

MSI Self Assessment NAVAREA I, Baltic Sea Sub-area

Submitted by Sweden

SUMMARY

Executive Summary: Annual report from Baltic Sea Sub-area

Action to be taken: See paragraph 11

Related documents: None

1. Background:

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

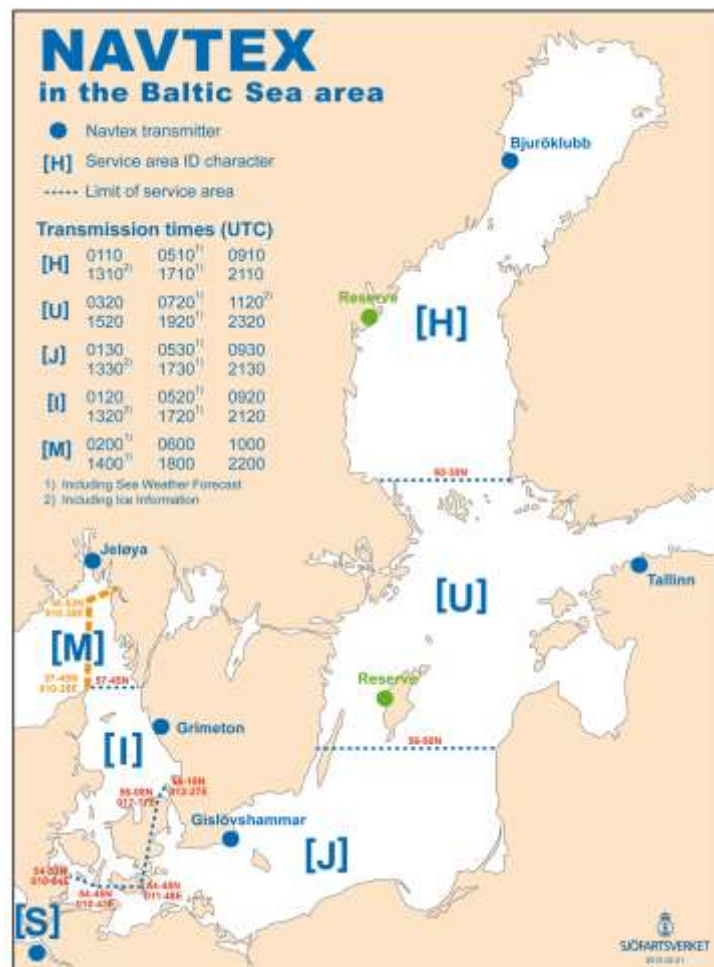
57-45N 010-38E Skagen, Denmark

58-53N 010-38E

59-05N 011-12E Norway/Sweden
boundary

The adjoining map shows details about NAVTEX transmission times and geographical limits between service areas.

The orange dashed line is the western limit of the Baltic Sea Sub-area.



The following table shows Operational Points of Contact for National Co-ordinators within the Baltic Sea Sub-area and national websites containing current Navigational Warnings.

National Co-ordinators Operational Points of Contact

Country	Telephone (h24)/	E-mail	Website with current Navigational Warning
Denmark	+45 89 43 32 11 / +45 32 68 95 91	mas@sok.dk vagt@dma.dk	http://frv.dk/en/SailingInformation/Warnings/Pages/default.aspx
Estonia	+372 6205 665	navinfo@vta.ee	http://adam.vta.ee/teenused/tm/KehtivadNavigatsioonihoiatused/KehtivadNavigatsioonihoiatused.txt
Finland	+358 204 48 6400	turku.radio@fta.fi	http://portal.liikennevirasto.fi/sivu/www/e/
Germany	+49 4927 1877283	seewarndienst.wsa-emd@t-online.de	http://www.bsh.de/aktat/nwn/nwn-ost.pdf
Latvia	+371 67323103	navarea@lhd.lv	http://www.navtex.lv
Lithuania	+370 46 391 258 / +370 46 469 713	hydrography@msa.lt	http://www.msa.lt/en/hydrography/navigational-warnings-and-kq74/notices-to-mariners-scx9.html
Poland	+48 58 626 62 08	bhmw@mw.mil.pl	http://www.hopn.mw.mil.pl/index.php?akcja=on
Russian Federation	+7 812 717 59 00	navarea13@gunio.ru	
Sweden	+46 11 19 10 45	ntm.baltico@sjofartsverket.se msi@sjofartsverket.se	http://www.sjofartsverket.se/baltico

2. Comments:

The current GMDSS Master Plan is correct concerning NAVTEX stations within the Baltic Sea Sub-area.

The Navtex transmission system has 8 automatic monitoring stations located along the Swedish coast.

The NAVTEX transmissions are monitored by national co-ordinators as described in the minutes of the Baltico Meeting 2012, agenda item 21 (<http://www.sjofartsverket.se/balticometing>)

The table below shows the number of Navigational Warnings that were transmitted on NAVTEX within the Baltic Sea Sub-area during the past three years:

Number of Navigational Warnings on NAVTEX

Nation	2009	2010	2011
Baltic Sea Nav Warn	28	37	38
Swedish Nav Warn	97	117	156
Finnish Nav Warn	28	91	53
Petersburg Nav Warn	29	33	32
Estonian Nav Warn	3	7	5
Latvian Nav Warn	24	20	27
Lithuanian Nav Warn	27	34	31
Kaliningrad Nav Warn	49	66	68
Polish Nav Warn	70	74	78
German Nav Warn	73	99	92
Danish Nav Warn	98	87	117
TOTAL	526	665	697

3. NAVTEX Coverage:

The Baltic Sea sub-area is fully covered by the international NAVTEX service on 518 kHz, see diagram on page 1. The service is maintained by five regular transmitter sites and two reserve sites. In the southern part of the region the German Navtex station Pinneberg, Hamburg, is used as reserve.

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

Contact details for NAVTEX Stations

B ₁	Transmitter	Telephone	E-mail	Status
[H]	Bjuröklubb	+46 11 191045	msi@sjofartsverket.se	Operational
[U]	Tallinn	+372 699 11 70	tallinnradio@riks.ee	Operational
[J]	Gislövshammar	+46 11 191045	msi@sjofartsverket.se	Operational
[I]	Grimeton	+46 11 191045	msi@sjofartsverket.se	Operational
[M]	Jeløya	+47 51 69 00 44.	Rogaland.radio@telenor.com	Operational

4. Operational Issues:

4.1. Changed NAVTEX service area

As mentioned in the 2011 report field strength measurements in Skagerrak and Kattegat revealed that the NAVTEX coverage in the northern part of NAVTEX service area [I] is somewhat poor.

Discussions with Telenor Maritime Radio in Norway and the IMO Navtex co-ordinating panel took place in 2011 and resulted in that the station Jeløya in Norway is used to cover the affected area, since 2 April 2012. The limit between the service areas [I] and [M] (previously [L]) was consequently moved approx. 70 M southward, see the map on page 1.

4.2. In force bulletin

All coastal navigational warnings that are in force are broadcast on NAVTEX, if possible at all regular transmission times. BALTICO issues every Friday an in force bulletin listing B₁B₂B₃B₄ and “NavWarn identifier” for all coastal navigational warnings that are in force. The bulletin is transmitted once on each NAVTEX station with B₂=A, see below:

```
071140 UTC SEP
BAL TIC SEA AREA
NAVTEX MESSAGES IN FORCE:
HA04=SWE330 HA07=SWE347
UA35=EST052 UA57=PET162 UA58=FIN124 UA60=PET171
JA21=DAN232 JA42=LIT034 JA73=DAN252 JA83=DAN258 JA85=POL105 JA86=LIT058
IA46=DAN263 IA45=DAN258 IA34=DAN232
```

All navigational warnings that are in force are also available on the Baltico webpage:
<http://www.sjofartsverket.se/baltico>.

5. Quality Management Survey

NAVAREA	ISO 9001 - 2008	Promulgate “In-Force” Bulletins	Promulgate “No-Warning” Messages	Monitor Broadcast in almost real time	24/7 contact information provided	Promulgate two scheduled broadcasts	IMO Master Plan updated
I Baltic Sea	YES	YES	YES	YES	YES	Yes (6 on NAVTEX)	YES

6. Contingency Planning

The software for controlling the NAVTEX stations is installed at two separate offices, MSI SWEDEN in Södertälje and the BALTICO OFFICE in Norrköping, with approx 120 km distance between.

If one of the NAVTEX stations is unusable for some reason, other stations in Sweden or in neighbouring countries can be used according to a plan.

An emergency response plan for leakage from the recently established Nord Stream gas pipeline has been compiled. In the spring 2012 an emergency exercise was carried out where Nord Stream, BALTICO, MSI Sweden, JRCC Sweden and Danish authorities were involved. The main objective was to test the ways of communication between the involved authorities.

7. Capacity Building:

At the biennial Baltico Meetings, which are gathering the National Co-ordinators of the Baltic Sea nations, questions like drafting warnings, criteria for issuing warnings etc. are on the agenda.

Baltico gives feedback to the national coordinator who is originator of the coastal warnings that are received. If deemed needed changes to the text is suggested and discussed.

8. Other Activities:

8.1 *The Baltico Meeting 2012* took place in Klaipeda, Lithuania 4-5 June 2012.

Since 2004 biennial Baltico Meetings have gathered persons with responsibility of and engagement in the national MSI services in the Baltic Sea Sub-area. The 2012 meeting was hosted by the Lithuanian Maritime Safety Administration. The meeting was attended by 25 persons from 10 nations and chaired by the Navarea One Coordinator from United Kingdom. Also the secretary of the IMO International NAVTEX Coordinating panel attended.

For further information: <http://www.sjofartsverket.se/balticomeeting>

.a *Names and limits of seas.*

The Baltico Meeting found that sometimes there are contradictory names of sea areas bordering two or more countries. It was further found that names of sea areas on paper charts, in ENC, in publications and in NAVTEX messages must be unambiguous to not be confusing to mariners. Conference delegates were invited to take part in the ongoing work within BSHC, to create a joint recommendation for names used in areas that are affected by two or more nations.

.b *New Danish MSI-system on trial.*

At the Baltico Meeting Denmark made a presentation of a new system, developed within the project EfficienSea, for preparing and distributing Navigational Warnings. The system software includes templates and charts that facilitate the drafting and editing of warnings and improve and assure quality. The system is automatically sending warnings via e-mail to predetermined receivers (e.g. BALTICO) and automatically makes the warnings available to end-users via various means such as Internet, the smartphone app “Seilsikkert” and Text-TV but on trial also direct to a number of ships. Those ships have been provided with a software named “ee-INS”, for displaying navigational warnings on an electronic chart in a dedicated PC, in addition to the ships ECDIS or RCDIS. The “ee-INS-chart” is also displaying No Go Areas, Meteorological and Oceanographic information and is also intended for route planning etc. The system makes it possible to exchange intended routes with other test ships and receive route suggestions from shore authorities (SAR, VTS, etc.).

So far only Danish MSI have been available in ee-INS. However the participating test ships have been very positive to the system and the presentation of MSI in an electronic charts why the test probably will expand to include other Baltic Sea states.

.c Criteria for issuing icing warnings.

Baltico has requested common criteria for issuing icing warnings in all Baltic Sea states. For that reason a correspondence group with representatives from Finland, Sweden and Denmark was formed at the Baltico Meeting 2010. The group should have presented a final report to the 2012 meeting but as the issue showed to be more complicated than expected the job is still going on.

.d Subject Indicator Character (B₂) in warnings concerning GNSS.

The Baltico Meeting 2012 also discussed which B₂ should be used for Navigational Warnings concerning GNSS. In the Baltic Sea Sub-area character “A” is used for these warnings but the NAVTEX Manual says that “J” should be used for “GNSS messages”.

9. NAVAREA Website:

Baltic Sea Sub-area website, <http://www.sjofartsverket.se/baltico>, contains current coastal navigational warnings for the Baltic Sea area as well as all Swedish Navigational Warnings. The site is updated as soon as new information is available. Date and time for latest update is shown on the top of the page. In addition following Note is given on the top of the page:

**NOTE. Updating of this page could be delayed.
The availability of Navigational Warnings on the web does not relieve Masters of the requirement to receive Navigational Warnings via IMO/IHO approved broadcast systems.**

Most of the nations within the Sub-area have websites with current Navigational Warnings, see page 2.

10. NAVAREA Contact Information: (no change)

Tel:	+46 11 19 10 45 / +46 8 554 245 42	h24
	020 33 11 66	h24 (free of charge for calls from Sweden)
Fax:	+46 11 23 89 45	office hours
	+46 8 554 245 05	after office hours (MSI SWEDEN)
e-mail:	ntm.baltico@sjofartsverket.se + msi@sjofartsverket.se	Always send to both addresses
VHF:	16 and traffic channels	via Stockholm Radio
Mail	Swedish Maritime Administration BALTICO SE-601 78 Norrköping SWEDEN	
Web	http://www.sjofartsverket.se/baltico	

11. Recommendations:

Ref item 8.1.a.

NAVAREA Co-ordinators and National Co-ordinators are recommended to follow the

ongoing revision of the IHO publication S-23 Limits of Oceans and Seas, to see that new names, if any, are appropriate for use in all media that are conveying navigational information to mariners, e.g. paper charts, ENC, Nautical Publications, NAVTEX and SafetyNET.

Ref item 8.1.d.

The WWNWS 4 is invited to discuss whether it is still appropriate to have a specific subject indicator character dedicated for GNSS, as this navigation system nowadays is used by all ships.

12. Actions requested:

Note the information provided.

12. Synopsis:

The Baltic Sea Sub-area Co-ordinator made a short presentation of his Self-Assessment Report. He stressed information about changes to NAVTEX Service Areas and the BALTICO MEETING 2012. In his report he further recommends NAVAREA Co-ordinators and National Co-ordinators to follow the ongoing revision of the IHO publication S-23 Limits of Oceans and Seas, to see that new names, if any, are appropriate for use in all media that are conveying navigational information to mariners, e.g. paper charts, ENC, Nautical Publications, NAVTEX and SafetyNET. The report also includes a recommendation to WWNWS 4 to discuss whether it is still appropriate to have a specific subject indicator character dedicated for GNSS.