



Baltic Sea Maritime Safety Information Working Group BSMSIWG

1. Status of Work of BSMSIWG since BSHC 25

The second and third meeting of the BSMSIWG was held remotely via video conference in November 2020 and May 2021, due to the COVID-19 pandemic.

The plan for upcoming meetings is to have another remote meeting in November 2021, and then hopefully a physical meeting in May 2022.

The meeting frequency of on-line meetings every 6 months have been an overall positive development with increasing cooperation and contact regarding different issues. However, a face-to-face meeting would progress the work of the group even further.

1.1 Communication within the working group

All member states participates actively on the working group meetings and assists the chair in bringing the work forward.

However, the Russian Federation has not yet reported any representative to the group. The chair asks the BSHC for assistance in communication with the Russian Federation. The national coordinator for MSI is very welcome to join the BSMSIWG.

1.2 List of BSMSIWG Members (September 2021)

Denmark	Ulla Bjørndal Møller	Latvia	Aigars Gailis
Estonia	Olavi Heinlo	Lithuania	Alla Bira
Estonia	Darja Jokk	Lithuania	Emilis Tertelis
Estonia	Aleksandr Laur	Lithuania	Asta Lučkienė
Estonia	Jüri Grigorjev	Norway	Trond Ski
Estonia	Taimi Paljak	Poland	Dariusz Grabiec
Finland	Janne Virtanen	Poland	Dariusz Tomczak
Finland	Janina Tapia Cotrino	Poland	Andrzej Dołgopołow
Finland	Robert Qvarnström	Sweden	Johan von Bültzingslöwen
Finland	Petri Lahtonen	Sweden	Agneta Hedström
Finland	Marja Aarnio	Sweden	Lisa Lind
Germany	Wilfried Behncke	Sweden	Mats Johansson
Germany	Carola Heitmann-Bacza	Sweden	Sandra Fyrstedt
Germany	Thies Schlünzen	UK	Christofer Gill
Germany	Elena Maria Gnehm	UK	Matthew Sheldon
Germany	Henning Sauer	UK	Neil Salter
Latvia	Bruno Spels		

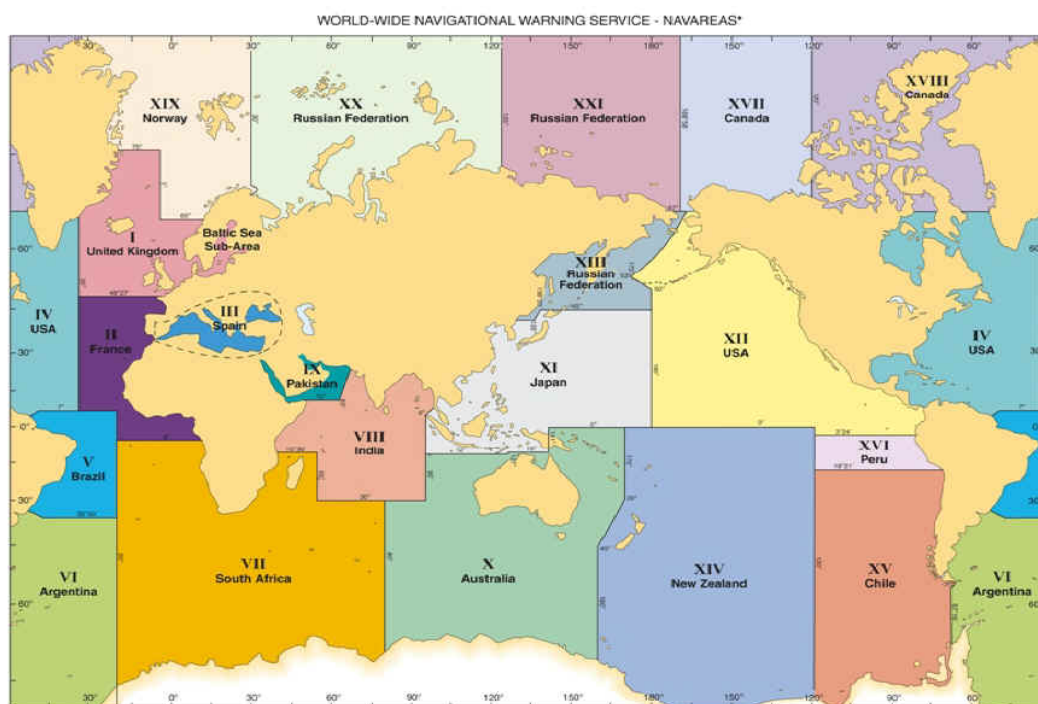


If member states wish to alter the list of BSMSIWG members, simply send an e-mail to chair Mr. von Bültzingslöwen (johan.bultzingslowen@sjofartsverket.se). For a complete list with member contact info, please visit: www.bshc.pro/working-groups/bsmsiwg.

2. Background

The ocean areas are divided into 21 Navareas. Each Navarea has a Navarea Coordinator.

The Baltic Sea sub-area is a part of the Navarea I. The Navarea I coordinator is Christopher Gill of UKHO.



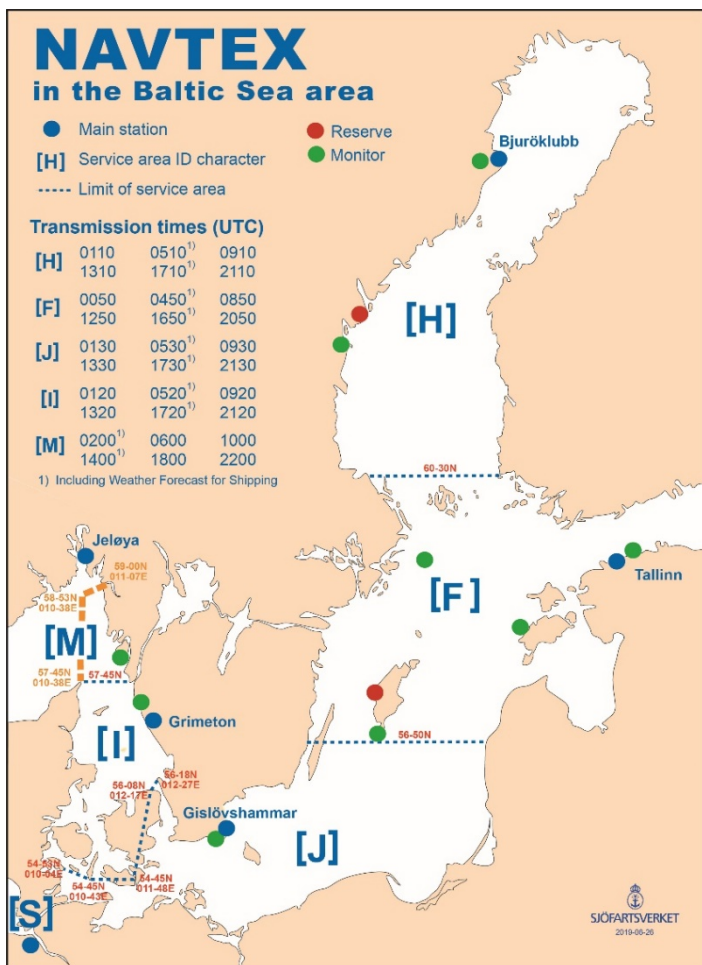
The Navarea I coordinator has a close relationship with the BSMSIWG and has acted as secretary at working group meetings.

3. Distribution of MSI

In accordance with GMDSS, Maritime Safety Information (MSI) for the Baltic Sea region is provided to shipping by means of the international Navtex system.

In addition to Navtex, MSI is provided by means of various national systems such as VHF, national Navtex, MF-radio, Smart Phone Apps, TV-text and national websites.

In last year's report it was stated that the STM had the ability to promulgate navigational warnings to ships ECDIS systems using s-124 technology. This project has been cancelled until a more developed version of S-124 is presented.



3.1 Operational points of contact

COUNTRY	TELEPHONE	EMAIL	WEBSITE
Denmark	+45 7285 0370	vagts@dma.dk (office hours) mas@sok.dk (24h)	Link
Estonia	+372 6205 665	navinfo@vta.ee	Link
Finland	+358 204 48 6400	turku.radio@tmfg.fi	Link
Germany	+49 4927 1877283	seewarndienst.wsa-emd@t-online.de	Link
Latvia	+371 67 32 31 03	navarea@lhd.lv sar@mrcc.lv	Link
Lithuania	+370 618 12 591	mardep@ltsa.lt	Link
Poland	+48 261 266 208	bhmw@bhmw.gov.pl	Link
Russian Federation	+7 812 717 59 00	unio_navarea@mil.ru	Link
Sweden	+46 771 63 06 85	swedentraffic@sjofartsverket.se	Link



Please note that some of the links to the different countries websites have changed. Swedish Maritime Administration website has been updated to a more modern version. However, the navigational warning pages have not yet been upgraded to the new website.

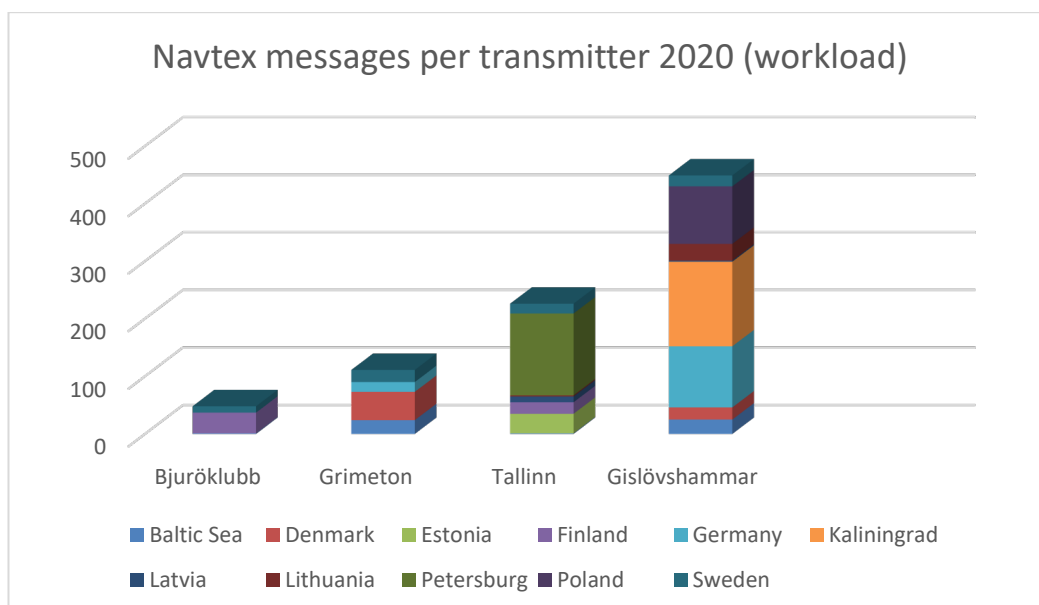
3.2 Contents of Navigational Warnings

Subjects that cause navigation warnings in the Baltic Sea region vary between the issuing countries due to different rules and procedures in the issuing country and various marine conditions etc.

Navigational warnings in the Baltic Sea normally regards military exercises, aids to navigation, drifting hazards, underwater operations, cable laying, low sea level and temporary withdrawal of TSS due to ice.

3.3 NAVTEX Navigational Warnings for the Baltic Sea sub-area 2020

Country	Bjuröklubb (H)	Grimeton (I)	Gislövshammar (J)	Tallinn (F)
Baltic Sea	1	24	25	1
Denmark	0	49	21	0
Estonia	0	0	0	34
Finland	36	0	0	20
Germany	0	17	106	0
Kaliningrad	0	0	147	0
Latvia	0	0	2	10
Lithuania	0	0	29	2
Petersburg	0	0	0	142
Poland	0	0	100	0
Sweden	11	21	19	17
Summary	48	111	449	226

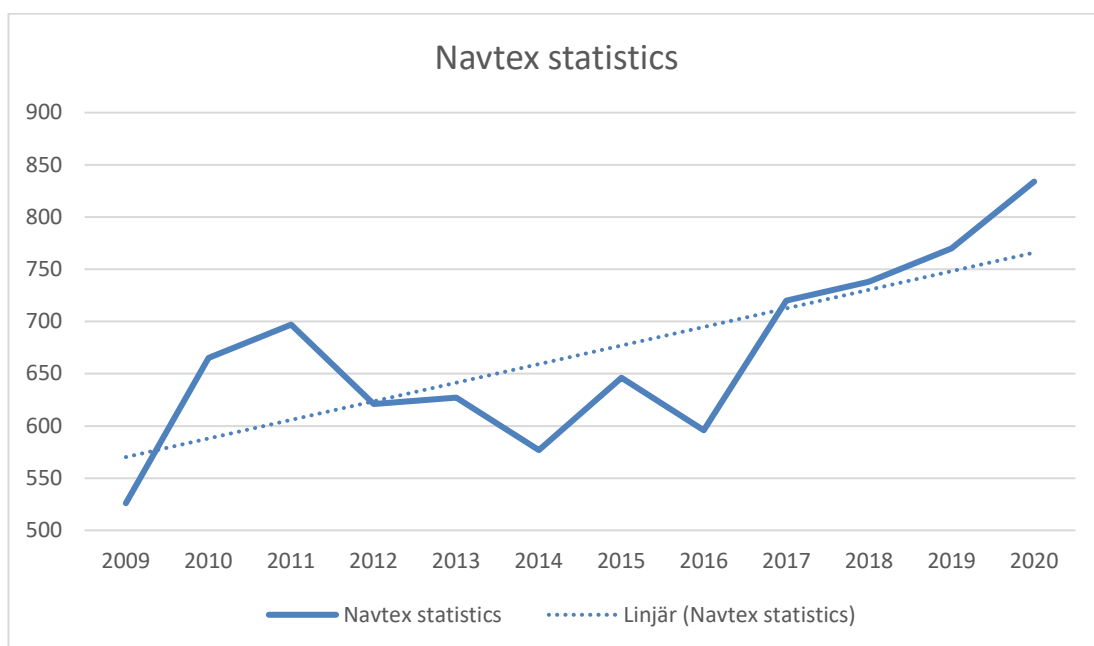




3.4 Sub-area warnings and coastal warnings in recent years

Nation	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
Baltic Sea*)	28	37	38	34	23	45	44	52	58	72	62	51
Denmark	98	87	117	91	89	79	63	42	43	52	57	70
Estonia	3	7	5	11	9	6	7	26	41	30	34	34
Finland	28	91	53	49	35	25	47	30	48	47	46	56
Germany	73	99	92	92	120	118	145	86	91	132	108	123
Latvia	24	20	27	16	15	10	14	9	17	10	17	12
Lithuania	27	34	31	30	65	46	30	35	30	29	37	31
Poland	70	74	78	70	101	107	115	100	109	91	113	100
Kaliningrad	49	66	68	68	57	70	67	91	107	123	96	147
St Petersburg	29	33	32	40	24	27	29	66	134	81	113	142
Sweden	97	117	156	120	89	44	85	59	42	71	87	68
TOTAL	526	665	697	621	627	577	646	596	720	738	770	834

*) The navigational warnings marked as "Baltic Sea" are warnings concerning more than one nation.



The statistics clearly show a steady increase of navigational warnings transmitted over the Navtex system. This is of some concern, as the 10 minute time slot for each transmitter sometimes is not possible to maintain.

The chair of the BSMSIWG ask every MS to review the procedures for Navtex transmissions. Navtex messages need to be short and concise. And if the warning concern a planned activity that could be published as a NtM, this should be considered as an alternative.



4. Current issues under consideration for the BSMSIWG

4.1 Disturbances to NAVTEX signal

The Navtex transmitter Gislövshammar has the same B1 character [J] as Varna radio in the Black sea. This means that they transmit during the same time. In the eastern part of the Baltic Sea, the two transmissions interfere with each other. This problem is yet to be resolved. The IMO Navtex coordinating panel is investigating and coordinating the best way forward.

The problem is quite complex, as every transmitter only have a 10 minute time slot for transmissions, and the Gislövshammar transmitter has a big work load, the transmitters can “borrow” time from each other, but only if they have transmission times that follow after one another. Changing B1 character of The Varna transmitter would also be complex, as the transmission times in the Navarea III is difficult to change due to many transmitters and no characters available to change to.

4.2 Workload

The workload of the Navtex transmitters is increasing annually (see table under 3.4), and is very uneven. The “Gislövshammar” transmitter has a much larger quantity of messages than the other transmitters. (See table 3.3). The working group is cooperating with the Navtex Coordinating panel to resolve this issue.

5. IMO/IHO issues concerning navigational warnings

The WWNWS13 was a five day on-line meeting, August 30 – September 3, 2021. The chair of BSMSIWG is attending WWNWS meetings as Baltic Sea sub-area coordinator.

The issue concerning the cost for promulgating MSI via satellite that was raised in the report to BSHC25 is not resolved. The introduction of more satellite companies has raised concern in some Navareas, about the cost for promulgation of navigational warnings. When introducing more companies, the cost could be decided to be distributed over all IMO member states. This issue has been discussed at NCSR and WWNWS meetings.

All MS are encouraged to follow the development of this issue as it could possibly impact the economy of every IMO MS.

6. S-124

The chair of the BSMSIWG participates in the S-124 project team. S-124 is a system for presenting Navigational warnings in the ECDIS system. The system is under development.

The plan is to have a 1.0 version of the product specification finished during 2021.

Since BSHC25 extensive work has been put in to define all Navigational warning categories and definitions. The issue of portrayal in the ECDIS system has also been discussed in the S-124 Project team. The main proposed portrayal components are shown in Figures below.



Point symbol

Figure 1 - proposed point symbol for navigational warnings



Figure 2 - proposed line style for navigational warnings

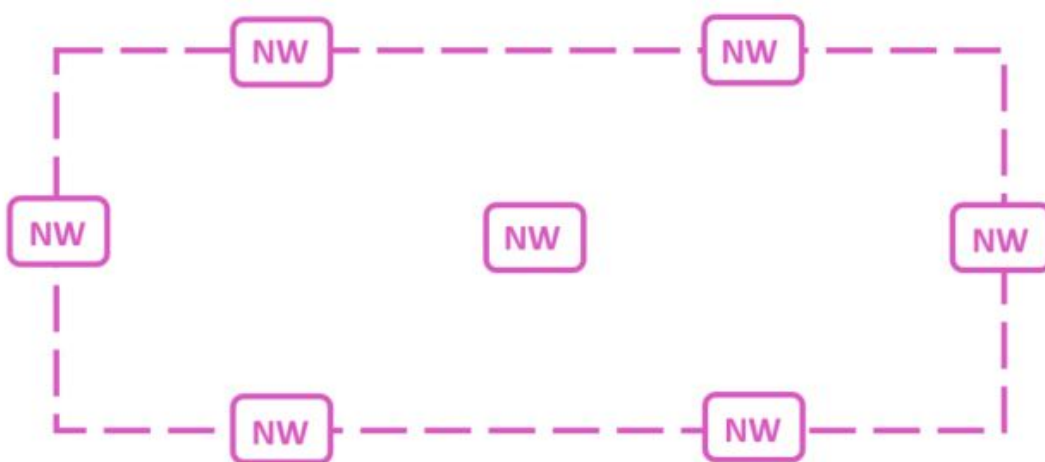


Figure 3 - proposed area boundary and centered symbol for navigational warnings

Two issues that still is under discussion are what language a compliant S-124 dataset must use and the issue of secure communication between ship and shore (SECOM).

7. Actions requested

- The Commission is invited to note the report.
- The member states are encouraged to follow the discussions regarding cost for promulgation of MSI.
- The chair of BSMSIWG asks for assistance from the BSHC in reaching out to the Russian Federation to ask for contact details to MSI National coordinator.