given responsibility for the operational implementation of the Iridium EGC System into the GMDSS. All were encouraged to participate to provide an operational perspective. He noted that a list of significant meetings would be published as an annex to the final meeting report document and all were requested to consider participation.

7.3 A meeting of the International SafetyNET Coordinating Panel took place on Aug 31 in the margins of the meeting. All member organizations on the Panel were represented. It was agreed that a revised Terms of Reference and a proposed new name should be submitted as a document to NCSR6, which it was requested all participants at the WNWNS-SC and WWMIWS-C meeting would obtain agreement for their administrations to co-sponsor.

8. CLOSURE OF MEETING

Chair WWMIWS-C provided some closing remarks and suggestions for future meetings. He suggested some refining of the agenda and the need for maintaining regular contacts between the communities, including meetings on a biennial cycle. He noted both communities had and would continue to learn from each other.

Chair WWNWS-SC provided his closing remarks and summing up. Thanked all for their efforts and participation and for the interaction over the week, he encouraged all to continue the engagement. Sub-area Ib confirmed that the Baltic Sea Hydrographic Commission (BSHC) had established the Baltic Sea MSI Working Group (BSMSIWG). Director Iptes provided his closing reflections and observations on the week. Chair WWNWS-SC highlighted the learning and relationship building, which are the key to the success of the meeting.

**10th MEETING of the IHO SUB-COMMITTEE ON THE WORLD-WIDE
NAVIGATIONAL WARNING SERVICE (WWNWS)
IHO, Monaco
28 – 30 August 2018**

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 Administrative Arrangements

Agenda was adopted (WWNWS10/1/1) and Annexes A and D.

1.2 Review of Action Items from WWNWS7

Action list from WWNWS9 was reviewed (WWNWS10/1/2). The Chair suggested that a message should be promulgated indicating that rectangular area broadcasts would cease in the Arctic NAVAREAs to be replaced by NAVAREA specific addressing, include in the report to NCSR6. **Action 13 - Chair/NAV XVII_XVIII/XIX/XX_XXI/IHO**

1.3 Report from the 10th meeting of the Inter-Regional Co-ordination Committee (IRCC10)

The Chair provided an up-date brief on the WWNWS-SC report to the IRCC10 (WWNWS10/1/3.1, WWNWS10/1/3.2, WWNWS10/1/3.3 and WWNWS10/1/3.4)

2. PROMULGATION OF MARITIME SAFETY INFORMATION

2.1 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 (WWNWS10/2/1/I to WWNWS10/2/1/XX_XXI).

NAVAREA I - He informed that there were no issues on operational or capacity building nature to report.

Sub-area Ib - She informed that the Estonian NAVTEX station Tallinn changed B1 character to [F] to solve the problems regarding the Italian NAVTEX station Mondolfo interfering with Tallinn. She also noted the BSHC intended to create a BSMSIWG to replace the Baltico.

NAVAREA II - He highlighted the challenge of obtaining MSI from West African states and maintaining regular loss of contact with individuals. A number of CB priorities have been identified. IHO noted that the challenges were the

same for the Secretariat and that Liberia had made contact and a place had been made available on the MSI course to be held in Niterói later in the year. The Chair agreed that all information on contacts should be shared between relevant bodies.

NAVAREA III - He highlighted the challenges created by the migration from Inmarsat I-3 to I-4 satellites and the split footprints across Area III. He noted a training course was held internally and funded by the Spanish MoD. He noted an improvement in the cooperation between the coastal states in the eastern Mediterranean and the Black Sea, which had allowed better promulgation of MSI within these areas. Malta requested whether there was any information on progress on the restoration of the Libyan and Tunisian NAVTEX stations, in particular the Tunisian station at Kelibia; he confirmed that Malta would continue to transmit MSI as necessary. The Chair requested a link to the list of Regional Capacity Building Coordinators be included on the WNWNS-SC web page; **Action 14 – IHO** IHO Secretariat would also highlight these contacts during the Capacity Building discussions.

Regarding with the promulgation of navigational warnings in the Eastern Mediterranean Sea, the NAV III Coordinator is maintaining discussions with staff associated with the safety of navigation from these coastal states via e-mail, and considers that cooperation and the level of coordination have improved from the situation before WNWNS9, particularly in matters on areas affected by navigational warnings.

In the Black Sea, regarding messages received from the Russian Federation for the north-western part of the Black Sea, Sea of Azov and Kerch Strait, the NAV III Coordinator is passing these messages on to Ukraine to be transmitted by Odessa NAVTEX Station for the north-western part of the Black Sea and Berdiansk NAVTEX Station for Sea of Azov and Kerch Strait. Ukraine is transmitting these messages.

NAVAREA IV_XII - Highlighted Colombia NAVTEX stations and the receipt of MSI from the Dominican Republic for the first time and Cuba as a result of their attendance at the MACHC and the discussions held. The NGA App Maritime Guardian Pro (MG Pro) 2.0 was described. Sub-area Ib suggested a list of warnings with no geo position so that they remained visible regardless of zoom scale is use. NAV XIX suggested access to the chart should be through the warnings, so that they had to be viewed. He noted successful testing of contingency planning between NAV IV/XII and NAV XVII/XVIII.

NAVAREA V – The Chair introduced the report, he highlighted the new coordinator and the signing of a contingency planning.

NAVAREA VI – The Chair introduced the report, he noted the Contingency Planning between NAV V and NAV VI for all MSI warnings, has been signed and that an annual exercise was successfully conducted. He highlighted that NAVAREA Coordinators receiving maritime safety information not affecting their area of responsibility should retransmit it to the appropriate NAV Coordinator. He noted that NAVTEX station La Paloma (Uruguay) remains inoperative since 2005.

NAVAREA VII – The Chair presented the report, in which the lack of NAVTEX Stations north of the South African international borders were highlighted and it was noted there were plans to bring a dedicated Namibian NAVTEX service back into operation. The slow progress and the lack of adequate MSI implementation by States in the Great Rift Valley in the Southern African region remains a persistent matter of concern whilst the SAIHC continuously strives to instil an awareness of maritime safety and encourages the implementation of MSI measures by member states. To ensure the continuous operational capability of MSI dissemination via SATCOM C SafetyNET, South Africa, France and Australia agreed to test their contingency plan during 2018, and the plan was implemented on 6 June 2018 by means of a joint exercise.

NAVAREA VIII - He highlighted the seven new NAVTEX stations becoming operational. He noted the MSI course in Goa in early 2019. He noted the challenge of monitoring after the Inmarsat satellite I-3 to I-4 migration. Inmarsat noted that it was not yet possible monitor the exact message transmitted by the satellite over SafetyNET II. The Chair noted this was the same shortcoming with the Iridium.

NAVAREA IX - He highlighted problems with contact with some national coordinators and the lack of provision of MSI to the coordinator. The Chair suggested a generic letter be drafted at the DRWG17 for use by Coordinators to contact National Coordinators to address the lack contact and to highlight the roles and responsibilities. **Action 15 - Chair** Secretariat suggested a request for a MSI course be included in the forthcoming RSAHC in early 2019. **Action 16 - NAV IX** NAV IX noted Karachi NAVTEX station is under upgrade, Coastal Warnings are also being transmitted via SafetyNET.

NAVAREA X - He highlighted the system upgrades in progress and the challenges of monitoring with the new satellite structure. He noted improvements in the contact with and receipt of information from the regional National Coordinators. He highlighted the 3 phase approach being taken to assist Papua New Guinea to develop their organic capability. Secretariat requested for NAV X and XIV to include small islands in southern part of NAV XI to be included in their activities as they have more in common with the other islands states than the rest of the East Asian states.

NAVAREA XI - He highlighted the issue of coastal states not passing MSI outside their own borders. He highlighted that it was planned to visit coastal states to raise awareness and improve the situation, it was also planned to use the East Asia Hydrographic Commission (EAHC) meeting in September to raise the issue. He requested the support of the WWNWS-SC to assist in addressing this issue. It was agreed that the SG IHO report to the EAHC would include this issue. **Action 17 - IHO** The Chair asked for liaison when organizing MSI courses to ensure the availability of instructors. NAV XI noted that there had been no serious accident caused by wrong NW or lack of necessary NW in NAV XI.

NAVAREA XIII - He highlighted the importance of maintaining communication with adjacent NAVAREA coordinators, particularly when trying to contact military organizations. The Chair agreed to add the NAV IV_XII gmail address to the contact list, he requested NAV XVII_XVIII consider a similar approach, in

addition the Chair would include the gmail address in his correspondence. The Chair requested an email address to be used by USA, CAN and GRE to improve communications, also asked for test emails to be sent to both Russian Coordinators.

NAVAREA XIV - He highlighted RCCNZ had been operating as the NAV Coordinator for the past 12 months. He noted that New Zealand (NZL) is actively involved with a number of IMO and IHO Sub-Committees and Working Groups; and capacity building in the SWP region for MSI, charting and hydrography through the Regional Hydrographic Commission and the NZ Aid Programme, Pacific Regional Navigation Initiative (PRNI), and maritime safety and SAR through the South Pacific Community (SPC) and Pacific Maritime Safety Programme (PMSP). He noted that a six monthly communications check with all National Coordinators had been initiated with initial success. He noted Niue and Tuvalu had provided MSI for the first time. It was noted that the MSI training effort was beginning to have an impact with notable improvements. He highlighted the changes to contingency plan after the change to SafetyNET II and greater flexibility it provided. He noted the recent MSI course completed at which Fiji provided a trainee trainer. The Chair requested additional details of the test methods used to work with Iridium; the Chair requested that all Iridium test messages should include a statement that the message was a Test Message, he suggested using similar processes and formats used for the Arctic Areas. The Chair requested future tests with Iridium should be notified through the Chair WWNWS-SC to ensure correct coordination and testing. Secretariat highlighted the successful work undertaken by NAV X and XIV and the coordination with the Regional CB Coordinators.

NAVAREA XV - He highlighted the migration of the Inmarsat satellites and the impacts. In order to comply with paragraph 2.4.1.3 of the Joint IMO/IHO/WMO Manual on MSI, three broadcast schedule have been adopted 04:00, 12:00 and 20:00 UTC to issue coastal warning in replacement of those radio stations which might be impeded to achieve NAVTEX broadcast. In order to harmonize the broadcast schedule of Valparaiso Radio, the schedule for broadcasting Zone IX Meteorological Information has been adjusted from 14:40 to 14:50 UTC. He noted the actions now being taken to complete the warning cycle. He noted that the draft contingency plan is being progressed with NAV XVI. He noted NAV XV is directly involved with the Tsunami Warning programme and the text of the draft warning message. He noted that a training course was to be provided to Colombia. NAV I noted the Annex 8 submission needed to be provided to the IMO for inclusion in the Master Plan; also noted the minimum overlap between NAVTEX stations in case of a failure. NAV XV agreed to investigate. Further discussion with Chair IMO NAVTEX Coordinating Panel resolved this issue.

NAVAREA XVI - He highlighted the progress toward ISO 9001:2008 certification and he noted NAV XVI is divided in 3 sub-areas defined as Ocean Pacific Coastal Paita, Coastal Callao and Coastal Mollendo. These Coastal Centres operate autonomously promulgating Navigational Warnings via NAVTEX. Peruvian Contingency Plan provides actions needed to face emergencies caused by natural disasters, as well as provisions for the dissemination of alerts in case of a Tsunami warning occurrence. The Chair requested all to review the Joint Manual and provide message examples to be included. **Action 18 - All NAVAREAs**

NAV XVII_XVIII - She noted that the new NAVTEX transmitter was installed in Iqaluit after the centre opened for the navigational season this spring. It's up and running smoothly now. In March, Canada (CAN) and the USA conducted a successful joint NAVAREA Contingency test. She noted that our Inmarsat receiver will only receive messages which are addressed to the advertised rectangular areas. The receiver has not been updated to reflect the established NAVAREA boundaries. Given the success of this test, CAN MET/NAVAREAs are in discussions regarding conducting a similar contingency test in the near future. Proposed NAVTEX Service Areas have been developed and sent to Denmark (DEN), USA and the relevant regional administrations in CAN. DEN has requested that where our proposed boundaries may overlap, CAN cede to their already declared Service Area boundaries. Feedback from both the USA and Canadian regions is still pending. She confirmed the intension to move to SafetyNET II.

NAVAREA XIX - He highlighted the move to SafetyNET II later in the year and an Iridium terminal is installed ready for use. Iridium indicated a terminal would be between \$4000-\$5000, however this was still under review depending on the design and capabilities.

NAVAREA XX_XXI - He highlighted the installation of a new NAVTEX station later in the year. He noted the development of the website to make in-force warnings available.

National Report – China (CHN) highlighted the activities of the Maritime Safety Administration (MSA) for the provision of MSI. He highlighted the training to ensure all operators are fully capable. He confirmed warnings outside the NAVTEX station coverage were passed to NAV XI, the Chair asked that all information of relevance within the CHN sea area should be passed to NAV XI, even if within NAVTEX station coverage. **Action 19 - CHN**

2.1.1 Quality Management Analysis of Self Assessments

IHO provided an analysis of the Self Assessment reports and highlighted some of the significant issues identified (WWNWS10/2/1/1). The Chair asked feedback on comments identified be provided to him. **Action 20 - All NAVAREAs**

2.2 S-124 Progress and IMO-IHO HGDM Engagement (WWNWS10/2/2)

NAV XVII_XVIII delivered a presentation on the development of the S-124 PS. She provided a short background update on the S-124CG and its recent activities. It was requested that the invitation to participate in the discussions be sent to the wider WWNWS-SC membership, Sub-area Ib noted that the discussions were highly technical at present and it was suggested that a more general discussion could be initiated on periodic basis. The WWNWS-SC considered the actions:

a. The Sub-Committee noted the report and thanked the Chair of the S-124CG for the significant efforts and progress achieved over the past 12 months. The Chair WWNWS-SC encouraged all those who had yet to engage to do so, to ensure diverse considerations and comments were included in the development.

- b. Not considered during the meeting.
- c. The Chair expressed concerns on the format of the symbols and suggested a simple NM symbol should be used rather than including a charting symbol. Secretariat noted that consideration should be given if position was critical, it was agreed that the symbol should be the access to a text information pop-up. NAV IV_XII noted that line or polygon features were not addressed. NAV XV highlighted the importance of whether the warning addressed an existing symbol and area warnings. Secretariat noted that the symbol would appear in the centre of any part of an area in the display with a symbol on which a pick-report could be conducted for the full warning information. Secretariat noted that the PS needed to be tested for interoperability and conflicts as well as feedback from the maritime community, which would allow for further adjustment and development, particular if position was a critical attribute. It was agreed that a simple symbol should be used with a pick-report.
- d. It was noted that T&Ps could be S-124 initially and then S-101 data, however there were questions on whether the information was of a critical nature in the manner of MSI. Secretariat provided information on the approach to updating ENCs, which is very different from correcting/maintaining paper charts. Secretariat highlighted the important difference between the current methods and the way the provision of MSI will be undertaken in the future. There was concern that there was potential to reduce the critically of the information provided as MSI. It was agreed that T&Ps should not be included at present.
- e. NAV XVII_XVIII agreed to send out information on the datasets for validation by correspondence. **Action 21 – NAV XVII_XVIII**
- f. It was noted that the Joint IMO/IHO/WMO Manual on MSI would need to be revised to reflect the processes and methodologies used in S-124.
- g. The Chair encouraged all NAVAREA Coordinators to fully participate in the CG.
- h. NAV XVII_XVIII agreed to provide feedback to the Chair S-124CG.

2.3 Display of Navigational Warnings

NAV XI provided a presentation on the display of navigational warnings. Chair noted that the work being undertaken would benefit the ongoing work and development of the S-124 PS.

3. REVIEW OF GUIDANCE DOCUMENTS

The Chairman noted that the 16th meeting of the Document Review Working Group was held at IMO Headquarters the week following NCSR5 in 2018. He intended to convene the 17th meeting following NCSR6 at IMO Headquarters in London from 29-31 January 2019 and he asked the Secretary to make the necessary arrangements with IMO. Chair provided a background brief on the document review process.

3.1 Document Review Status Report

The Chair briefed on the actions resulting from the DRWG16 meeting, which was followed by an update on the state of the MSI documentation (WWNWS10/3/1.1 and WWNWS10/3/1.2).

3.2 IMO Resolutions A705(17) and A.706(17), as amended

Reviewed and revisions endorsed for submission to NCSR6.

3.3 IMO Resolution A1051(27)

WWMIWS-C reviewed the resolution and presented revised text for harmonization with other MSI documents and subsequent submission to NCSR6.

3.4 IMO Resolutions MSC.306(87) and A.664(16)

To be reviewed at DRWG17.

3.5 IMO Resolution MSC.305(87)

It was recommended that revision of the documents was delayed until DRWG17 and clarity on the new performance standards, resolution MSC.434(98), had been provided by IMO.

3.6 Joint IMO/IHO/WMO Manual on MSI (IHO Publication S-53)

This manual was not reviewed at the meeting.

3.7 International SafetyNET Manual

Chair requested notification of the change of name to the International SafetyNET Manual be included in the covering submission to NCSR6. **Action 22/23 - Chair/IHO**

3.8 IMO NAVTEX Manual

This manual was not reviewed at the meeting.

3.9 COMSAR/Circ.3

This Circular was not reviewed at the meeting

3.10 Inmarsat SafetyNET Users' Handbook

This manual was not reviewed at the meeting.

3.11 IAM SAR Manual Volume 2

This manual was not reviewed at the meeting.

3.12 IHO Publication C-55 (MSI Elements)

This publication was not reviewed at the meeting.

3.13 Iridium EGC System Manual

Iridium introduced the most recent version of the Iridium Services System Manual and explanations of the proposed changes were provided. A number of amendments were identified as necessary. Further wide ranging discussions on the progress towards full operational capability and the implementation actions required to achieve the status. It was agreed that further revisions and amendments would be undertaken by Iridium to be presented at the DRWG17 after NCSR6 with the objective of a final review, if sufficiently developed, at WWNWS11 for submission to NCSR7. **Action 24 - Iridium** IMO proposed that the Chair International SafetyNET Coordinating Panel should submitted the revised ToRs to NCSR6. **Action 25 - Chair** The Chair and Secretariat requested and anticipated all NAVAREA Coordinators would also notify their agreement to co-sponsor the submission to NCSR6 when providing feedback on the draft document. **Action 26 - All NAVAREAs** The Chair requested a two hour period be made available during DRWG17 for a live Iridium demonstration. **Action 27 - IHO/Iridium**

3.14 WWNWS ToRs

The Chair introduced the ToRs and RoPs and highlighted the need for Self Assessments to include an appropriate statement to be included in the final report. The Chair requested the review date to be amended on all sheets to reflect the most recent review. **Action 28 - IHO**

4. WWNWS REPRESENTATION AT REGIONAL HYDROGRAPHIC COMMISSIONS (RHCS) AND OTHER CONFERENCES

4.1 Update on WWNWS Members' Attendance to RHCs and Reports

The Chair provided the background to the engagement with RHCs and the importance of providing an accurate report on the activities for the provision of MSI within the region; the Chair highlighted the importance of ensuring the Chair of each RHC is given a clear picture of the state of MSI provision to assist in identifying where MSI training should be focused. IHO emphasised the importance of not just reusing the Self Assessment, which does not provide necessarily the information required by the RHC Chairs. The IHO encouraged all to check the IHO website to identify when relevant RHC meetings were taking place and contact their HO for the provision of their report (WWNWS10/4/1). **Action 29 – All NAVAREAs**

4.1.1 National Coordinator MSI Reports

NAV X highlighted the national assessment form as a way of capturing a great deal of important information for assessing the state of the organization and its ability to provide quality information. NAV IV_XII noted that informing students that the MSI report to the RHC would include who has been trained and how much MSI is being provided, this had had a positive impact to increase the provision (WWNWS10/4/1/1.1 – WWNWS10/4/1/1.3).

4.2 Capacity Building Training Course Development

Secretariat provided a briefing presentation on the IHO Capacity Building strategy and the inter-action between the NAVAREA Coordinators, Regional CB Coordinators, Regional Hydrographic Commissions and national organizations. The forthcoming courses for 2018 and 2019 were highlighted. NAV XIV noted that the national coordinator from Fiji was included in the recent SWPHC, it was asked if instructional training was available, which was confirmed as a potential use of funds. CB funding is available to get instructors to deliver courses. It was noted that NAVAREA Coordinators can assist the Regional CB Coordinators in the selection of the correct candidates to ensure the training resources are targeted to obtain the best impact with the available resources. The Chair expressed concerns on the different names used for the courses in the CB Programme and the resultant selection of candidates had not been necessarily the most appropriate because of the inclusion of additional topics and subjects. The Chair suggested a description of the course contents and its objectives could be included on the WWNWS-SC website. IMO suggested using the IMO existing mechanisms for documenting a 'Model Course'. The IMO Representative noted that IMO may be able to provide funding assistance for CB MSI training, but would need a standard MSI training course syllabus. The Chair requested NAV XIV to coordinate, with assistance from NAV I/IV_XII/X, the drafting a Model Course syllabus for submission to IMO, who requested submission by mid-October to obtain funding in the next period. **Action 30 – NAV XIV** Secretariat noted that there was a new spirit of cooperation between IHO and IMO Technical Cooperation Committee (TCC) for the delivery of CB. It was agreed that the name to be used for the MSI Course will be "Maritime Safety Information Training Course" (MSI Training Course for short).

4.2.1 On-line MSI Training Course

(WWNWS10/4/2)

4.2.2 Attendance Criteria and Student Selection

The Chair noted that notification of Regional CB Coordinators would be highlighted to NAVAREA Coordinators so that close interaction could be established to ensure the correct candidates are selected for training courses. The importance of up to date lists of national coordinators and constant assessment of the quality of information being provided are key to targeting the training to where most needed. NAV I highlighted the benefits to NAVAREA Coordinators of the courses and being involved in the delivery of the course.

4.2.3 Input from Partner Organizations

Not discussed at the meeting.

4.3 WWNWS CD-ROM/USB Drive

The Chair provided background information on the creation and contents of the CD-ROM/USB, he demonstrated the some of the details contained in it. The participants were reminded that it was a snapshot and therefore organization

websites should be checked for the most recent versions of documents. A copy of the contents was provided to all attendees on CD-ROM or USB.

5. NEXT MEETING

5.1 DATES AND VENUE FOR WVNWS11

Canada offer to host the next meeting, WVNWS11, in Halifax, Canada, from 26 to 30 August 2019. IHO agreed to provide a draft invitation letter and annexes to NAV XVII_XVIII to completion. It was agreed the invitation letter would be published in March 2019. NAV XVII_XVIII provided some outline details of the proposed arrangements. **Action 31 - NAV XVII_XVIII/IHO**

CHN confirmed that a proposal to host the meeting in 2020, WVNWS12, had been submitted and further information would be provided when available. COL and GRE also indicated their willingness to host in the future.

5.2 DRAFT AGENDA FOR WVNWS11

A provisional agenda for the WVNWS11 meeting (WVNWS10/5/2) was displayed and agreed by those present. It was noted that the draft agenda would be developed further at the DRWG17, see Annex F.

6. REVIEW OF ACTION ITEMS FROM WVNWS10

The Secretary reviewed the list of action items agreed to during the meeting. These are set out in Annex E. It was noted that the draft List of Actions would be circulated with the draft meeting report to allow participants to correct errors of fact. The Secretary highlighted that he would generate the final meeting report with supporting annexes, taking into account the comments and input received from the participants.

7. ANY OTHER BUSINESS

7.1 No items were raised.

8. 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 particularly thanked the hosts, the IHO Secretariat, for the outstanding facilities, which had ensured the success of the meeting.

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. They also reflected the Chair's praise for the hosts.

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

Annexes:

- Annex A Agenda for the 10th Meeting of WWNWS-SC
- Annex B Agenda for the joint sessions of the WWNWS-SC and the WWMIWS-C
- Annex C Lists of Participants at WWNWS10 and WWMIWS1
- Annex D List of Documents submitted to WWNWS10 and the joint sessions
- Annex E List of Action Items as of 2 October 2018
- Annex F Provisional Agenda for the 11th Session of the IHO WWNWS Sub-Committee
- Annex G MSI Quality Management Survey Summary
- Annex H ToRs
- Annex I List of key IMO and IMSO meetings
- Annex J Justifications for broadcasting MSI

**AGENDA OF THE TENTH MEETING
OF THE WWNWS SUB-COMMITTEE (WWNWS10)**

**To be held IHO, Monaco
28 – 30 August 2018**

1 OPENING REMARKS AND ADMINISTRATIVE ARRANGEMENTS

- .1 Adoption of the Agenda (**Chair**)
- .2 Review of Action Items from WWNWS9 (**Secretary**)
- .3 Report from IRCC10 (**Chair**)

2 PROMULGATION OF MARITIME SAFETY INFORMATION (MSI)

- .1 Self Assessments by NAVAREA Coordinators (*Brief reports highlighting only significant events in previous period, identified deliverables/outputs and matters requiring WWNWS-SC action, full reports can be downloaded from the WWNWS-SC website*)
 - .1 Quality Management Analysis of Self Assessments (**Secretary**)
- .2 S-124 PS progress and IMO-IHO HGDM engagement (**Chair S-124CG (Canada)**)
- .3 Display of navigational warnings – **EfficientSea 2, Canada, France, USA, Japan**

3 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 International SafetyNET Manual (MSC.1/Circ.1364) (**Chair/Secretary DRWG**)
- .8 IMO NAVTEX Manual (MSC/Circ.1403) (**Chair/Secretary DRWG**)
- .9 Relations between NAVAREA Coordinators and Rescue Coordination Centres (COMSAR/Circ.3)
- .10 Inmarsat SafetyNET Users' Handbook (**Chair/Secretary DRWG**)
- .11 IAM SAR Manual Volume 2 (**IMO**)
- .12 MSI element of IHO Publication C-55 – "Status of Hydrography and Nautical Cartography World-Wide". (**Chair/Secretary DRWG**)
- .13 Iridium EGC System Manual (**Iridium**)
- .14 Terms of Reference for the WWNWS Sub Committee (IHO Circular Letter 46/2009) (**Chair/Secretary DRWG**)

4 WWNWS REPRESENTATION AT REGIONAL HYDROGRAPHIC COMMISSIONS, OTHER CONFERENCES AND CAPACITY BUILDING

- .1 WWNWS member attendance at RHCs and reports (**Chair**)

- .1 National Coordinator MSI report form (**Australia**)
- .2 Capacity Building MSI Training Course Developments (**Chair**)
 - .1 Discussion of on-line MSI Training Course;
 - .2 Discussion of attendance criteria and student selection;
 - .3 Discussion on input from partner Organizations involved in the provision of MSI (IMO, WMO, IOC)
- .3 WWNWS CD-ROM/Flash drive (**Chair**)

5 NEXT MEETING

- .1 Dates and venue for WWNWS11 – Canada, 26-30 August 2019 (tbc) (**Chair/Secretary**)
- .2 Draft Agenda for WWNWS11 (**Chair/Secretary**)

6 Review of Action Items from WWNWS10 (Secretary)

7 ANY OTHER BUSINESS (Chair)

- .1

8 CLOSURE OF THE MEETING (Chair)

- .1 Items for further discussion at closing joint session

**AGENDA OF THE SECOND JOINT SESSIONS
OF THE IHO WWNWS SUB-COMMITTEE (WWNWS-SC)
AND WMO WWMIWS COMMITTEE (WWMIWS-C)**

**To be held in Monaco
27, 28 & 31 August 2018**

1 OPENING REMARKS AND ADMINISTRATIVE ARRANGEMENTS

- .1 Opening Remarks and Introductions (Chairs WWNWS-SC/WWMIWS-C)
- .2 Welcome by the host (Director IHO)
- .3 Working Arrangements (IHO Secretariat)
- .4 Administrative Arrangements (IHO Secretariat)
- .5 Adoption of the Joint Agenda (Chairs WWNWS-SC/WWMIWS-C)

2 MATTERS RELATING TO THE GMDSS MASTER PLAN

- .1 IHO Update (IHO Secretariat)
- .2 WMO Update (WMO Secretariat)
- .3 IMO Update (IMO Secretariat)
- .4 IMSO Update (IMSO Secretariat)
- .5 Review content of GMDSS Master Plan Annexes 7 & 8 (Chair WWNWS-SC)

3 PROMULGATION OF MARITIME SAFETY INFORMATION (MSI)

- .1 Relevant IMO meetings
 - .1 Outcome of the 99th Session of the International Maritime Organization's Committee on Maritime Safety (MSC99) 16 – 25 May 2018 (IHO/WMO Secretariats)
 - .2 Outcome of the 5th Session of the International Maritime Organization's Sub-Committee on Navigation, Communications and Search and Rescue (NCSR5) 19 – 23 February 2018 (*including developments in the GMDSS Modernization and issues relevant to WWNWS and WWMIWS*) (IHO/WMO Secretariats)
 - .3 Preparations for the 14th meeting of the IMO/ITU Experts Group (IMO/ITU EG14) 3-7 September 2018 (*including developments in the GMDSS Modernization and issues relevant to WWNWS and WWMIWS*) (IHO/WMO Secretariats)
 - .4 Presentation of initial draft Maritime Services Portfolio (MSP) description template (AUS/NZL)
- .2 Broadcast Systems and Services
 - .1 NAVTEX issues
 - .1 Report of the IMO NAVTEX Coordinating Panel (GBR)
 - .2 NAVTEX Services (GBR)
 - .2 Report of the International SafetyNET Coordinating Panel (USA)
- .3 Developments in GMDSS
 - .1 Inmarsat Services update (Inmarsat)
 - .2 Iridium developments (Iridium)

- .3 Iridium operational implementation plan and programme (IMSO Secretariat)
- .4 Broadcast monitoring in a multi-provider environment (NAVAREAs X & XIV)
- .5 Interoperability issues (Chairs WWNWS-SC/WWMIWS-C)

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 (MSC.1/Circ.1287) (Chair/Secretary DRWG)
- .3 IMO resolutions MSC.306(87) and A.664(16) "Performance Standards for Enhanced Group Call Equipment". (Chair/Secretary DRWG)
- .4 Joint IMO/IHO/WMO Manual on MSI (MSC.1/Circ.1310) (Chair/Secretary DRWG)
- .5 International SafetyNET Manual (MSC.1/Circ.1364) (Chair/Secretary DRWG)
- .6 IMO NAVTEX Manual (MSC/Circ.1403) (Chair/Secretary DRWG)
- .7 Inmarsat SafetyNET Users' Handbook (Inmarsat)
- .8 Iridium EGC System Manual (Iridium)

5. COORDINATION BETWEEN WWNWS AND WWMIWS

- .1 Planning for periodic survey of shipping on MSI provision (Chairs WWNWS-SC/WWMIWS-C)
- .2 Contingency Planning for GMDSS broadcasts (Chairs WWNWS-SC/WWMIWS-C)
- .3 Capitalising on developments in communication platform capabilities (GMDSS modernisation, maritime cloud) (Chair WWMIWS-C/Inmarsat/Iridium)
- .4 Competency frameworks for MSI provision (Chair WWMIWS-C)
- .5 NAV/METAREA Coordinator contact and coordination mechanisms and best practice (Chairs WWNWS-SC/WWMIWS-C)
- .6 Planning and coordination of preparations for audits associated with the IMO Member State Audit Scheme (IMO A.1070(28)) (Chair WWMIWS-C)

6. CAPACITY BUILDING

- .1 Capacity Building course overview (Chair WWNWS-SC)

7. ANY OTHER BUSINESS

- .1 IOC Liaison Report, including TOWS-WG issues (IOC)

8. CLOSURE OF MEETING

**WWNWS10
LIST OF PARTICIPANTS**

Country	Name	E-mail
Argentina – VI		
Australia – X	Craig Longmuir (NAVAREA X Coordinator)	Craig.Longmuir@amsa.gov.au
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* Remote participation for single agenda item

Documents Submitted to WWNWS10 and the Joint Sessions

Document No	Document Title	Date Uploaded
WWNWS10 Self Assessment Template	Template to be used for the submission of NAVAREA Self Assessments - amended 6 May 2017	1 December 2017
WWNWS10 Self Assessment Template Annex A	Annex A See individual NAVAREA Excel Spread sheet templates to be used for details of coastal states within each individual NAVAREA	23 July 2018
WWNWS10 Document Template	Template to be used for the submission of documents, other than Self Assessments	30 November 2017
WWNWS10 PowerPoint Template	Template to be used for PowerPoint Presentations at WWNWS10	1 December 2017
WWNWS10-01/2018	Invitation Letter	14 March 2018
WWNWS10-01/2018	Enclosure 1 - Logistics Information	14 March 2018
WWNWS10-01/2018	Enclosure 2 - Hotel Information	14 March 2018
WWNWS10-01/2018	Enclosure 3 - Hotel Booking Form (pdf version)	14 March 2018
WWNWS10-01/2018	Enclosure 3 - Hotel Booking Form (Word version)	14 March 2018
WWNWS10-01/2018	Enclosure 4 - Novotel Booking Form (pdf version)	14 March 2018
WWNWS10-01/2018	Enclosure 5 - Registration Form (pdf version)	14 March 2018
WWNWS10-01/2018	Enclosure 5 - Registration Form (Word version)	14 March 2018
WWNWS10	Programme for WWNWS10-WWMIWS1 meetings v8.0	8 August 2018
WWNWS10	WWNWS-SC List of Participants	24 August 2018
WWNWS10	WWMIWS-C List of Participants	22 August 2018
	Joint WWNWS-SC and WWMIWS-C Documents	
WWNWS10-1-5	Provisional WWNWS10-WWMIWS1 Draft Joint Agenda v4.0	26 July 2018
WWNWS10-2-1	IHO Update Report	27 August 2018
WWNWS10-2-2	WMO Update Report – see presentations.zip	
WWNWS10-2-3	IMO Update Report	
WWNWS10-2-4	IMSO Update Report – see presentations.zip	
WWNWS10-3-1-1	Outcomes of MSC99	19 July 2018
WWNWS10-INF.1	MSC.1-Circ.1593-Interim Guidelines for the Harmonized Display of Navigation Information Received via Communication Equipment - IMO Secretariat	30 July 2018
WWNWS10-3-1-2	Outcomes of NCSR5	19 July 2018
WWNWS10-3-1-3	Agenda for IMO/ITU EG14	19 July 2018
WWNWS10-3-1-4	Maritime Service Template Draft - AUS/NZL	20 August 2018

WWNWS10-3-2-1-1	NAVTEX Panel Report	14 August 2018
WWNWS10-3-2-2	SafetyNET Panel Report	21 August 2018
WWNWS10-3-3-1.1	Inmarsat Performance Report - IMSO	19 July 2018
WWNWS10-3-3-1.2	Inmarsat EGC SafetyNET Report - Inmarsat – see presentations.zip	
WWNWS10-3-3-2	Iridium EGC System Report - Iridium – see presentations.zip	
WWNWS10-3-3-3	Iridium Operational Implementation Plan and Programme - IMSO	24 August 2018
WWNWS10-3-3-4	Broadcast Monitoring in a Mutli-Provider Environment - AUS/NZL	26 July 2018
WWNWS10-3-3-5.1	Report of the WWNWS-SC Interoperability CG	21 August 2018
WWNWS10-3-3-5.2	Interoperability issues between recognized GMDSS mobile satellite systems - IMSO	21 August 2018
WWNWS10-4-1.1	Actions from DocRev WG16 Meeting	15 June 2018
WWNWS10-4-1.2	Document Review Status Report	18 June 2018
WWNWS10-4-8	Draft Iridium EGC Manual - Iridium	21 August 2018
WWNWS10-6-1	Regional Hydrographic Commission Meetings	22 August 2018
WWNWS10-6-1-Rev.1	Regional Hydrographic Commission Meetings	19 September 2018
WWNWS10-7-1	IOC Tsunami Warning Messages-Draft - IOC	19 July 2018
	WWNWS10 Meeting Documents	
WWNWS10-1-1	Provisional WWNWS10 Draft Agenda v3.0	8 August 2018
WWNWS10-1-2	WWNWS9 ACTION ITEMS - Corrected to 21 August 2018	21 August 2018
WWNWS10-1-3.1	Report to IRCC10	19 July 2018
WWNWS10-1-3.2	Presentation to IRCC10	20 July 2018
WWNWS10-1-3.3	Extract from IRCC10 Report	9 August 2018
WWNWS10-1-3.4	Relevant Actions and Decisions from IRCC10	15 June 2018
WWNWS10-2-1-I	Self Assessment NAVAREA I	19 July 2018
WWNWS10-2-1-Annex B	Self Assessment NAVAREA I Annex B	19 July 2018
WWNWS10-2-1-Ib-Rev.1	Self Assessment NAVAREA Ib Rev.1	23 August 2018
WWNWS10-2-1-Ib-Annex A	Self Assessment NAVAREA Ib Annex A	
WWNWS10-2-1-II	Self Assessment NAVAREA II	23 July 2018
WWNWS10-2-1-II-Annex A	Self Assessment NAVAREA II Annex A	2 August 2018
WWNWS10-2-1-III	Self Assessment NAVAREA III	3 August 2018
WWNWS10-2-1-III-Annex A	Self Assessment NAVAREA III Annex A	3 August 2018

WWNWS10-2-1-IV_XII	Self Assessment NAVAREA IV_XII	31 July 2018
WWNWS10-2-1-IV-Annex A	Self Assessment NAVAREA IV Annex A	
WWNWS10-2-1-XII-Annex A	Self Assessment NAVAREA XII Annex A	
WWNWS10-2-1-V	Self Assessment NAVAREA V	8 August 2018
WWNWS10-2-1-VI	Self Assessment NAVAREA VI	27 July 2018
WWNWS10-2-1-VI-Annex A	Self Assessment NAVAREA VI Annex A	
WWNWS10-2-1-VII	Self Assessment NAVAREA VII	10 August 2018
WWNWS10-2-1-VII-Annex A	Self Assessment NAVAREA VII Annex A	10 August 2018
WWNWS10-2-1-VIII	Self Assessment NAVAREA VIII	31 July 2018
WWNWS10-2-1-VIII-Annex A	Self Assessment NAVAREA VIII Annex A	31 July 2018
WWNWS10-2-1-IX	Self Assessment NAVAREA IX	26 July 2018
WWNWS10-2-1-IX-Annex A	Self Assessment NAVAREA IX Annex A	
WWNWS10-2-1-X	Self Assessment NAVAREA X	20 August 2018
WWNWS10-2-1-X-Annex A	Self Assessment NAVAREA X Annex A	9 August 2018
WWNWS10-2-1-XI	Self Assessment NAVAREA XI	27 July 2018
WWNWS10-2-1-XI-Annex A	Self Assessment NAVAREA XI Annex A	27 July 2018
WWNWS10-2-1-XIII	Self Assessment NAVAREA XIII	25 July 2018
WWNWS10-2-1-XIV	Self Assessment NAVAREA XIV	26 July 2018
WWNWS10-2-1-XIV-Annex A	Self Assessment NAVAREA XIV Annex A	27 July 2018
WWNWS10-2-1-XV	Self Assessment NAVAREA XV	27 July 2018
WWNWS10-2-1-XVI	Self Assessment NAVAREA XVI	8 August 2018
WWNWS10-2-1-XVII_XVIII	Self Assessment NAVAREA XVII_XVIII	19 July 2018
WWNWS10-2-1-XVII_XVIII-Annex A	Self Assessment NAVAREA XVII_XVIII Annex A	19 July 2018
WWNWS10-2-1-XIX	Self Assessment NAVAREA XIX	19 July 2018
WWNWS10-2-1-XIX-Annex A	Self Assessment NAVAREA XIX Annex A	7 August 2018
WWNWS10-2-1-XX_XXI	Self Assessment NAVAREA XX_XXI	27 July 2018
WWNWS10-2-1-XI_China	National Coordinator Report - CHN	20 August 2018
WWNWS10-2-1-1	Quality Management Survey	22 August 2018
WWNWS10-2-2	S-124 CG Progress Report v2.0	13 August 2018
WWNWS10-3-1.1	Actions from DocRev WG16 Meeting	15 June 2018
WWNWS10-3-1.2	Document Review Status Report	18 June 2018
WWNWS10-3-14	WWNWS-SC ToRs	19 July 2018
WWNWS10-4-1	Regional Hydrographic Commission Meetings	19 July 2018

WWNWS10-4-1-1.1	National Coordinator MSI Report Form (New Caledonia) - Australia	3 August 2018
WWNWS10-4-1-1.2	National Coordinator MSI Report Form (Papua New Guinea) - Australia	3 August 2018
WWNWS10-4-1-1.3	National Coordinator MSI Report Form (Solomon Islands) - Australia	3 August 2018
WWNWS10-4-2	CB MSI Training 2018-2019	20 July 2018
WWNWS10-5-2	Provisional Agenda WWNWS11	20 July 2018
WWNWS10 Presentations	Presentations .zip	2 September 2018
	WWMIWS1 Meeting Documents	
WWMIWS1-1.1	Provisional WWMIWS1 Draft Agenda v1.0	20 July 2018

WWNWS10
IHO, Monaco - 27 to 31 August 2018

List of Actions (updated: 2 October 2018)

Action Number	Agenda Item	Subject	Status / Due Date	Comments	Action By
WWNWS6 List of Actions					
	WWNWS6 3.2	NAVAREA XV Self-Assessment	December 2014 WWNWS8910	NAVAREA XV to transmit cancelation messages and serialise In-Force Bulletin messages On going	NAVAREA XV/Chair
WWNWS8 List of Actions					
	WWNWS8 3.3.2	SafetyNET Coordinating Panel	WWNWS910	Invite IALA to attend WWNWS-SC meetings to ensure developments in new technology and VHF Data Exchange are highlighted to WWNWS S-C	Chair/IHO
	WWNWS8 4.1	Document Review Status Report	DRWG15 WWNWS9 DRWG17	Create text for “broadcast” announcing the introduction of Iridium MSI services	Chair
	WWNWS8 4.8	SafetyNET Users’ Handbook	DRWG15 WWNWS9 DRWG17	Provided an update on the revision of the Inmarsat SafetyNET Users’ Handbook and the intended procedure to be followed. Revised version to be provided at WWNWS9 DRWG17	Inmarsat

WWNWS9 List of Actions					
	WWNWS9 2.4	GMDSS Master Plan	On going	Encourage national coordinators to cross-check C-55 and GMDSS Master Plan information	All
	WWNWS9 3.1	Outcomes of IMO Meetings	On going	Engage with IMO meetings and relevant Correspondence Groups	All
	WWNWS9 3.2	Self Assessment reports	DRWG4617	Develop generic note for inclusion on email requests for MSI	Chair
	WWNWS9 3.2	Self Assessment reports	On going	Include details of annual contingency exercises in reports	IHO/All
	WWNWS9 3.2	Self Assessment reports	DRWG4617	Develop generic letter for use by NAVAREA Coordinators to encourage provision of MSI	Chair
	WWNWS9 3.2	Self Assessment reports	WWNWS4012	Transmission of test message for vessels to report position when received	NAVAREAs XVII- XVIII/XIX/X X-XXI
Joint WWNWS-SC & WWMIWS-C List of Actions					
1	2.3	IMO Report	14 December	Add generic email addresses and websites to METAREA Contact list included in COMSAR.1/Circ.51	WMO
2	2.5	Review Contents of GMDSS Master Plan Annexes 7 & 8	NCSR6	Highlighted that a number of the forms in Annex 13 need to be updated to reflect the recognition of Iridium; to be included in the reports of WWNWS-SC and WWMIWS-C to NCSR6	Chairs WWNWS- SC/WWMIW S-C
3	3.1.4	Maritime Services Portfolio	28 September	Included comments and feedback into document and return to IHO for submission to IMO-IHO HGDM2	NAV/MET X/XIV
4	3.3.3	Iridium Operational Implementation	13 October	Provide list of outstanding recognition items and provide updates to reflect progress	IMSO
5	3.3.4	Broadcast Monitoring	WWNWS11	Include details of monitoring methods and their effectiveness in Self Assessment reports	All NAVAREAs
6	3.3.5	Interoperability	14 December	Provide details of methods and interfaces used and pass to IMSO	All NAVAREAs/ METAREAs

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7	5.5	Contact details for WWNWS-SC and WWMIWS-C	28 September	Circulate tabulated list of contact details for review and amendment and subsequent publication on IHO and WMO websites	Chair WWMIWS-C/ WMO/IHO
8	7.1	Tsunami Warning Messages	12 October	Provide detailed feedback and comment to IOC	NAV IV_XII/X/XI V/XV
9	7.1	Tsunami Warning Messages	28 September	Provide contact details of TSPs, word versions of draft messages and presentation	IOC
10	WWNWS-SC+WWMIWS-C 8	Joint Draft Report	7-September Complete	Draft to be circulated for comment	IHO
11	WWNWS-SC+WWMIWS-C 8	Joint Draft Report	21-September Complete	All to provide comments on draft report	All
12	WWNWS-SC+WWMIWS-C 8	Joint Draft Report	28-September Complete	Publish final report	IHO
WWNWS10 List of Actions					
13	1.2	List of Actions from WWNWS9	5 October	Draft message to advise the change from rectangular area to NAVAREA specific addressing for the Arctic NAVAREAs and report to NCSR6	Chair/NAV XVII_XVIII/ XIX/ XX_XXI/ IHO
14	2.1	NAVAREA III	26 October	Add link to list of Regional CB Coordinators to WWNWS-SC page	IHO
15	2.1	NAVAREA IX	DRWG17	Develop generic letter for use by Coordinators to explain to National Coordinators their roles and responsibilities	Chair

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16	2.1	NAVAREA IX	RSAHC8	Request MSI training course for RSAHC at next meeting for submission by Regional CB Coordinator to CBSC17	NAV IX
17	2.1	NAVAREA XI	EAHC13 Complete	Include MSI cross border issue in SG report to EAHC13	IHO
18	2.1	NAVAREA XVI	30 November	Review contents of Joint IMO/IHO/WMO Manual on MSI and provide message examples for inclusion	All NAVAREAs
19	2.1	National Report	WWNWS11	Confirm relevant information for shipping within China's sea area of responsibility is passed to NAVAREA XI	CHN
20	2.1.1	Quality Management Report	WWNWS11	Provide feedback on comments	All NAVAREAs
21	2.2	S-124CG Report	5 October	Circulate information on datasets for validation and feedback	NAV XVII_XVIII
22	3.7	International SafetyNET Manual	DRWG17	Submit revised manual to NCSR7 after receiving feedback from NAV and MET Areas and WMO endorsement	Chair/IHO
23	3.7	International SafetyNET Manual	30 November	Include request to change name of the Manual in submission to NCSR7	Chair/IHO
24	3.13	Iridium EGC System Manual	30 November	Provide revised manual for review prior to DRWG17	Iridium
25	3.13	International SafetyNET Coordination Panel	12 October	Provide revised International SafetyNET Coordination Panel name and ToRs for formatting, circulation and subsequent submission to NCSR6	Chair
26	3.13	International SafetyNET Coordination Panel	26 October	Provide comment on revised International SafetyNET Coordination Panel ToRs and agreement to co-sponsor the submission to NCSR6	All NAVAREAs
27	3.13	Iridium EGC System Manual	DRWG17	Allow 2 hour period during DRWG17 for a live Iridium demonstration	Iridium/IHO
28	3.14	WWNWS-SC ToRs	28 September Complete	Update date of review on all pages	IHO

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29	4.1	RHC Meetings and Reports	On going	Identify when relevant RHC meetings were taking place and contact their HO for the provision of their report	All NAVAREAs
30	4.2	Capacity Building Training Course Development	12 October	Coordinate, with assistance from NAV I/IV_XII/X, the drafting of a Model Course syllabus for submission to IMO	NAV XIV
31	WWNWS10 5.1	Next meeting	14 December	Confirm details of WWNWS11	NAV XVII_XVIII/ IHO
32	WWNWS10 6	Action List	WWNWS11	Keep IHO and the Chair informed of progress with allocated actions	All
33	WWNWS10 6	WWNWS10 Draft Report	7 September Complete	Draft to be circulated for comment	IHO
34	WWNWS10 6	WWNWS10 Draft Report	21 September Complete	All to provide comments on draft report	All
35	WWNWS10 6	WWNWS10 Draft Report	28 September Complete	Publish final report	IHO
36	WWNWS10 6	Report to IRCC11	30 March	Draft report for review and amendment.	Chair/vice-Chair/IHO

**PROVISIONAL AGENDA OF THE ELEVENTH MEETING
OF THE WWNWS SUB COMMITTEE (WWNWS11)**

**To be held Halifax, Canada
26 – 30 August 2019**

1 OPENING REMARKS AND ADMINISTRATIVE ARRANGEMENTS

- .1 Opening Remarks and Introductions (Chair)
- .2 Welcome by the host (CAN)
- .3 Working Arrangements (Secretary)
- .4 Administrative Arrangements (Host)
- .5 Adoption of the Agenda (Chair)
- .6 Review of Action Items from WWNWS10 (Secretary)
- .7 Report from IRCC11 (Chair)

2 MATTERS RELATING TO THE GMDSS MASTER PLAN

- .1 IHO Update
- .2 IMO Update
- .3 WMO Update
- .4 IMSO Update
- .5 Review content of GMDSS Master Plan Annexes 7 & 8_(Chair)

3 PROMULGATION OF MARITIME SAFETY INFORMATION (MSI)

- .1 Related IMO meetings:
 - .1 Outcome of the 100th and 101st Sessions of the International Maritime Organization's Committee on Maritime Safety (MSC100 & MSC101) 3 – 7 December 2018 and 5 – 14 June 2019 (Secretary)
 - .2 Outcome of the 6th Session of the International Maritime Organization's Sub-Committee on Navigation, Communications and Search and Rescue (NCSR6) 16 – 25 January 2019 (Secretary)
 - .3 Preparations for the 15th meeting of the IMO/ITU Experts Group IMO/ITU EG15) tbc 2019 (Secretary)
- .2 Self Assessments by NAVAREA Coordinators (*Brief reports highlighting only significant events in previous period, identified deliverables/outputs and matters requiring WWNWS-SC action, full reports can be downloaded from the WWNWS-SC website*)
 - .1 Quality Management Analyses of Self Assessments (Secretary)
- .3 Broadcast Systems and Services
 - .1 NAVTEX issues
 - .1 Report of the IMO NAVTEX Coordinating Panel
 - .2 NAVTEX Service issues
 - .2 Report of the International SafetyNET Coordinating Panel

- .3 IOC Liaison Report, including TOWS-WG issues (**IOC**)
- .4 Contingency Planning (**Chair**)

- .4 Developments in the WWNWS
 - .1 Inmarsat-C EGC SafetyNET Report (**Inmarsat**)
 - .2 Iridium EGC Report (**Iridium**)
 - .3 Iridium operational implementation plan and programme progress report (**IMSO**)
 - .4 S-124 progress and IMO-IHO HGDM engagement (**Chair S-124CG**)
 - .5 Display of navigational warnings –

- .5 Emerging Technologies/Modernisation
 - .1 Interoperability between recognized GMDSS mobile satellite service providers (**Chair/Secretary**)
 - .2 Manufacturers' presentations
 - .3 e-Navigation up-date

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 International SafetyNET Manual (MSC.1/Circ.1364) (**Chair/Secretary DRWG**)
- .8 IMO NAVTEX Manual (MSC/Circ.1403) (**Chair/Secretary DRWG**)
- .9 Relations between NAVAREA Coordinators and Rescue Coordination Centres (COMSAR/Circ.3) (**Chair/IMO**)
- .10 Inmarsat SafetyNET Users' Handbook (**Chair/Secretary DRWG**)
- .11 IAM SAR Manual Volume 2 (**IMO**)
- .12 MSI element of IHO Publication C-55 – "Status of Hydrography and Nautical Cartography World-Wide". (**Chair/Secretary**)
- .13 Iridium Guidance Manual – draft (**Iridium**)
- .14 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 and reports (**Chair**)
- .2 Capacity Building MSI Training Course Developments (**Chair**)
 - .1 Discussion of on-line MSI Training Course
 - .2 Discussion of attendance criteria and student selection;
 - .3 Discussion on input from partner Organizations involved in the provision of MSI (**IMO, WMO, IOC**)

.3 WWNWS CD-ROM/USB (Chair)

6 NEXT MEETING

.1 Dates and venue for WWNWS12 – ??, ??-?? August/September 2020 (tbc)
(Chair/Secretary)

.2 Draft Agenda for WWNWS12 (Chair/Secretary)

7 Review of Action Items from WWNWS11 (Secretary)

8 ANY OTHER BUSINESS (Chair)

.1

9 CLOSURE OF THE MEETING (Chair)

DRAFT

NAVAREA Coordinators' Self-Assessment Quality Management Analysis

Submitted by IHO Secretariat

SUMMARY

Executive Summary: This document provides details of the analysis of the NAVAREA Coordinators' Self-Assessment Reports to WWNWS10.

Action to be taken: Paragraph 8.

Related documents: NAVAREA Coordinators' Self-Assessment Reports

1. See attached Quality Management analysis table.
2. A notable number of the Self-Assessment reports were received well after the deadline; this 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 not treated as a target. It was pleasing to note that all but two were received in Word format, which greatly assisted in the final preparation of the documents.
3. Some of the quoted average elapsed times are a bit too uniform across the reported years. Although all reports were received on the current template, a number did not submit the additional Annex A Excel spreadsheet provided for each relevant NAVAREA and for use by the CBSC, chairs of RHCs and Regional CB Coordinators. Details of MSI information received from coastal states within individual NAVAREAs and typical topics/subjects; i.e. mainly aids to navigation, military exercises, port construction activities, etc., helps to identify coastal states that are not providing information or the information that is provided is limited to particular topics/subjects and therefore they are likely not to be fulfilling their entire remit. The coastal states listed in each version were harmonized with the standard United Nations names, unless unavailable; the objective is to generate a comprehensive list of coastal states across all IHO activities, hence the need to use harmonized names to ensure all elements are referring to the same state. In addition it is intended to generate a master list for each NAVAREA to ensure the CB Coordinators are approaching the correct NAVAREA Coordinator and RHC Chair.
4. NAVAREA Coordinators are strongly encouraged to confirm/check the contents of their Self Assessment reports with the National coordinators within their individual NAVAREAs. It is recommended that draft documents are circulated to National coordinators for their input and checking, this will also ensure communication between the NAVAREA Coordinator and the National coordinators.
5. Specific comments on submitted Self Assessment report are contained in the table below, [with feedback comments in blue](#):

NAVAREA	Remarks
I	Contribution to MSI training gratefully acknowledged.
Ib	Noted the successful action to avoid the inference for NAVTEX broadcasts. Noted the proposal to make the Baltico a MSI WG under the BSHC.
II	Noted the success with Nigeria and the on-going difficulties with other coastal states. Is 10 minutes a set standard or just quick work? Any further progress with bringing the non-operational NAVTEXT transmitters back into service? Clarification of statement in 3.3 regarding Nigeria? CB assessment details for NAVAREA should be used as the example format in all reports, where appropriate; identified need to continue to highlight situation in all for a (IMO, RHC and Technical visits). Noted next EAHC meeting is October 2018 in Lagos, Nigeria.
III	GMDSS Master Plan update date two years old, confirmation been sent to IMO that Plan is correct? Have the provided contact details been confirmed and checked? Elapsed times appear a bit uniform; Any progress on bringing the non-operational NAVTEX stations in Syria and Tunisia back online? Note the minimal output from Albania, Israel and Morocco, any known reasons? Clarification of Contingency Plan, is there an arrangement with an adjacent NAVAREA? No CB required yet course funded for MBSHC in September 2018? Good to note progress on provision of MSI in eastern Mediterranean and Black Sea areas.
IV-XII	Rapid elapsed time noted, any particular reason for such significant change? Good to note Dominican Republic success; note progress on receipt of MSI from coastal states with NAVAREA and need to monitor the ongoing contact and provision of MSI post course.
V	Is the detail in Table 2.2 correct, all MSI received by text? The elapsed times appear a bit uniform; as highlighted at WWNWS9, the table on equipment in use has not been included; when was the most recent contingency exercise? No CB activities, what about the planned MSI course in Niterói in September?
VI	Is 20 minutes a standard? Concern over the lack of progress at bringing La Paloma NAVTEX station back into service; good to note contingency plan with V is exercised periodically; concern expressed on out-of-area transmission of MSI is noted, clarification may be needed.
VII	Received in pdf format. Average elapsed time for transmission of immediate priority warnings appear somewhat uniform; successful contingency exercise with NAVAREA II noted; efforts to improve MSI provision in region noted and appreciated, although lack of impact after MSI course remains a concern; attendance at future WWNWS-SC meetings vital for regional development.
VIII	Has contingency plan been exercised? For which RHCs is the course in 2019?
IX	Note that Ethiopia is no longer a coastal state, even if they are considering acquiring a navy; Need to try and obtain details of points of contact for all national coordinators, Iraq and Sudan in particular after visits made by technical teams; Equipment details should be provided; concern that immediate priority warnings appear to have an elapsed time of greater than 30 minutes? When was GMDSS Master Plan updated? Concern over MENAS status, is MENAS acting officially on behalf of Bahrain or is there a separate national organization? Good to note progress on development of external contingency plans, may need to consider an alternative NAVAREA

	to ensure complete coverage; need to identify priority coastal states for MSI training and pass information to Regional CB Coordinator (Oman) so application for training course can be submitted to CBSC.
X	Details/reasons for reduced availability Mar 18? Terrestrial network DCN outage impacted LES for a period of 4hours. Comments on broadcast monitoring noted; relying on access to the AMSA MSI website could create challenges for some of the maritime community, have any comments/feedback been received? No reliance on website, all MSI broadcast in accordance with GMDSS requirements via SafetyNET. High use of website, which also can provide a return email to a nominated address is a positive. Any consideration for contingency plan with neighbouring NAVAREA? We have a highly available (back-up plan) with multiple independencies. No further requirement to have a contingency plan with a neighbouring NAVAREA. PNG progress encouraging, any indication on the time frame? 12 months anticipated for Phase 2 delivery - however that is resourcing dependent and as we have experienced at the ability for NMSA to discharge their staffing requirements. If only Phase 2 is delivered it will be a significant success. Stage 3 would nominally be a further 12months however I would suspect that this will slip as it requires agreement engage a recognised mobile satellite service provider which will have additional costs. What impact resulting from significant CB investment, has MSI provision improved? Details on regional technical developments are encouraging. We will have to see what benefits come out of the training. Early signs are promising.
XI	Note realistic average elapse times; monitor progress to bring manila NAVTEX station back into operation; may wish to consider contingency plan with adjacent NAVAREA; note plan for MSI training in Indonesia and to visit other national coordinators, need to consider multiple national authorities have overlapping responsibilities in some states; note comment on wider distribution of MSI beyond own national authorities; previous concerns no MSI received from some coastal states remain.
XIII	No warnings qualified as immediate priority?
XIV	What success with communications checks? These are six monthly checks recently instigated, one of which has been conducted with 100% response. Note that warning transmission time has reduced; what impact resulting from significant CB investment, has MSI provision improved? In general the quantity of MSI received from PICs has remained steady. We received our first MSI from Niue and Tuvalu, with encouraging communications from Tonga. Shifted the focus on the last MSI course to provide more emphasis on the importance of providing information to the NAVAREA Coordinators, and less about the structure of the information. Suspect there may have been a “fear of failure” factor in the lack of MSI, but will monitor this. Following this course NAVAREA XIV Coordinator provided all participants with sample email templates, as used by NAVAREA XIV, for drafting MSI. Also provided the Google Earth overlay that shows the NAVAREAs, Coastal Warning Areas in NAVAREA XIV and geo-points for each National Coordinator, name/contact details. As previously advised, with all the best intentions, IHO needs to keep their expectations realistic. These are small island nations where the small number of people in positions of authority take on all the responsibility. Have Maritime NZ personnel delivered course? Yes, as stated in our Self-Assessment. Close

	liaison required with LINZ for CB issues through SWPHC and initiative to training a local instructor; noted comments on broadcast monitoring, see separate submission. Constructive collaboration with Iridium noted.
XV	No information on average time to transmit ‘immediate priority’ messages; Encouraging to note various contingency initiatives, recommend they are completed and exercised at least annually; good to note smooth migration of Inmarsat satellites.
XVI	Good to see two of three NAVTEX stations became operational since WWNWS9, any update on when Mollendo NAVTEX station will be operational? Noting the vulnerability of the region to natural disasters, contingency agreement with adjacent NAVAREA needs to be completed as a matter of priority, progressing discussions with NAVAREAXV should be a priority. Good to see ISO certification is being progressed
XVII-XVIII	What initiatives are in place to try to reduce the broadcast elapsed times? Contingency plan activity noted.
XIX	When change from rectangular to NAVAREA XIX anticipated?
XX-XXI	What are contingency plans and have they been exercised?

6. 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. NAVAREA Coordinators have a vital role as the link between the information providers and the maritime customers. It is evident that time and effort invested in developing the skills and capabilities of National coordinators, after the concentrated Capacity Building MSI course, consolidates and reinforces the knowledge and confidence of the individuals as well as their organizations.

7. It is suggested a short survey/questionnaire could be developed to assess the performance/interaction between NAVAREA and National Coordinators. It would seek to highlight where improvements could be made by NAVAREA Coordinators to better engage and develop the knowledge and skills of National coordinators, as well identify areas on which National coordinators could focus to improve the provision of information back to their respective NAVAREA Coordinators. The information would assist chairs of Regional Hydrographic Commissions and Capacity Building Regional Coordinators to identify states in need of additional training effort as well as those not gaining from training already provided. This would allow RHC chairs’ to remind National administrations of their responsibilities under SOLAS as well as to maximize the benefits of any CB training provided.

8. The Sub-Committee is invited to:

- a. **note** the information provided;
- b. **consider** amending the title to ‘NAVAREA Assessment’ to better reflect the objectives and sources of the information provided;
- c. **develop** a short questionnaire/survey to be sent to National coordinators;
- d. **encourage** NAVAREA Coordinators and participants to continue to submit reports in a timely fashion well ahead of the meeting dates; and
- e. **take** any other 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	Yes	Yes	Yes ¹ (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	Yes	Yes	Yes	Yes
VIII	No ⁵	Yes	Yes	Yes	Yes	Yes	Yes	Yes
IX	No ⁶	Yes	Yes	Yes	Yes	Yes	Yes	Yes
X	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
XI	No ⁷	Yes	Yes	Yes	Yes	Yes	Yes	Yes
XII	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
XIII	No ⁸	Yes	Yes	Yes	Yes	Yes	Yes	Yes
XIV	No ⁹	Yes	Yes	Yes	Yes	Yes	Yes	Yes
XV	Yes	Yes	Yes	Yes	No ¹⁰	Yes	Yes	Yes
XVI	Yes ¹¹	Yes	Yes	Yes	Yes	Yes	Yes	Yes

¹ See paragraphs 4 & 5 of NAVAREA Ib Self Assessment (WWNWS10/2/1/Ib)

² See paragraph 5 of NAVAREA III Self Assessment (WWNWS10/2/1/III)

³ See paragraph 5 of NAVAREA VI Self Assessment (WWNWS10/2/1/VI)

⁴ See paragraph 5 of NAVAREA VII Self Assessment (WWNWS10/2/1/VII)

⁵ See paragraph 5 of NAVAREA VIII Self Assessment (WWNWS10/2/1/VIII)

⁶ See paragraph 5 of NAVAREA IX Self Assessment (WWNWS10/2/1/IX)

⁷ See paragraph 5 of NAVAREA XI Self Assessment (WWNWS10/2/1/XI)

⁸ See paragraph 5 of NAVAREA XIII Self Assessment (WWNWS10/2/1/XIII)

⁹ See paragraph 5 of NAVAREA XIV Self Assessment (WWNWS10/2/1/XIV)

¹⁰ See paragraph 2 of NAVAREA XV Self Assessment (WWNWS10/2/1/XV)

¹¹ See paragraph 13 of NAVARERA XVI Self Assessment (WWNWS10/2/1/XVI)

XVII	No ¹²	Yes	Yes	Yes	No ¹³	Yes	Yes	Yes
XVIII	No ¹⁴	Yes	Yes	Yes	No ¹⁵	Yes	Yes	Yes
XIX	No ¹⁶	Yes	Yes	Yes	Yes	Yes	Yes	No ¹⁷
XX	No ¹⁸	Yes	Yes	Yes	Yes	Yes	Yes	Yes
XXI	No ¹⁹	Yes	Yes	Yes	Yes	Yes	Yes	Yes

¹² See paragraph 2 of NAVAREA XVII Self Assessment (WVNWS10/2/1/XVII)

¹³ See paragraph 5 of NAVAREA XVII Self Assessment (WVNWS10/2/1/XVII)

¹⁴ See paragraph 2 of NAVAREA XVIII Self Assessment (WVNWS10/2/1/XVIII)

¹⁵ See paragraph 5 of NAVAREA XVIII Self Assessment (WVNWS10/2/1/XVIII)

¹⁶ See paragraph 5 of NAVAREA XIX Self Assessment (WVNWS10/2/1/XIX)

¹⁷ See paragraph 2 of NAVAREA XIX Self Assessment (WVNWS10/2/1/XIX)

¹⁸ See paragraph 5 of NAVAREA XX Self Assessment (WVNWS10/2/1/XX)

¹⁹ See paragraph 5 of NAVAREA XXI Self Assessment (WVNWS10/1/2/XXI)

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

References:

Article 6 of the General Regulations
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 Co-ordinators 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 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, World Meteorological Organization (WMO) and International Mobile Satellite Organization (IMSO).
8. Liaise with the Capacity Building Sub-Committee (CBSC) and the CB Regional Coordinators 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.
10. These Terms of Reference can be amended in accordance with Article 6 of the General Regulations.

Up dated: 31 August 2018

Rules of Procedure

1. The Sub-Committee is composed of the NAVAREA Co-ordinators¹, Sub-Area Coordinators¹ and IHO Member States. In a NAVAREA or Sub-Area Coordinators' absence, they may nominate a representative to attend the meeting on their behalf. Normally this would be one of their National Coordinators¹. Representatives of the IMO, WMO, IMSO and the IHO Secretariat participate in an Ex-Officio capacity without voting rights. The Sub-Committee members, through the Chair, may invite recognized Observers² and other suitably qualified individuals, as Expert Contributors, to participate in specific activities as deemed appropriate, but without voting rights.
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 Assembly. Article 6 of the General Regulations shall govern the length of tenure. The Sub-Committee shall have a Secretary, nominated by the Secretariat. 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 Co-ordination 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 Assembly through the Council.
4. The Sub-Committee shall have its permanent secretariat at the Secretariat. 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.
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.

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

² Recognized IHO Observer organizations are listed on the IHO website.

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 Article 6 of the General Regulations.

WWNWS10
LIST OF KEY MEETINGS – 2018-2019

Organization	Meeting	Location	Dates
IMO/ITU	IMO-ITU EG14	London	3-7 September 2018
IMSO	Assembly (A)25	London	9-12 October 2018
IMO/IHO	HGDM2	London	29 October – 2 November 2018
IMO	MSC100	London	3-7 December 2018
IMO	NCSR6	London	16-25 January 2019
IHO	DRWG17	London	29-31 January 2019
IMSO	Advisory Committee (AC)43	London	3-4 June 2019
IHO	IRCC11	Genoa, Italy	3-5 June 2019
IMO	MSC101	London	5-14 June 2019
IHO	WWNWS11	Halifax, Canada	26-30 August 2019
IMSO	AC44	London	22-23 October 2019 (tbc)

To be added: IMO-ITU EG15 and WWMIWS2

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)