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| MARITIME SAFETY COMMITTEE101st session Agenda item 24 | MSC 101/24/Add.110 July 2019Original: ENGLISH |

**REPORT OF THE MARITIME SAFETY COMMITTEE ON ITS 101ST SESSION**

***(Extract)***

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| ANNEX 21 | RESOLUTION MSC.469(101) – AMENDMENTS TO WORLD-WIDE NAVIGATIONAL WARNING SERVICE (**RESOLUTION A.706(17), AS AMENDED**) |
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**ANNEX 21**

**RESOLUTION MSC.469(101)**

**(adopted on 14 June 2019)**

**AMENDMENTS TO WORLD-WIDE NAVIGATIONAL WARNING SERVICE**

**(RESOLUTION A.706(17), AS AMENDED)**

THE MARITIME SAFETY COMMITTEE,

RECALLING Article 28(b) of the Convention on the International Maritime Organization concerning the functions of the Committee,

RECALLING ALSO that, by resolution A.706(17), the Assembly adopted the IMO/IHO *World‑Wide Navigational Warning Service – Guidance Document*,

RECALLING FURTHER that the Committee, at its eighty-fifth and ninety-second sessions, approved MSC.1/Circ.1288 and MSC.1/Circ.1288/Rev.1, respectively, on *Amendments to resolution A.706(17) – World-Wide Navigational Warning Service*,

NOTING that the Assembly, at its seventeenth session, recommended that Member States implement the world-wide navigational warning service and authorized the Committee to amend the world‑wide navigational warning service, as might be necessary,

HAVING CONSIDERED the recommendation made by the Sub-Committee on Navigation, Communications and Search and Rescue, at its sixth session,

1 ADOPTS the *Revised IMO/IHO World-Wide Navigational Warning Service – Guidance Document*, set out in the annex to the present resolution, which revises in its entirety the existing text of annex 1, annex 2 and the appendix to resolution A.706(17), as amended by MSC.1/Circ.1288 and MSC.1/Circ.1288/Rev.1;

2 RECOMMENDS that Member States continue implementing the World-Wide Navigational Warning Service, taking into account the Revised Guidance Document set out in the annex to the present resolution;

3 DETERMINES that the *Revised IMO/IHO World-Wide Navigational Warning Service – Guidance Document* should become effective on 1 January 2020.

ANNEX

**REVISED IMO/IHO World‑Wide Navigational Warning Service Guidance**

**1 INTRODUCTION**

1.1 The World-Wide Navigational Warning Service (WWNWS) is the internationally and nationally coordinated service for the promulgation of navigational warnings.

1.2The purpose of this Guidance is to provide specific guidance for the promulgation of internationally coordinated NAVAREA and coastal warnings. Its guidance does not apply to purely national warning services which supplement these internationally coordinated services.

1.3The original resolution of the tenth International Hydrographic Conference in 1972 recommended the formation of an ad hoc joint IMO/IHO Commission to study the "establishment of a coordinated, efficient global radio navigational warning service". Subsequently, this became a purely IHO commission known as the Commission on Promulgation of Radio Navigational Warnings, which in January 2009 became the IHO World‑Wide Navigational Warning Service Sub-Committee (WWNWS-SC) but nevertheless consults continuously with IMO. In its report to the eleventh International Hydrographic Conference in 1977, the Commission submitted the Draft Plan for the Establishment of a World‑Wide Navigational Warning System, also referred to as Plan for the Establishment of a coordinated Radio Navigational Warning Service. The title World‑Wide Navigational Warning Service or WWNWS used for this revised edition of the document reflects the evolution of the system from a proposed action to an effective and fully operational coordinated service. This revised edition reflects the evolution of the WWNWS since the advent of the Global Maritime Distress and Safety System (GMDSS), as adopted by the Conference of Contracting Governments to the International Convention for the Safety of Life at Sea, 1974, on the Global Maritime Distress and Safety System in November 1988, effective on 1 February 1992.

1.4 Future amendments to this Guidance will be considered formally and approved by both IHO and IMO in accordance with the procedures set out in section 7. Proposed amendments should be evaluated by the IHO WWNWS-SC, which includes an ex‑officio representative of the IMO Secretariat, prior to any extensive IHO or IMO consideration.

**2 DEFINITIONS**

For the purposes of the WWNWS, reference the definition section of A.705(17), as amended.

**3****NAVIGATIONAL WARNINGS**

**3.1General**

3.1.1 There are four types of navigational warnings: NAVAREA warnings, Sub-area warnings, coastal warnings and local warnings. The WWNWS guidance and coordination are involved with only three of them:

.1 NAVAREA warnings;

.2 Sub-area warnings; and

.3 Coastal warnings.

**3.2 The four types of navigational warnings**

**3.2.1*****NAVAREA warnings***

3.2.1.1NAVAREA warnings are concerned with the information oceangoing seafarers require for their safe navigation, as defined in the Joint IMO/IHO/WMO Manual on Maritime Safety Infomation This includes, in particular, new navigational hazards and failures of important aids to navigation as well as information which may require changes to planned navigational routes.

3.2.1.2

Coastal warnings are broadcast by the International NAVTEX service, or by International EGC service when implemented in lieu of NAVTEX. They are not normally rebroadcast as NAVAREA warnings unless deemed of such significance that the seafarer should be aware of them before entering a NAVTEX service area. The National Coordinator will evaluate the significance of the information for consideration as a NAVAREA warning while the NAVAREA Coordinator will make the final determination.

**3.2.2*****Sub-area warnings***

3.2.2.1 Sub-area warnings broadcast information which is necessary for safe navigation within a Sub-area. They will normally include all subjects listed in the Joint IMO/IHO/WMO Manual on Maritime Safety Information, but will usually affect only the Sub-area.

**3.2.3** ***Coastal warnings***

[3.2.3.1 Coastal warnings broadcast information which is necessary for safe navigation within areas seaward of the fairway buoy or pilot station, should not be restricted to main shipping lanes. Where the area is not served by International NAVTEX, it is necessary to include all warnings relevant to the coastal waters up to 250 miles from the coast in the International EGC service broadcast.]

[3.2.3.1alt Coastal warnings are concerned with the information detailed below which seafarers require for their safe navigation and are not limited to main shipping lanes. This includes navigational hazards and failures of aids to navigation as well as information which may require changes to planned navigational routes. Coastal warnings broadcast information within an international NAVTEX service area or Coastal Warning area.]

3.2.3.2 Coastal warnings should include at least the subjects listed in the Joint IMO/IHO/WMO Manual on Maritime Safety Information.

3.2.3.3 Coastal Warnings are not normally rebroadcast as NAVAREA warnings unless deemed of such significance that the seafarer should be aware of them before entering a NAVTEX service area or Coastal Warning area.

**3.2.4** ***Local warnings***

Local warningsare concerned with information which covers inshore waters, often within the limits of jurisdiction of a harbour or port authority. They are broadcast by means other than NAVTEX or EGC, and supplement coastal warnings by giving detailed information within inshore waters.

**4 NAVIGATIONAL WARNING REQUIREMENTS**

**4.1 Guidance**

Operational guidance for handling and formatting navigational warnings is given in the Joint IMO/IHO/WMO Manual on Maritime Safety Information, the IMO NAVTEX Manual and the IMO manuals of the recognized mobile satellite service providers.

**4.2 Language**

4.2.1 All NAVAREA, Sub-area and coastal warnings should be broadcast only in English in the International NAVTEX and International EGC services.

4.2.2 In addition to the required broadcasts in English, NAVAREA, Sub-area and coastal warnings may be broadcast in a national language using National NAVTEX and National EGC services and/or other means.

4.2.3 Local warnings may be issued in any l language and/or in English.

**5 COORDINATOR RESOURCES AND RESPONSIBILITIES**

**5.1 General**

5.1.1 All coordinators should conform with the standards and practices established in the Joint IMO/IHO/WMO Manual on Maritime Safety Information, as revised (MSC.1/Circ.1310/Rev.2)

5.1.2 The coordinators have an important role to play in the promotion and overseeing of these standards in the promulgation of navigational warnings within its their area of responsibility. The coordinator should strive to be the focal point of any information affecting safety of navigation in their area of responsibility, as well as the point of contact of any administration within the area of responsibility on matters relating to navigational warnings.

**5.2 Common Repsonsibilites include:**

The Coordinator should:

.1 endeavour to be informed of all events that could significantly affect the safety of navigation within their area of responsibility;

.2 assess all information immediately upon receipt for relevance to navigation;

.3 select information for broadcast in accordance with the guidance given above;

.4 draft NAVAREA warnings in accordance with the Joint IMO/IHO/WMO Manual on Maritime Safety Information;

.5 direct and control the broadcast of navigational warnings, in accordance with the provisions of the 1974 SOLAS Convention;

.6 broadcast in-force bulletins not less than once per week at a regular scheduled time;

.7 promulgate the cancellation of navigational warnings which are no longer valid;

.8 act as the central point of contact on matters relating to navigational warnings within their area of responsibility;

.9 promote and oversee the use of established international standards and practices in the promulgation of navigational warnings throughout their area of responsibility;

.10 monitor the broadcasts which they originate to ensure that the warnings have been correctly broadcast;

.11 maintain records of source data relating navigational warnings in accordance with the requirement of the national Administration of the Coordinator;

.12 contribute to the development of international standards and practices through attendance and participation in the IHO World-Wide Navigational Warning Service Sub‑Committee meetings, and also participate in relevant IMO, IHO and WMO fora as appropriate; and

.13 take into account the need for contingency planning.

**5.3 Responsibilites unique to NAVAREA Coordinators include:**

 The NAVAREA Coordinator should:

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.2 ensure that NAVAREA warnings which remain in force for more than six weeks are made available immediately to NAVAREA Coordinators, other authorities and seafarers in general, as appropriate;

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.4 when notified by the authority designated to act on reports of piracy and armed robbery against ships, arrange for the broadcast of a suitable NAVAREA warning. Additionally, keep the national or regional piracy control centre informed of long‑term broadcast action(s);

.5 when notified by the appropriate authorities, arrange for the broadcast of suitable NAVAREA warnings to promulgate World Health Organization (WHO) health advisories, tsunami-related warnings and other information which is necessary for safe navigation;

.6 coordinate preliminary discussions between neighbouring Member States, seeking to establish or amend NAVTEX services, and with other adjacent Administrations, prior to formal application;

**5.5 NAVAREA Coordinator resources**

 The NAVAREA Coordinator should have:

.1 the expertise and information sources of a well-established national hydrographic service;

.2 effective communications, e.g. telephone, email, facsimile and internet, with Sub-area and National Coordinators in the NAVAREA, with other NAVAREA Coordinators and with other data providers; and

.3 access to broadcast systems for transmission to the navigable waters of the NAVAREA. As a minimum, this should include those described in paragraph 3.1.1. Reception should normally be possible at least 300 nautical miles beyond the limit of the NAVAREA.

**5.6 Sub-area Coordinator responsibilities**

In addition to the common responsibilities listed in 6.2 the Sub-area Coordinator should:

.1 forward Sub-area warnings and relevant associated information which may require wider promulgation directly to their own NAVAREA Coordinator using the quickest possible means;

**57**

**5.8 National Coordinator responsibilities**

In addition to the common responsibilities listed in 6.2 a National Coordinator should:

.1 forward coastal warnings and relevant associated information which may require wider promulgation directly to their NAVAREA/Sub-area Coordinator and/or adjacent national Coordinators as appropriate, using the quickest possible means;

**59**

**6 PROCEDURE FOR AMENDING THE WORLD-WIDE NAVIGATION WARNING SERVICE**

6.1 Proposals for amendment or enhancement of the World-Wide Navigational Warning Service should be submitted for evaluation by the Sub-Committee on Navigation, Communications and Search and Rescue (NCSR). Amendments should only be adopted after consideration and approval by the NCSR Sub-Committee.

6.2 Amendments to the service should be adopted at intervals as determined by the Maritime Safety Committee. Amendments adopted by the Maritime Safety Committee will be notified to all concerned and will come into force on 1 January of the following year, or at another date as decided by the Committee.

6.3 The agreement of the International Hydrographic Organization and the active participation of other bodies should be sought according to the nature of the proposed amendments.

6.4 The schedule of broadcast times and frequencies for the WWNWS, being subject to frequent changes, will not be subject to these amendment procedures, but should be coordinated through the IMO Enhanced Group Call Coordinating Panel or the IMO NAVTEX Coordinating Panel, as appropriate.

APPENDIX

**GEOGRAPHICAL AREAS FOR COORDINATING AND PROMULGATING
NAVAREA WARNINGS**



The delimitation of these NAVAREAs is not related to and should not prejudice the delimitations of any boundaries between States.

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