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**CIRCULAR LETTER 50/2019**  
**02 October 2019**

## **OUTCOMES OF THE 11<sup>TH</sup> MEETING OF THE SUB-COMMITTEE ON THE WORLD-WIDE NAVIGATIONAL WARNING SERVICE (WWNWS-SC)**

Reference: *WWNWS-SC Letter No. 01/2019 dated 26 March 2019.*

Dear Hydrographer,

1. The 11<sup>th</sup> meeting of the World-Wide Navigational Warning Service (WWNWS) Sub-Committee (WWNWS11) was hosted by the Canadian Coast Guard and held in Halifax, Nova Scotia, Canada, from 26 to 30 August 2019 under the chairmanship of Mr Peter Doherty of the United States of America. Ms Julie Gascon, Director General Canadian Coast Guard Operations, welcomed the meeting which was attended by 46 delegates from 19 IHO Member States, the Secretariat of the International Maritime Organization (IMO), the Secretariat of the World Meteorological Organization (WMO), the Secretariat of the International Mobile Satellite Organization (IMSO), the Chairs of IMO NAVTEX and International SafetyNET Coordinating Panels, Inmarsat, Iridium, Security of Navigation, Stabilisation, Advice and Training (inc AWNIS) (SONSAT) and the IHO Secretariat. The delegates included representatives of 18 NAVAREA Coordinators, one Sub-Area Coordinator and three National Coordinators. It was noted that 2019 was the 45<sup>th</sup> anniversary of the establishment of the Committee for the Provision of Radio Navigational Warnings (CPRNW), the former name for the WWNWS, and the 20<sup>th</sup> anniversary of the operational establishment of the Global Maritime Distress and Safety System (GMDSS)

### **Summary of Discussions at WWNWS11 Sessions**

2. All meeting documents and the meeting report for WWNWS11 are available from the WWNWS section of the IHO web site ([www.iho.int](http://www.iho.int) > IHO Council, Committees & WG> IRCC > WWNWS > WWNWS11). The following is a brief summary of the major issues considered at the meeting.

### WWNWS Documentation

3. The work of the 17<sup>th</sup> meeting of the Document Review Working Group (DRWG) was reviewed. In particular the resultant outcomes of the discussions at the 6<sup>th</sup> session of the IMO Sub-Committee on Navigation, Communications and Search and Rescue (NCSR 6) and the recognition of the Iridium satellite system on all the MSI documentation. It was noted that the IMO resolutions A705(17), as amended, - *Promulgation of Maritime Safety Information*, A706(17), as amended, - *World-Wide Navigational Warning Service*, and A1051(27) - *IMO/WMO Worldwide Met-Ocean Information and Warning Service – Guidance Document* - had all be submitted to NCSR 6 in early 2019 and subsequently adopted at IMO Maritime Safety Committee (MSC) 101. Considerable effort was directed to revising the International SafetyNET Manual in preparation for submission to NCSR 7 in October 2019.

It was agreed that the 18<sup>th</sup> meeting of the Document Review WG (DRWG18) will continue the review of the preliminary interim draft Iridium SafetyCast service Manual with the objective of preparing a final draft for consideration at WWNWS12 in 2020 and subsequent submission to

NCSR 8 in 2021. In addition the Joint IMO/IHO/WMO Manual on MSI will be reviewed in coordination with the International SafetyNET Manual, the Iridium SafetyCast service Manual and the IMO NAVTEX Manual.

4. All draft documents under development by the Sub-Committee are available via the WWNWS page of the IHO web site. Member States are encouraged to review the documents and submit comments to the Chair (Mr Peter Doherty, e-mail: Peter.M.Doherty@nga.mil) and the IHO Secretariat (Assistant Director David Wyatt, e-mail: adso@iho.int). Any proposed changes or amendments and further work will be undertaken at the DRWG18, which will be held the week after the 7<sup>th</sup> session of the NCSR at IMO Headquarters in London in late January 2020. The drafting work will be finalised at WWNWS12 and then submitted to the IMO for approval.

#### Global Maritime Distress and Safety System (GMDSS) / MSI Briefing

5. The Sub-Committee received MSI self-assessment reports from all 21 NAVAREAs. A number of issues were highlighted, which will require further investigation and input from the Chair of the WWNWS-SC, as well as the Chairs of the International SafetyNET and IMO NAVTEX Coordinating Panels. The Chair agreed to assist NAVAREA Coordinators, through the IHO Secretariat, to gain the support of National Coordinators in ensuring that all SOLAS MSI responsibilities were being met.

6. The contents of the relevant Annexes of the GMDSS Master Plan were reviewed. The IHO Secretariat highlighted a number of differences between the information contained in the Annexes of the GMDSS Master Plan and the IHO Publication C-55 – *Status of Hydrographic Surveying and Nautical Charting Worldwide*. NAVAREA Coordinators were requested to highlight to National Coordinators the conflicting information in the two documents and to request that they investigate to ensure consistency for their national entries.

7. The Vice-Chair of the Worldwide Metocean Information and Warning Service Committee (WWMIWS-C) provided a presentation giving an update on the activities of the Committee in relation to the provision of meteorological warnings and forecasts. He provided details on the reorganization of the WMO and the Joint World Meteorological Organization - Intergovernmental Oceanographic Commission Technical Commission for Oceanography and Marine Meteorology (JCOMM). He highlighted the focus of activities of the Committee with the implementation of new services provided by Inmarsat and Iridium. He also noted the challenges which need to be addressed for the S-100 based Product Specifications under development for weather and ice services, in addition to that for MSI.

8. The Secretariat of the IMO provided an update on its activities and areas which required particular effort and focus to progress. He highlighted some personnel changes, which have taken place within the Maritime Safety Division. He also noted the changes in the leadership of the IMO NAVTEX Coordinating Panel. He highlighted a number of IMO resolutions and circulars, which had been adopted or approved and which articulated the changes resulting from the recognition of the Iridium SafetyCast and Fleet Safety services and the SOLAS amendments. He noted that IMO Member States had recognised there was a need to address the additional costs of provision of MSI within a multi-provider environment. He urged NAVAREA Coordinators to be engaged with the decision making process within the IMO. It was highlighted that the approved wording in the ToRs of the IMO EGC Coordinating Panel had been amended from the original submitted, which appeared to result in not making use of all recognised providers mandatory.

9. The Secretariat of IMSO provided a presentation on its activities and an update on work with the service providers to ensure compliance within the signed Public Service Agreements. He highlighted the GMDSS oversight activities and the contingency exercises, which are undertaken by IMSO. He particularly noted the challenge of monitoring the Iridium SafetyCast service broadcasts, which could not be conducted in the same manner as that used for Inmarsat

SafetyNET Services. He highlighted the outstanding issues, which needed to be completed before the Letter of Compliance could be issued by IMSO to Iridium. He noted that an update on the BeiDou system would be provided to NCSR 7. He also noted issues which were outstanding – service cost, operational and monitoring – as well as the current layout of the Master Plan, which needed to be amended to include Iridium SafetyCast service. Concern was expressed how the testing of the Iridium SafetyCast service could take place without receivers at sea to undertake the tests. Concern was also expressed regarding the integration of data between Inmarsat and Iridium systems, since each provider has an individual manual and there is no provision for data integration. In response, Iridium offered to provide terminals and training to MSI providers for conducting tests. IMSO, noting the comments raised regarding the incomplete type approval process, considered that it is technically acceptable for testing proposes, taking into account the terminals have the same firmware, software and hardware versions which are being submitted to the type approval process. It was acknowledged that the formal type-approval should be a condition for the satisfaction of the MSI providers test process.

10. At the request of the IMO Secretariat, a separate International SafetyNET Coordinating Panel (to be re-named the IMO Enhanced Group Call (EGC) Coordinating Panel from 1 January 2020) was held on 29 August. The meeting report will be available from the WWNWS document page of the IHO website when finalised and a separate IMO EGC Coordinating Panel report will be submitted to the NCSR 7 by the Chair.

11. The Secretary of the IMO NAVTEX Coordinating Panel provided an update brief on the operational state of NAVTEX service provision. He highlighted a number of changes in operational capability with new stations in operation, stations being re-commissioned and stations non-operational. He highlighted a number of NAVTEX service issues which needed to be considered by the WWNWS-SC, in particular the issue of overruns of the 10 minute time slots, which remains an ongoing concern.

12. The Sub-Committee also received several other briefings. The Inmarsat representative provided a presentation on the SafetyNET, SafetyNET II and Fleet Safety services and coverage developments. The proposed developments of the Inmarsat services were highlighted as well as the benefits of SafetyNET II. A potential process to overcome the issues of duplication and dual costs in a multi provider environment was presented. He also provided a potential solution to achieve the desired monitoring requirement for Low Earth Orbiting (LEO) and geo-stationary satellite systems. The Iridium representative provided a presentation on the SafetyCast service developments and progress towards achieving full operational capability. He outlined the anticipated timeline to achieving full operational capability, noting SOLAS carriage compliance would be from 1 January 2020. He agreed to investigate an extension to the current 30 September deadline for contract signing to obtain two years transmission free of charge, although the suggested end of 2019 was considered doubtful. The Chair described the proposed monitoring methods for the SafetyCast service to achieve an acceptable level of monitoring. NAVAREA XIV noted that the current methods, since the I3 to I4 migration, has changed from the initial concept and therefore there is a case for reviewing what is to be achieved and the entire concept of monitoring in the future. The Chair noted that certificates of authorisation would be issued to all NAVAREA Coordinators, regardless of whether contracts had been signed; it would then be upon individual NAVAREA Coordinators to progress work with Iridium.

13. The Chair of the S-124CG provided an update brief on the CG activities. He highlighted the developments progressed and where the next stages were anticipated. He noted that the development had reach the stage where input from the NAVAREA Coordinators was critical to make further progress. He provided details of tests and reviews of the Product Specification (PS) which had been completed. He urged all to read through the PS and provide feedback and comments. It was agreed that the WWNWS-SC would review the S-124 warning Hazard Type list and provide feedback and input to him.

14. The Chair S-124 CG provided a report on the outcomes of the S-124 Workshop, which had been held 28 to 29 August 2019 in parallel to the WWNWS11. He noted that not all comments of Draft 2.0 were addressed and that this will be completed by correspondence. He highlighted that a significant amount of time had been spent on the portrayal of NW messages with input from WWNWS11 participants who were also master mariners. It was proposed that the S-124 layer should always be displayed, which may have implications for ECDIS performance standards and therefore would need to be considered by the IMO at an appropriate time in the future. The S-124 Chair noted he would address the issue to the S-100WG and ENCWG for further discussion and the wider implications. He displayed example symbols of point, line and area representation for day, dusk and night colour palettes. It was agreed that positions would be default “approximate positions”, such as a drifting hazard location, unless indicated by the information provider to be accurate positions. He displayed a graphic indicating the scope of S-124 as proposed by the workshop, and the remaining parts of the transmission process which were the responsibility of other authorities and the information providers. The Chair proposed that the S-124CG be re-established as a S-124 Project Team with a target for S-124 publication of Edition 1.0.0 by the end of 2020. The WWNWS-SC approved and requested the Chair of the S-124CG to provide revised ToRs to the Chair WWNWS-SC for approval by correspondence.

15. The IHO, on behalf of the IOC Secretariat, provided an update on the Working Group on Tsunamis and Other Hazards Related to Sea-Level Warning and Mitigation Systems (TOWS-WG) activities and progress towards operational activities with the WWNWS and using the WWNWS for the promulgation of tsunami warning information. The Chair displayed the proposed draft warning messages, he noted that NAVAREA Coordinators were entitled to adapt the messages and contents to meet their particular requirements. It is intended that the tsunami warning message examples would be included in the next update of the Joint IMO/IHO/WMO manual on MSI. NAVAREA Coordinators covering the Indian Ocean basin were encouraged to consider participation in the workshop to be held in Jakarta, Indonesia in 4<sup>th</sup> quarter 2019 in relation to the 4<sup>th</sup> edition of World Tsunami Awareness Day to engage with the regional Tsunami Service Provider and develop awareness and capabilities to support the provision and promulgation of warning information.

#### MSI Capacity Building Training Course

16. The Chair briefed on the MSI CB training effort and its development. He detailed the general content of the course and how the various topics are delivered through the period of the course and the practical aspects of the training. The Chair highlighted the lack of qualified experienced trainers and the proposed actions to generate regional trainers (Americas, Europe/Africa and Asia/Pacific) to assist the main trainers in the delivery of the course. He identified a number of individuals (Ms Lucia Bakker (Canada), Mr Trond Ski (Norway) and Mr Dave Wilson (New Zealand)) initially and he asked for those who wished to be considered to let him know, so that they could be included in appropriate MSI CB courses to gain the necessary experience to become a qualified trainer. The remaining MSI courses in 2019 were highlighted and those approved by the Capacity Building Sub Committee (CBSC) for 2020. The Chair requested those identified or volunteering to approach their administrations to gain support to become an identified trainer. The Chair noted that he and NAVAREA IV\_XII would ensure the training material was updated and current.

17. The Chair highlighted resource limitations and student background focus for the MSI CB course, which did not harmonize with the inclusion of participants from other administrations and authorities. He felt that combined WMO-IHO courses had potential but needed to be further investigated in the future for the benefits for all those involved.

## **WWNWS11 report to IMO NCSR 7**

18. The IHO Secretariat and the Chair of the WWNWS-SC will prepare a brief report on the outcomes of WWNWS11, based on this Circular Letter, for submission to IMO NCSR 7, which will be held in January 2020.

### **Next Meeting**

19. The Maritime Safety Authority (MSA) of China offered to host the 12<sup>th</sup> meeting of the WWNWS-SC (WWNWS12) in the last week of August or first week of September 2020. The Chair noted the offer, he agreed to investigate and provide location and date confirmation by the beginning of December 2019. All NAVAREA Coordinators and National MSI Coordinators are encouraged to attend the meetings of the WWNWS-SC to broaden their experience and interact with each other. It was also agreed to investigate a further collocated meeting with the WWMIWS-C in 2021.

### **Chair of WWNWS-SC**

20. After 19 years as the Chair of the WWNWS-SC, Mr Peter Doherty confirmed that WWNWS11 would be his final meeting as he was due to retire from the National Geospatial Agency in May 2020. He confirmed that he would represent the WWNWS-SC at the NCSR 7, the DRWG18 and the 2<sup>nd</sup> session of the IHO Assembly, which would be his final event as Chair WWNWS-SC.

21. The IHO Secretariat takes this opportunity to remind Member States with responsibilities for the NAVAREA system that they should:

- Encourage regular attendance at WWNWS-SC meetings;
- Seek or maintain close engagement with National MSI Coordinators within their NAVAREA;
- In cooperation with their respective Regional Capacity Building Coordinator, seek to identify coastal States within their NAVAREA in need of support and MSI training;
- Encourage engagement with the GMDSS Modernization CG and, through national delegations to the IMO, raise awareness of progress and impact of e-navigation on the provision of MSI; and
- Monitor progress of the establishment of contingency plans with adjacent NAVAREAs and encourage regular exercising of plans already established.

On behalf of the Secretary-General

Yours sincerely,



Mustafa IPTES  
Director