

RESOLUTION MSC.468(101) (adopted on 14 June 2019)
AMENDMENTS TO PROMULGATION OF MARITIME SAFETY INFORMATION
(RESOLUTION A.705(17), AS AMENDED)

ANNEX 20

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(RESOLUTION A.705(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.705(17), the Assembly adopted the *Recommendation on promulgation of Maritime Safety Information*,

RECALLING FURTHER that the Committee, at its eighty-fifth and ninety-second sessions, approved MSC.1/Circ.1287 and MSC.1/Circ.1287/Rev.1, respectively, on *Amendments to resolution A.705(17) – Promulgation of Maritime Safety Information*,

NOTING that the Assembly, at its seventeenth session, resolved that the procedures for the provision and promulgation of maritime safety information should be in accordance with resolution A.705(17) on *Promulgation of Maritime Safety Information*,

NOTING ALSO that the said Assembly resolution urged Member States to cooperate in providing maritime safety information in accordance with the structure established by the aforementioned Recommendation,

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

1 ADOPTS the *Revised recommendation on promulgation of Maritime Safety Information*, set out in the annex to the present resolution, which revises in its entirety the existing text of the annex to resolution A.705(17), as amended by MSC.1/Circ.1287 and MSC.1/Circ.1287/Rev.1;

2 RESOLVES that the procedures for the provision and promulgation of maritime safety information should be in accordance with the *Revised recommendation on promulgation of Maritime Safety Information* set out in the annex to the present resolution;

3 DETERMINES that the *Revised recommendation on promulgation of Maritime Safety Information* should become effective on 1 January 2020.

ANNEX

**REVISED RECOMMENDATION ON PROMULGATION OF
 MARITIME SAFETY INFORMATION**

1 INTRODUCTION

1.1 The purpose of this Recommendation is to set out the organization, standards and methods which should be used for the promulgation and reception of Maritime Safety Information (MSI).

1.2 The Maritime Safety Information service of the Global Maritime Distress and Safety System (GMDSS) is the internationally and nationally coordinated network of broadcasts containing information which is necessary for safe navigation, received on ships by equipment which automatically monitors the appropriate transmissions, displays information which is relevant to the ship and provides a print capability. This concept is illustrated in figure 1.

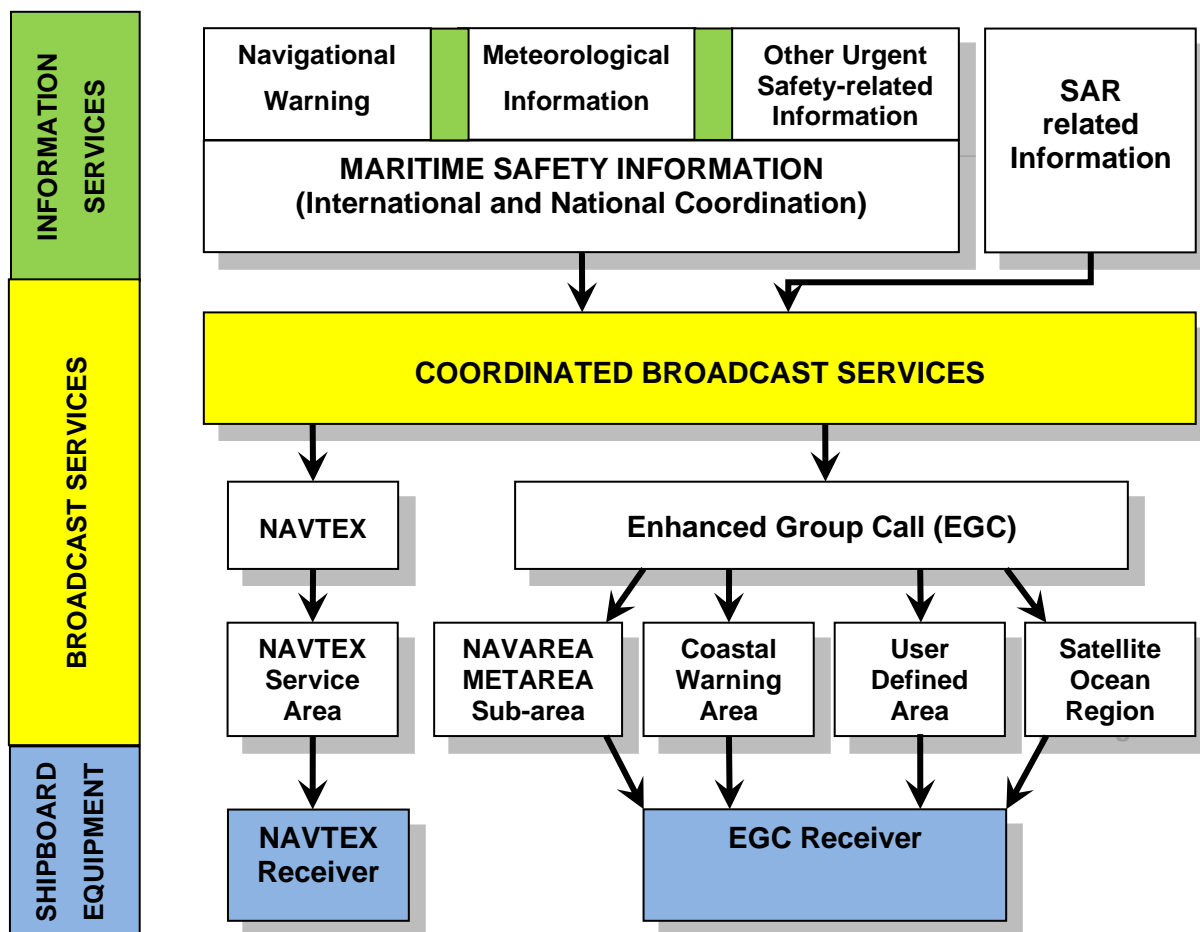


Figure 1 – The Maritime Safety Information service of the Global Maritime Distress and Safety System

1.3 MSI is of vital concern to all ships. It is therefore essential that common standards are applied to the collection, editing and dissemination of this information. Only by doing so will the mariners be assured of receiving the information they need, in a form which they understand, at the earliest possible time.

2 DEFINITIONS

For the purposes of this document, the following definitions apply:

- .1 *Coastal warning* means a navigational warning or in-force bulletin promulgated as part of a numbered series by a National Coordinator. Broadcast should be made by the International NAVTEX service to defined NAVTEX service areas and/or by an International Enhanced Group Call service to the coastal warning area (in addition, Administrations may issue coastal warnings by other means).
- .2 *Coastal warning area* means a unique and precisely defined sea area within a NAVAREA/METAREA or Sub-area established by a coastal State for the purpose of coordinating the broadcast of coastal Maritime Safety Information through an International Enhanced Group Call service.
- .3 *Enhanced Group Call (EGC)* means the broadcast of coordinated Maritime Safety Information and Search and Rescue related information, to a defined geographical area using a recognized mobile satellite service.
- .4 *Global Maritime Distress and Safety System (GMDSS)* means a system that performs the functions set out in SOLAS regulation IV/4, as amended.
- .5 *HF NBDP* means High Frequency narrow-band direct-printing, using radio telegraphy as defined in Recommendation ITU-R M.688.
- .6 *In-force bulletin* means a list of serial numbers of those NAVAREA, Sub-area or coastal warnings in force issued and broadcast by the NAVAREA Coordinator, Sub-area Coordinator or National Coordinator.
- .7 *International Enhanced Group Call service* means the coordinated broadcast and automatic reception of Maritime Safety Information and Search and Rescue related information via Enhanced Group Call, using the English language.
- .8 *International NAVTEX service* means the coordinated broadcast and automatic reception on 518 kHz of Maritime Safety Information by means of narrow-band direct-printing telegraphy using the English language.¹
- .9 *Maritime Safety Information (MSI)*² means navigational and meteorological warnings, meteorological forecasts and other urgent safety-related messages broadcast to ships.
- .10 *Maritime Safety Information service* means the internationally and nationally coordinated network of broadcasts containing information which is necessary for safe navigation.
- .11 *METAREA* means a geographical sea area³ established for the purpose of coordinating the broadcast of marine meteorological information. The term METAREA followed by a roman numeral may be used to identify a particular

¹ As set out in the IMO NAVTEX Manual.

² As defined in SOLAS regulation IV/2.

- sea area. The delimitation of such areas is not related to and should not prejudice the delimitation of any boundaries between States.
- .12 *Meteorological information* means the marine meteorological warning and forecast information in accordance with the provisions of the International Convention for the Safety of Life at Sea, 1974, as amended.
- .13 *National NAVTEX service* means the broadcast and automatic reception of Maritime Safety Information by means of narrow-band direct-printing telegraphy using frequencies other than 518 kHz and languages as decided by the Administration concerned.
- .14 *National Enhanced Group Call service* means the broadcast and automatic reception of Maritime Safety Information via the EGC system, using languages as decided by the Administration concerned.
- .15 *NAVAREA* means a geographical sea area³ established for the purpose of coordinating the broadcast of navigational warnings. The term NAVAREA followed by a roman numeral may be used to identify a particular sea area. The delimitation of such areas is not related to and should not prejudice the delimitation of any boundaries between States.
- .16 *Navigational warning* means a message containing urgent information relevant to safe navigation broadcast to ships in accordance with the provisions of the International Convention for the Safety of Life at Sea, 1974, as amended.
- .17 *NAVTEX* means the system for the broadcast and automatic reception of Maritime Safety Information by means of narrow-band direct-printing telegraphy.
- .18 *NAVTEX coverage area* means an area defined by an arc of a circle having a radius from the transmitter calculated according to the method and criteria given in resolution A.801(19), as amended.
- .19 *NAVTEX service area* means a unique and precisely defined sea area, wholly contained within the NAVTEX coverage area, for which Maritime Safety Information is provided from a particular NAVTEX transmitter. It is normally defined by a line that takes full account of local propagation conditions and the character and volume of information and maritime traffic patterns in the region, as given in resolution A.801(19), as amended.
- .20 *Other urgent safety-related information* means Maritime Safety Information broadcast to ships that is not defined as a navigational warning or meteorological information. This may include, but is not limited to, significant malfunctions or changes to maritime communications systems, and new or amended mandatory ship reporting systems or maritime regulations affecting ships at sea.
- .21 *Recognized mobile satellite service* means any service which operates through a satellite system and is recognized by IMO for use in the GMDSS.

³ Which may include inland seas, lakes and waterways navigable by seagoing ships.

- .22 *Search and Rescue (SAR) related information* means distress alert relays and other urgent search and rescue related information broadcast to ships.
- .23 *Sub-area* means a subdivision of a NAVAREA/METAREA in which a number of countries have established a coordinated system for the promulgation of Maritime Safety Information. The delimitation of such areas is not related to and should not prejudice the delimitation of any boundaries between States.
- .24 *User defined area* means a temporary geographic area, either circular or rectangular, to which Maritime Safety Information or Search and Rescue-related information is addressed.
- .25 *World-Wide Met-Ocean Information and Warning Service (WWMIWS)*⁴ means the internationally coordinated service for the promulgation of meteorological warnings and forecasts.
- .26 *World-Wide Navigational Warning Service (WWNWS)*⁵ means the internationally and nationally coordinated service for the promulgation of navigational warnings.
- .27 In the operating procedures, *coordination* means that the allocation of the time for data broadcast is centralized, the format and criteria of data transmissions are compliant as described in the Joint IMO/IHO/WMO Manual on Maritime Safety Information and that all services are managed as set out in resolutions A.705(17), as amended, A.706(17), as amended, and A.1051(27), as amended.

3 BROADCAST METHODS

3.1 The two principal methods used for broadcasting MSI in accordance with the provisions of the International Convention for the Safety of Life at Sea, 1974, as amended (the 1974 SOLAS Convention), in the areas covered by these methods, are as follows:

- .1 NAVTEX: broadcasts to coastal waters; and
- .2 Enhanced Group Call: broadcasts to the geographical sea areas covered by a recognized mobile satellite service.

3.2 Information should be provided for unique and precisely defined sea areas, each being served only by the most appropriate of the above methods. Although there will be some duplication to allow a ship to change from one method to another, the majority of MSI will be broadcast either on NAVTEX or by EGC.

3.3 NAVTEX broadcasts should be made in accordance with the standards and procedures set out in the NAVTEX Manual.

3.4 EGC broadcasts should be made in accordance with the standards and procedures set out in the IMO manuals of the recognized mobile satellite service providers.

⁴ As set out in resolution A.1051(27), as amended.

⁵ As set out in resolution A.706(17), as amended.

3.5 HF NBDP may be used to promulgate MSI in areas outside EGC and NAVTEX coverage (SOLAS regulation IV/7.1.5).

3.6 In addition, Administrations may also provide MSI by other means.

3.7 In the event of failure of normal transmission facilities, an alternative means of transmission should be utilized. A NAVAREA/METAREA warning and a coastal warning, if possible, should be issued detailing the failure, its duration and, if known, the alternative route for the dissemination of MSI.

4 SHIPBOARD EQUIPMENT

4.1 Ships are required to be capable of receiving MSI broadcasts for the area in which they operate in accordance with the provisions of the 1974 SOLAS Convention.

4.2 The NAVTEX receiver should operate in accordance with the technical specifications set out in Recommendation ITU-R M.540. Resolution MSC.148(77) recommends Governments to ensure that NAVTEX receiver equipment, if installed on or after 1 July 2005, conforms to performance standards not inferior to those specified in resolution MSC.148(77), and if installed before 1 July 2005, conforms to performance standards not inferior to those specified in the annex to resolution A.525(13).

4.3 Performance standards for EGC equipment are provided in resolution MSC.306(87), as amended by resolution MSC.431(98), for equipment installed on or after 1 July 2019; resolution MSC.306(87) for equipment installed on or after 1 July 2012 and before 1 July 2019; and resolution A.664(16) for equipment installed before 1 July 2012.

4.4 In sea area A4, outside of the coverage of NAVTEX, where MSI may be received using HF NBDP, the HF NBDP receiver should operate in accordance with the technical specifications set out in Recommendation ITU-R M.688 and should meet the performance standards adopted by the Organization by resolution A.700(17), as amended.

5 PROVISION OF INFORMATION

5.1 Navigational warnings should be provided in accordance with the standards, organization and procedures of WWNWS under the functional guidance of the International Hydrographic Organization (IHO) through its World-Wide Navigational Warning Service Sub-Committee (WWNWS-SC).

5.2 Meteorological information should be provided in accordance with the World Meteorological Organization (WMO) technical regulations, recommendations, and procedures defined for the World-Wide Met-Ocean Information and Warning Service (WWMIWS) through the World-Wide Met-Ocean Information and Warning Service Committee (WWMIWS-C) of the Joint WMO-IOC⁶ Technical Commission for Oceanography and Marine Meteorology (JCOMM).

5.3 Other urgent safety-related information should be provided by the relevant national or international authority responsible for managing the system or scheme.

5.4 SAR related information should be provided by the various authorities responsible for coordinating maritime search and rescue operations in accordance with the standards and procedures established by the Organization.

⁶ IOC is the Intergovernmental Oceanographic Commission of UNESCO.

5.5 Relevant national or international authorities should take into account the need for contingency planning.

6 COORDINATION PROCEDURES

6.1 In order to make the best use of automated reception facilities, and to ensure that the mariner receives at least the minimum information necessary for safe navigation, careful coordination is required.

6.2 In general, this requirement for coordination will be met by the standard operational procedures of IMO, IHO and WMO. Coordination issues should be referred, in the first instance, to the most appropriate parent body.

6.3 Administrations responsible for MSI providers should provide details of their services to IMO, which will maintain and publish this as part of the GMDSS Master Plan.

6.4 The coordination of changes to operational NAVTEX services and of the establishment of new stations is undertaken by the IMO NAVTEX Coordinating Panel on behalf of the Maritime Safety Committee.

6.5 The coordination of changes to operational EGC services and of the authorization and registration of information providers is undertaken by the IMO Enhanced Group Call Coordinating Panel on behalf of the Maritime Safety Committee.

6.6 MSI providers should arrange the content and means of their broadcast transmissions to suit specific service areas.⁷ The designation of service areas is an important part of the coordination process since it is intended that a ship should be able to obtain all the information relevant to a given area from a single source. The Maritime Safety Committee approves NAVAREAs/METAREAs and service areas for the International NAVTEX and EGC services as advised by IHO and WMO.

7 EGC SERVICE AVAILABILITY

7.1 The EGC system(s) of recognized mobile satellite service providers should provide continuous availability for broadcasting MSI and SAR related information in accordance with the relevant provisions of resolution A.1001(25).

7.2 Cases of difficulty affecting the broadcast of MSI and SAR related information through the EGC system(s) of a recognized mobile satellite service provider in ways that limit the ability of information providers to monitor the EGC broadcasts that they originate, or the ability of ships to receive EGC broadcasts intended for reception throughout their intended voyages, should be brought to the attention of IMSO as and when necessary for the purpose of discharging IMSO's technical oversight responsibilities in respect of the recognized satellite service provider(s) involved.

8 PROCEDURE FOR AMENDING THE MARITIME SAFETY INFORMATION SERVICE

8.1 Proposals for amendment or enhancement of the MSI 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.

⁷ Coordination of HF NBDP broadcasts in the Arctic should be undertaken by relevant MSI service providers.

8.2 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.

8.3 The agreement of IHO, WMO, IMSO and ITU, as appropriate, and the active participation of other bodies should be sought, according to the nature of the proposed amendments.

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