



PORTS and MARITIME AFFAIRS

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Directive No. General/02

Transmitting Maritime Safety Information

Issued under the enabling power of the Ministerial Resolution 20/2016

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National Procedures

1 Introduction

- (1) The International Convention for the Safety of Life at Sea (SOLAS), 1974, as amended requires signatory flag States to give effect to the provisions of the convention and promulgate all laws, decrees, orders and regulations and to take all other steps which may be necessary to give the convention full complete effect.
- (2) The Ports and Maritime Affairs (PMA) exercises its right to ensure that the Bahrain is fulfilling its obligation as prescribed in SOLAS Convention, chapter V, regulations 5 to 13.
- (3) Resolution A.1051(27), Adopted on 30 November 2011, IMO/WMO WORLDWIDE MET-OCEAN INFORMATION AND WARNING SERVICE – GUIDANCE DOCUMENT.
- (4) Navigational warnings are issued in response to SOLAS regulation V/4 and carry information which may have a direct bearing on the safety of life at sea. It is the fundamental nature of navigational warnings that they will often be based on incomplete or unconfirmed information and mariners will need to take this into account when deciding what reliance to place on the information contained therein.
- (5) In order to achieve the necessary impact on the mariner it is essential to present timely and relevant information in a consistent format that is CLEAR, UNAMBIGUOUS and BRIEF. This is ensured by using structured messages in standard formats, as shown in the "JOINT IMO/IHO/WMO MANUAL ON Maritime Safety Information (MSI) Manual, 2015 edition.



- (6) Guidance for handling and formatting meteorological information is given in the revised Joint IMO/IHO/WMO Manual on Maritime Safety Information, as approved under MSC.1/Circ.1310, the NAVTEX Manual, the International Safety-NET Manual and the Manual on Marine Meteorological Services (WMO-No. 558).
- (7) This directive provides guidance concerning the methods of meeting the Kingdom of Bahrain obligations as required by SOLAS Convention, it also addresses the ships' master obligation to report any danger to navigation, this directive should read in conjunction with the "JOINT IMO/IHO/WMO MANUAL ON Maritime Safety Information (MSI) Manual, 2015 edition", IMO Resolution A.1051(27), Global Maritime Distress and Safety System (GMDSS).

2 Maritime Safety Information (MSI):

Major categories of MSI for both NAVTEX and Safety-NET are:

1. Navigational warnings
2. Meteorological warnings
3. Ice reports
4. Search and rescue information
5. Meteorological forecasts
6. Pilot service messages (not in the U.S.)
7. Electronic navigation system messages (i.e. LORAN, GPS, DGPS, etc.)

Broadcasts of MSI in NAVTEX international service shall be in English.

3 Obligations and Role of National Coordinator

The National Coordinator must have:

1. Established sources of information relevant to the safety of navigation within national waters.
2. Effective communications, e.g. telephone, e-mail, facsimile, internet, telex, etc. with the NAVAREA/Sub-Area Coordinator and adjacent National Coordinators; and
3. Access to broadcast systems for transmission to their area of national responsibility.



4 National Coordinator Responsibilities

1. endeavor to be informed of all events that could significantly affect the safety of navigation within their area of national responsibility;
2. assess all information immediately upon receipt for relevance to navigation in their area of national responsibility;
3. Select information for broadcast in accordance with the guidance given in paragraph 4.2 of the Joint IMO/IHO/WMO manual on MSI.
4. draft coastal warnings in accordance with the Joint IMO/IHO/WMO Manual on Maritime Safety Information;
5. Direct and control the broadcast of coastal warnings, in accordance with the provisions of the International Convention for the Safety of Life at Sea, 1974, as amended;
6. 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;
7. Broadcast in-force bulletins not less than once per week at a regular scheduled time;
8. Promulgate the cancellation of coastal warnings which are no longer valid;
9. Act as the central point of contact on matters relating to navigational warnings within their area of national responsibility;
10. Promote the use of established international standards and practices in the promulgation of navigational warnings within their area of national responsibility;
11. Monitor the broadcasts which they originate, to ensure that the warnings have been correctly broadcast;
12. Maintain records of source data relating to coastal warnings in accordance with the requirement of the National Administration of the National Coordinator; and
13. Take into account the need for contingency planning.

5 Ship's Master Obligation

The master of every Bahraini ship shall report any danger to navigation or developing weather situation to PMA (Bahrain Port Control) or MENAS as appropriate when in national waters, and report the same to the appropriate authority when outside Bahraini waters. Foreign ships when in Bahraini waters are also required to report accordingly.



6 Promulgation of Maritime Safety Information

6.1 Introduction

- The Maritime Safety Information Service of the 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 below.
- 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 mariner be assured of receiving the information he needs, in a form which he understands, at the earliest possible time.
- The purpose of IMO resolution A.705(17), as amended "Promulgation of Maritime Safety) See WMO Publication Manual on Marine Meteorological Services (WMO No 558). Information" is to set out the organization, standards and methods which should be used for the promulgation and reception of maritime safety information.

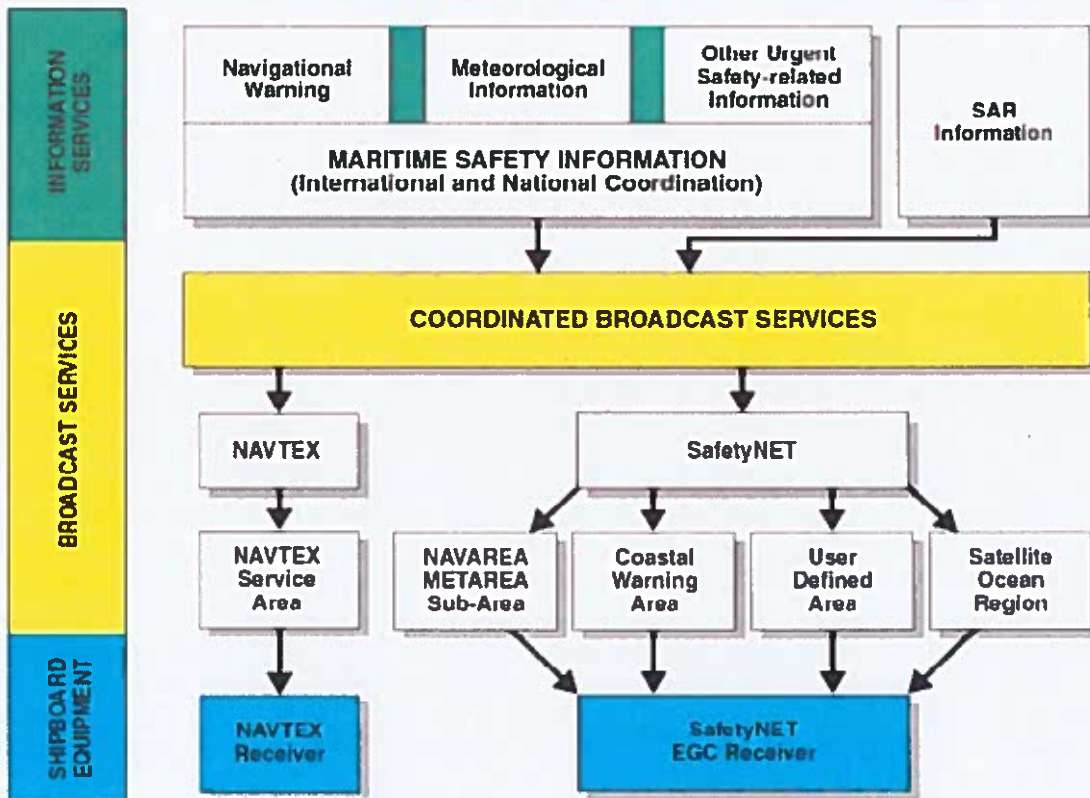


Figure 1 - The maritime safety information service of the Global Maritime Distress and Safety System



6.2 Broadcast methods

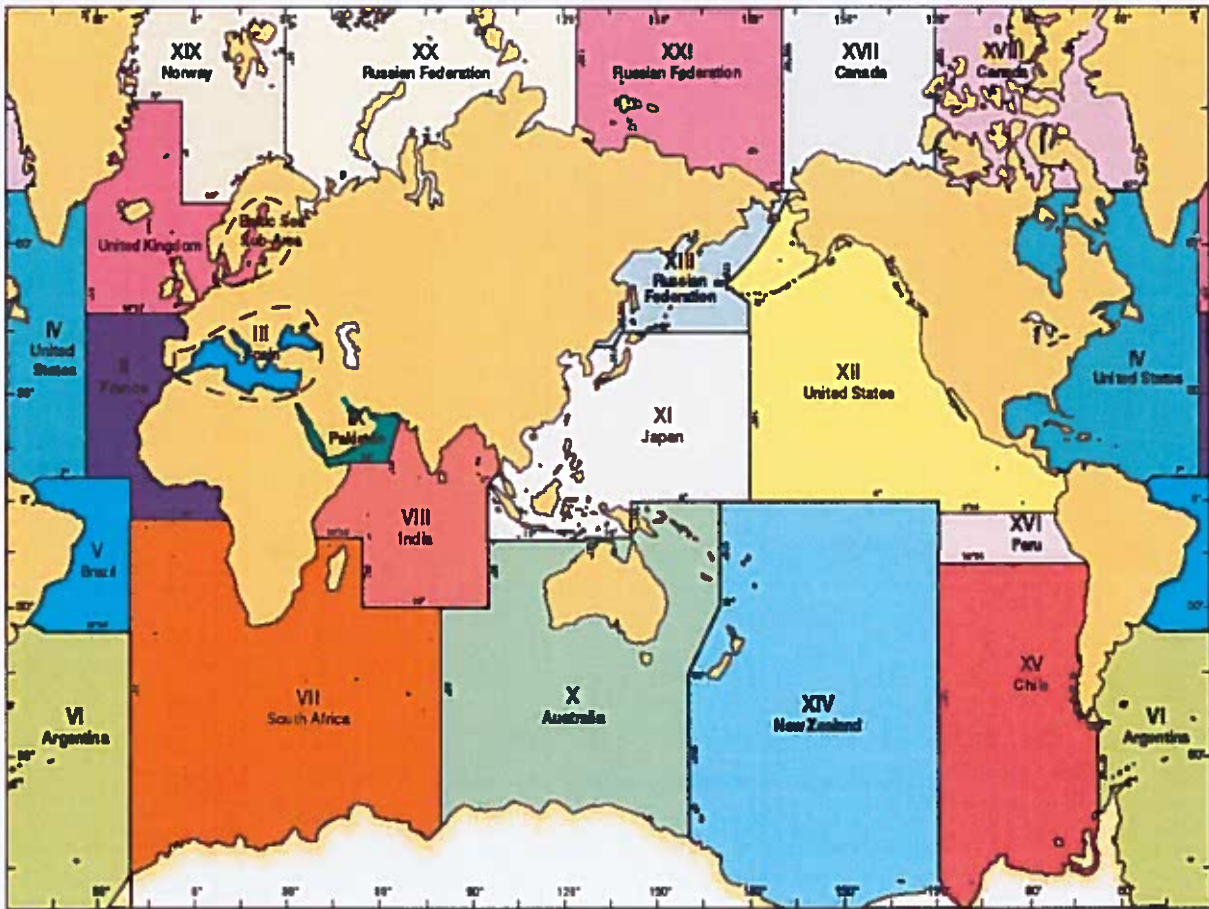
Two principal methods are used for broadcasting maritime safety information in accordance with the provisions of the International Convention for the Safety of Life at Sea, 1974, as amended, in the areas covered by these methods, as follows:

- A. **NAVTEX**: broadcasts to coastal waters; and
- B. **Safety-NET**: broadcasts which cover all the waters of the globe except for Sea Area A4, as defined by IMO resolution A.801(19), annex 3, as amended.
 1. 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.
 2. NAVTEX broadcasts should be made in accordance with the standards and procedures set out in the NAVTEX Manual.
 3. SafetyNET broadcasts should be made in accordance with the standards and procedures set out in the International SafetyNET Manual.
 4. HF NBDP may be used to promulgate maritime safety information in areas outside Inmarsat or NAVTEX coverage (SOLAS regulation IV/7.1.5).
 5. In addition, Administrations may also provide maritime safety information by other means.
 6. 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.



7 Delimitation of NAVAREAs and METAREAs

The NAVAREAs for coordinating and promulgating navigational warnings under the World-Wide Navigational Warning Service and METAREAs for coordinating and promulgating meteorological warnings and forecasts within the GMDSS is the same for the Kingdom of Bahrain which is NAVAREA IX under the responsibility of Area Coordinator (Pakistan), the IHO on 01st January 1976 agreed to delegate Pakistan.



The above map shows the World NAVAREAs as Internationally Agreed. (Ref. Joint IMO/IHO/WMO Manual on Maritime Safety Information, 2015 Edition).



8 Delegation of Ports and Maritime Affairs (PMA) obligation to third parties

- 1 In line with the Kingdom of Bahrain accepting (in June 1989) the role of NAVAREA IX Sub-coordinator, during the 35th and 36th meeting of the Subcommittee on Radio Communication, also the formal appointment by the IMO in February 1990 to be a NAVAREA IX Sub-Coordinator.
- 2 The PMA under this directive delegates its obligations under section 3 and 4 of this directive as a National Coordinator for NAVAREA IX, to Middle East Navigation Aids Service (MENAS), which has been doing this service since 01st January 1976.
- 3 The task of transmitting the NAVTEX is delegated to BATELCO under a contractual obligation.
- 4 Both tasks are looked after by MENAS in relation to ensuring that MSI is correlated, filtered, prioritized, transmitted and received on board ships.
- 5 Furthermore, MENAS is also delegated to ensure that marine weather forecast is received from the Meteorological Directorate at the Ministry of Transportation and Telecommunications (MTT), and transmitted to ships via Batelco.

9 Revision History:

Revision No. 1 of the present Directive is the first revision.

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Undersecretary for Ports and Maritime Affairs

18st January 2017