

NAVTEX Panel Report

Submitted by Chair, IMO International NAVTEX Coordinating Panel

SUMMARY

Executive Summary: This report provides a brief summary of the current issues being addressed by the IMO International NAVTEX Coordinating Panel and its actions since WWNWS Meeting 11.

Action to be taken: 6

Related documents: None

INTRODUCTION

1. This report covers the period since WWNWS11 and outlines:
 - .1 changes to the NAVTEX infrastructure during the period, and notification of planned changes;
 - .2 current operational issues associated with the NAVTEX service world-wide, and
 - .3 other wider issues associated with the promulgation of Maritime Safety Information (MSI) with which members of the Panel are involved.

NAVTEX INFRASTRUCTURE

2. Activities and developments during the period since the last report to WWNWS-SC are detailed below in respect to specific NAVAREAs (there has been no activity to report for NAVAREAS II, IV, V, VI, X, XIII, XIV, XV, XVII, XVIII, XIX and XXI):

NAVAREA I

- .1 The NAVAREA I coordinator has approached the NAVTEX Coordination Panel to consider a review of Baltic Sea Service areas and B1 characters. This is following two developments; Gislövshammar NAVTEX station in **Sweden** has been experiencing some interference from the NAVAREA III NAVTEX Station at Varna in **Bulgaria** and vice versa. Both NAVTEX stations share the same B1 character (**J**). Additionally, MSI message volume requirements could be addressed by adjustments to service areas mutually agreed amongst Baltic Sea NAVTEX service providers.

NAVAREA III

- .1 The NAVAREA III coordinator continues to engage with NAVTEX station operators in the Eastern area of NAVAREA III in a continuing attempt to provide guidance on the correct content of NAVTEXT messages.

- .2 **Libya** advises that their service remains non-operational due to security concerns.

NAVAREA VIII

- .1 **Bangladesh** is close to beginning NAVTEX transmissions from Kuakata once discussions with surrounding authorities have concluded.

NAVAREA IX

- .1 **Saudi Arabia** has advised that their NAVTEX station at Jeddah is now fully operational on both 518kHz and 490 kHz.

CURRENT OPERATIONAL ISSUES

WIDER ISSUES ASSOCIATED WITH THE PROMULGATION OF MARITIME SAFETY INFORMATION

3. The Panel strives to remain active in several areas associated with improving standards and developing MSI services. In common with colleagues across the NAVTEX community, these efforts have been somewhat hampered in recent times as a direct result of the Covid pandemic but it is hoped that the Panel will be able to resume full efficiency in due course.

NON-OPERATIONAL NAVTEX STATIONS

4. The Panel again requests that authorities provide status reports of NAVTEX stations which become non-operational (temporary or permanent) together with anticipated return to service dates if known.

OVER-RUNNING OF NAVTEX TRANSMISSIONS

5. It has been noted by the Panel that incidences of over-running of the 10-minute timeslots for NAVTEX transmissions have been increasing. Authorities are reminded to ensure that their transmissions do not over-run their assigned 10-minute timeslot as this may cause interference and disruption to the following scheduled transmission. Reference to the IMO NAVTEX Manual for advice is recommended.

ACTION REQUESTED OF THE SUB-COMMITTEE

6. The Sub-Committee is invited to note the information provided.