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**AMENDMENTS TO RESOLUTION A.705(17) –
PROMULGATION OF MARITIME SAFETY INFORMATION**

- 1 The Maritime Safety Committee, at its ninety-second session (12 to 21 June 2013), approved amendments to resolution A.705(17) – *Promulgation of maritime safety information*, prepared by the Sub-Committee on Radiocommunications and Search and Rescue, at its seventeenth session (21 to 25 January 2013).
- 2 The revised text, set out in the annex to this circular, replaces the existing text of the annex to resolution A.705(17).
- 3 The Committee decided that the amendments should enter into force on 1 January 2015.
- 4 This circular revokes MSC.1/Circ.1287.

ANNEX

RECOMMENDATION ON THE 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.

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 in 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.

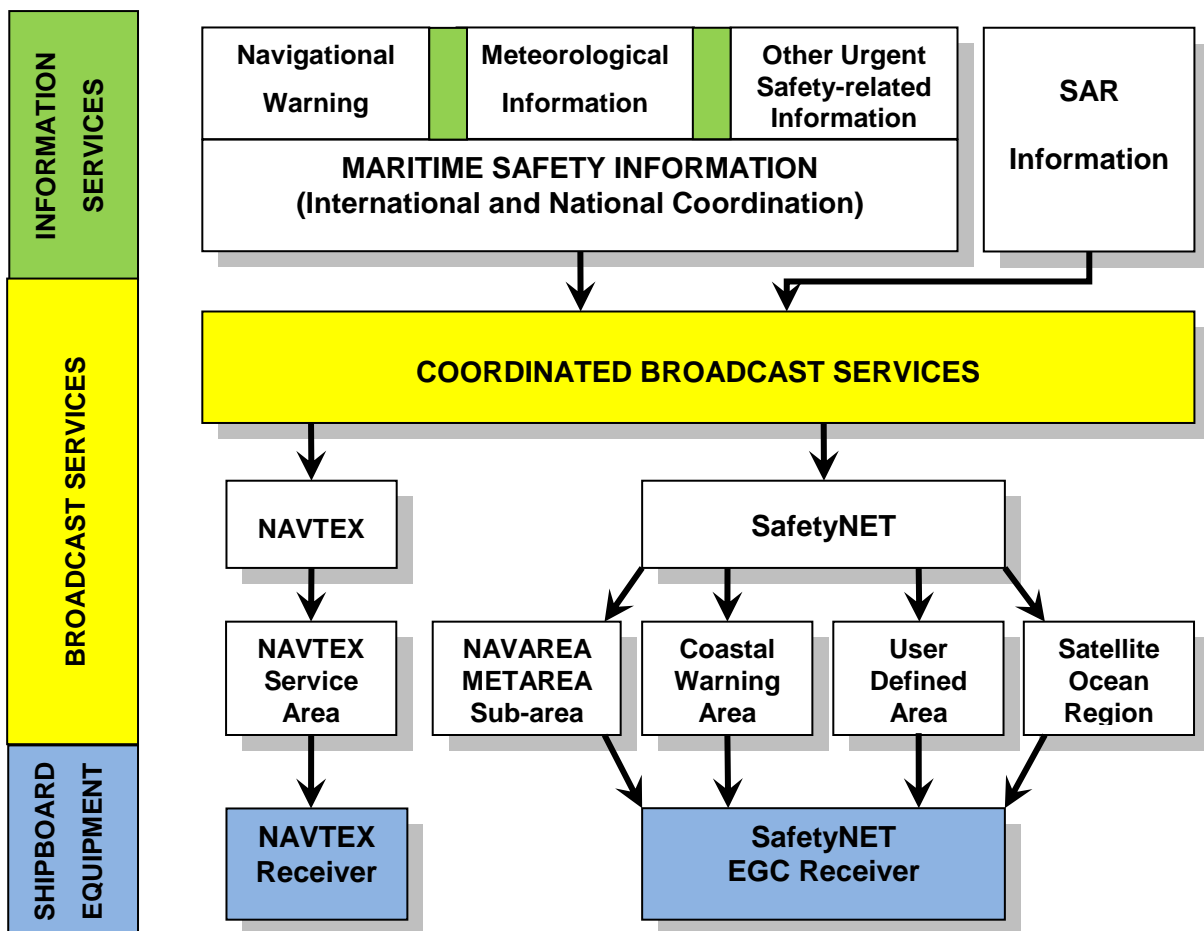


Figure 1 – The maritime safety information service of the Global Maritime Distress and Safety System

1.3 Maritime safety information 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

2.1 For the purposes of this Recommendation, 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 the International SafetyNET service to coastal warning areas. (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 the SafetyNET service.
- .3 *Global Maritime Distress and Safety System (GMDSS)* means the global communications service based upon automated systems, both satellite and terrestrial, to provide distress alerting and promulgation of maritime safety information for mariners.
- .4 *HF NBDP* means High Frequency narrow-band direct-printing, using radio telegraphy as defined in Recommendation ITU-R M.688, as amended.
- .5 *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.
- .6 *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 language¹.
- .7 *International SafetyNET service* means the coordinated broadcast and automatic reception of maritime safety information via the Inmarsat Enhanced Group Call (EGC) system, using the English language, in accordance with the provisions of the International Convention for the Safety of Life at Sea, 1974, as amended.
- .8 *Maritime safety information (MSI)*² means navigational and meteorological warnings, meteorological forecasts and other urgent safety-related messages broadcast to ships.
- .9 *Maritime safety information service* means the internationally and nationally coordinated network of broadcasts containing information which is necessary for safe navigation.
- .10 *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 sea area. The delimitation of such areas is not related to and shall not prejudice the delimitation of any boundaries between States.

¹ As set out in the IMO NAVTEX Manual.

² As defined in regulation IV/2 of the 1974 SOLAS Convention, as amended.

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

- .11 *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.
- .12 *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.
- .13 *National SafetyNET service* means the broadcast and automatic reception of maritime safety information via the Inmarsat EGC system, using languages as decided by the Administration concerned.
- .14 *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 shall not prejudice the delimitation of any boundaries between States.
- .15 *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.
- .16 *NAVTEX* means the system for the broadcast and automatic reception of maritime safety information by means of narrow-band direct-printing telegraphy.
- .17 *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), annex 4.
- .18 *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), annex 4.
- .19 *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.
- .20 *SafetyNET* means the international service for the broadcast and automatic reception of maritime safety information via the Inmarsat EGC system. SafetyNET receiving capability is part of the mandatory equipment which is required to be carried by certain ships in accordance with the provisions of the International Convention for the Safety of Life at Sea, 1974, as amended.

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

- .21 *SAR information* means distress alert relays and other urgent search and rescue information broadcast to ships.
- .22 *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 shall not prejudice the delimitation of any boundaries between States.
- .23 *User defined area* means a temporary geographic area, either circular or rectangular, to which maritime safety information is addressed.
- .24 *World-Wide Navigational Warning Service (WWNWS)*⁴ means the internationally and nationally coordinated service for the promulgation of navigational warnings.
- .25 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).

3 BROADCAST METHODS

3.1 Two principal methods are used for broadcasting maritime safety information in accordance with the provisions of the International Convention for the Safety of Life at Sea, 1974, as amended, in the areas covered by these methods, as follows:

- .1 NAVTEX: broadcasts to coastal waters; and
- .2 SafetyNET: broadcasts which cover all the waters of the globe except for Sea Area A4, as defined by resolution A.801(19), annex 3, as amended.

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 warnings will be broadcast either on NAVTEX or SafetyNET.

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

3.4 SafetyNET broadcasts should be made in accordance with the standards and procedures set out in the International SafetyNET Manual.

3.5 HF NBDP may be used to promulgate maritime safety information in areas outside Inmarsat coverage (SOLAS regulation IV/7.1.5).

3.6 In addition, Administrations may also provide maritime safety information by other means.

3.7 In the event of failure of normal transmission facilities, an alternative means of transmission should be utilized. A NAVAREA 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 As set out in resolution A.706(17), as amended.

4 SHIPBOARD EQUIPMENT

4.1 Ships are required to be capable of receiving maritime safety information broadcasts for the area in which they operate in accordance with the provisions of the International Convention for the Safety of Life at Sea, 1974, as amended.

4.2 The NAVTEX receiver should operate in accordance with the technical specifications set out in Recommendation ITU-R M.540, as amended. 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 The SafetyNET receiver should conform to the Maritime Design and Installation Guidelines (DIGs), annex B, issue 6 of April 2008 published by Inmarsat. Resolution MSC.306(87) recommends Governments to ensure that EGC equipment, if installed on or after 1 July 2012, conforms to performance standards not inferior to those specified in the annex to resolution MSC.306(87), and if installed before 1 July 2012, conforms to performance standards not inferior to those specified in the annex to resolution A.664(16).

4.4 In sea area A4, outside of the coverage of NAVTEX, where MSI is received using HF NBDP, the HF NBDP receiver should operate in accordance with the technical specifications set out in Recommendation ITU-R M.688, as amended, 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 the WWNWS under the functional guidance of the International Hydrographic Organization (IHO) through its World-Wide Navigational Warning Service Sub-Committee (WWNWS).

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) monitored and reviewed by the Expert Team on Maritime Safety Services of the Joint WMO/IOC⁵ Commission for Oceanography and Marine Meteorology (JCOMM).

5.3 SAR 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.

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

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

⁵ IOC is the Intergovernmental Oceanographic Commission of UNESCO.

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 the Organization, IHO, WMO, International Telecommunication Union (ITU) and the International Mobile Satellite Organization (IMSO). Cases of difficulty should be referred, in the first instance, to the most appropriate parent body.

6.3 Administrations broadcasting maritime safety information should provide details of services to the Organization, 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 SafetyNET services and of the authorization and registration of information providers is undertaken by the International SafetyNET Co-ordinating Panel on behalf of the Maritime Safety Committee.

6.6 Administrations should design their broadcasts to suit specific service areas. 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 SafetyNET services as advised by IHO and WMO.

7 IMO PROCEDURE FOR AMENDING THE MARITIME SAFETY INFORMATION SERVICE

7.1 Proposals for amendment or enhancement of the maritime safety information service should be submitted for evaluation by the appropriate Sub-Committee. Amendments will only be adopted after the approval of the Maritime Safety Committee.

7.2 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.

7.3 Amendments adopted by the Maritime Safety Committee will be notified to all concerned. At least 12 months' notice will be given before implementation and they will come into force on 1 January of the following year.
