

## **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 13

Action to be taken: 7

Related documents: None

## **INTRODUCTION**

1 This report covers the period since WWNWS13 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, VII, IX, X, XII, XIII, XIV, XV, XVI, XVII, XVIII, XIX, XX and XXI):

### **.1 NAVAREA I**

Deliberations continue regarding 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.

## **.2 NAVAREA III**

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 NAVTEX messages. The NAVTEX Coordinating Panel remain grateful to the NAVAREA III coordinator for forbearance and patience shown whilst dealing with this delicate issue.

The NAVTEX Coordinating Panel were particularly impressed and grateful for the swift response and teamwork displayed in response to the loss of the Berdiansk NAVTEX Station. This really was international cooperation of the most excellent standard and ensured the continued delivery of the NAVTEX service to ensure mariner safety.

## **.3 NAVAREA VIII**

.1 There has been a Covid related delay in beginning test NAVTEX transmissions from Kuakata, Bangladesh but the NAVTEX Coordinating Panel are confident that the programme will resume in due course. The NAVTEX Coordinating Panel remain ready to offer any assistance as and when it may be required.

.2 The NAVTEX Coordinating Panel and the NAVAREA VIII Coordinator have maintained contact with Myanmar regarding potential new NAVTEX stations. This work continues. The NAVTEX Coordinating Panel remains grateful to the NAVAREA VIII Coordinator for their continued efforts in developing NAVTEX in this area.

## **.4 NAVAREA XI**

.1 Thailand has expressed interest in establishing new national NAVTEX stations. Advice has been given to discuss this with the NAVAREA XI coordinator in the first instance in accordance with the provisions of the IMO NAVTEX Manual.

.2 Brunei has also expressed interest in establishing NAVTEX stations. Similar advice has been given.

.3 The NAVTEX Coordination Panel recognises the continued dedication displayed by the NAVAREA XI Coordinator and is very grateful for this.

## **CURRENT OPERATIONAL ISSUES**

### **WIDER ISSUES ASSOCIATED WITH THE PROMULGATION OF MARITIME SAFETY INFORMATION**

3 The NAVTEX 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 continued to be hampered over the last year as a direct result of the Covid pandemic, however, there are encouraging signs that normal operations are beginning to resume. The Panel are very pleased that we are able to meet in person once again today.

## **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. Similarly, the Panel requests that station entries on GISIS are kept current.

## **OVER-RUNNING OF NAVTEX TRANSMISSIONS**

5 There is anecdotal suggestion that NAVTEX transmissions may be over-running but no firm or substantiated examples. The Panel is mindful of the heavy workload experienced by NAVTEX stations and remain available to discuss protracted situations, to assist where we can.

## **NAVTEX STATION POSITION CHANGES**

6 It has been noted that there have been several incidences where the position of a NAVTEX station as provided on GISIS has been minimally altered, often less than 100 metres. It is unclear why these positional amendments have been necessary, but the Panel would ask service providers to consider whether the service to the mariner is affected by these updates before effecting the amendment on GISIS.

## **ACTION REQUESTED OF THE SUB-COMMITTEE**

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