

MSI Self Assessment – Baltic Sea Sub-area

Submitted by SWEDEN

SUMMARY

Executive Summary: This document provides an overview of MSI-related activities within the Baltic Sea Sub-area since CPRNW 9.

Action to be taken: See paragraph 4 and 10.

Related documents: None

1. Background:

The Baltic Sea Sub-area is part of Navarea I and comprises the waters eastward of a line joining:

- 57-45N 010-35E Skagen, Denmark N point
- 58-53N 010-35E Skaggerrek, S of Oslofjorden
- 59-00N 011-00E Kirköy, Norwegian coast.

The adjoining map shows the sub-area and its four NAVTEX service areas within the international service on 518 kHz.

Following nations are within the sub-area: Denmark, Estonia, Finland, Germany, Latvia, Lithuania, Poland, Russian Federation, Sweden.

2. Comments:

The table below shows the number of Navigational Warnings that were transmitted on NAVTEX during the past three years

Nation	2005	2006	2007
Sweden	79	75	66
Finland	31	29	29
Russian Federation	142	69	165
Estonia	10	29	6
Latvia	18	17	17
Lithuania	24	22	32
Poland	79	90	86
Germany	83	54	127
Denmark	102	89	123
TOTAL	568	474	642

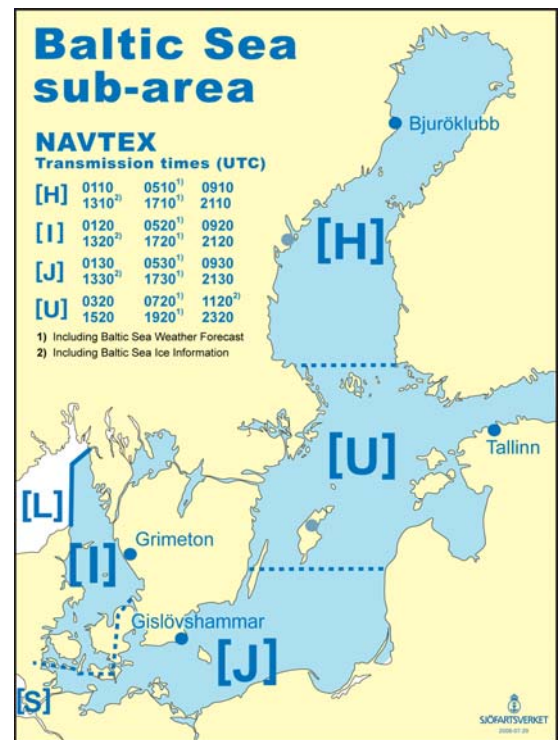


Fig 1.
The extent of the Baltic Sea Sub-area is illustrated by blue tint. The four regular international NAVTEX transmitter sites (518 kHz) are illustrated by dark blue dots and the two reserve sites by lighter blue dots.

3. NAVTEX Coverage:

The Baltic Sea sub-area is fully covered by the international NAVTEX service on 518 kHz, see Fig. 1. This service is maintained by four regular transmitter sites and two reserve sites.

Additionally Germany is operating a national NAVTEX-service on 490 kHz covering the SW Baltic.

4. Operational Issues:

New NAVTEX system.

Since 2007 a new network based system is used for carrying out the administration, transmission and monitoring of NAVTEX. The system is based on the regular V4 NAVTEX system from ICS, UK, which has been further developed for the special needs in the Baltic Sea sub-area.

The system is running on two parallel servers (located in different Swedish cities) and may be operated from any computer with the ICS software installed and with access to the Swedish Maritime Administration network.

If the CPRNW 10 meeting agenda allows, Mr Svante Håkansson is most willingly making a short presentation of the new system.

5. Capacity Building:

Nothing to report

6. Other Activities:

The biennial Baltico Meeting took place in Hamburg in April 2008. The two day meeting gathered 25 persons representing the Sub-area Co-ordinator, National Co-ordinators, Meteorological Institutes and Coast Radio Stations within the Sub-area.

Many topics related to the MSI service in the BalticSea area were discussed of which following were devoted most attention:

- Monitoring and coverage of NAVTEX and control through field strength measurements
- Abbreviations in MSI in written form, e.g. NAVTEX and SafetyNET
- Icing warnings and a Finnish study on ice accretion on ships
- Problems with the present subject indicators on NAVTEX
- Navigational Warnings about low sea water level in certain parts of the Baltic Sea
- Sub-area Warnings
- Using a “web form” for sending MSI to the NAVTEX co-ordinator
- Navigational warnings concerning firing exercises
- MSI on the Internet
- Promulgation of MSI through AIS

All the meeting documents are available on following website:

http://www.sjofartsverket.se/templates/SFVXPage_9731.aspx .

Beside the Baltico Meeting the Sub-area co-ordinator has been represented at following international conferences:

2007 September	BBRC, Baltic/Barents Sea Regional Co-operation on matters relating to COMSAR	Moscow
2008 April	BSHC, North Sea Hydrographic Commission	Helsingør
2008 May	NHC, Nordic Hydrographic Commission	Norrköping

7. NAVAREA Website:

Navigational warnings are currently published on following websites:

Denmark	http://www.frv.dk/en/ifm/frv_eff/nauinfo.php?lan=en
Finland	http://www.fma.fi/e/services/information/services/warnings/
Germany	http://www.bsh.de/aktdat/nwn/nwn-ost.pdf
	http://www.dwd.de (live NAVTEX)
Latvia	http://www.navtex.lv/index.php (live NAVTEX)
Lithuania	http://www.msa.lt/index.php/en/35817/
Poland	http://hopn.mw.mil.pl/index.php?akcja=news
Sweden	http://www.sjofartsverket.se/baltico

8. SUB-AREA Contact Information:

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9. Recommendations:

None

10. Actions requested:

1. T- and P-notices in ECDIS.

Despite many ships with ECDIS are applying paperless navigating still many nations have not yet included temporary and preliminary changes into there ENC. This is still the case with Swedish ENC but from the autumn 2008 the Swedish HO will start including T- and P information into ENC.

Although the T- and P-information is available to the navigation officer on the bridge through NtM (paper or Internet), and perhaps also by SafetyNET and/or NAVTEX, it is too complicated and time-consuming to include T- and P-changes into the present ECDIS systems. It has been experienced by the Swedish HO that T- and P-corrections to electronic charts in practice is very seldom carried out on board.

It would probably be of help to speed up the world wide implementation of T- and P-information into ECDIS if IHO could draft a circular letter which encourage member states, which still not have included T- and P information into ENC, to do so as soon as possible and also to include a recommendation of feasible ways of performing this important task.

CPRNW is requested to discuss the considerations submitted above and take actions as appropriate.

2. Navigational Warnings in ECDIS

A number of ECDIS systems provide a function which automatically plot positions in received NAVTEX-message on the ECDIS chart display. This however requires the existence of a correctly formatted and received lat-long in the message. If the function works as intended it is both timesaving and advantageous for the safety at sea. However, if it fails, it may jeopardize the safety.

It is now time to look at a more reliable and lasting way of including MSI into ECDIS which follows the principles of ENC-updates and the ideas in the e-navigation strategy.

CPRNW is requested to discuss the considerations submitted above and take actions as appropriate.

11. Synopsis:

The Baltic Sea Sub-area Co-ordinator made a presentation of his self-assessment paper at which he emphasized to following items:

- a regional meeting is held every two years with representatives from the Sub-area co-ordinator, National co-ordinators, Meteorological institutes and Coast radio stations.
- the lack of T- and P-information in ENC is a threat to the safety at sea.
- he further invited the meeting to a discussion on the subject "how to include MSI into ECDIS".