



27th BSHC Meeting
20-22 September 2022
Stockholm, Sweden

Agenda item C5
Baltic Sea MSI Working Group (BSMSIWG) Report
SWEDEN

Baltic Sea Maritime Safety Information Working Group BSMSIWG

1. Status of Work of BSMSIWG since BSHC 26

The fourth meeting of the BSMSIWG was planned to take place in November 2021, but was postponed due to the COVID-19 pandemic, and later because of the war in Ukraine when all BSHC activities were suspended. (Refer to BSHC letter 1)

The BSMSIWG4 meeting is now planned for September 8th 2022. The meeting outcome will therefore not be presented in this report, but will be reported at the meeting in Stockholm.

The working group needs a physical meeting as BSMSIWG5 to properly establish connections and relations and to make progress.

A physical meeting is planned for 2023.

1.1 List of BSMSIWG Members (September 2022)

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

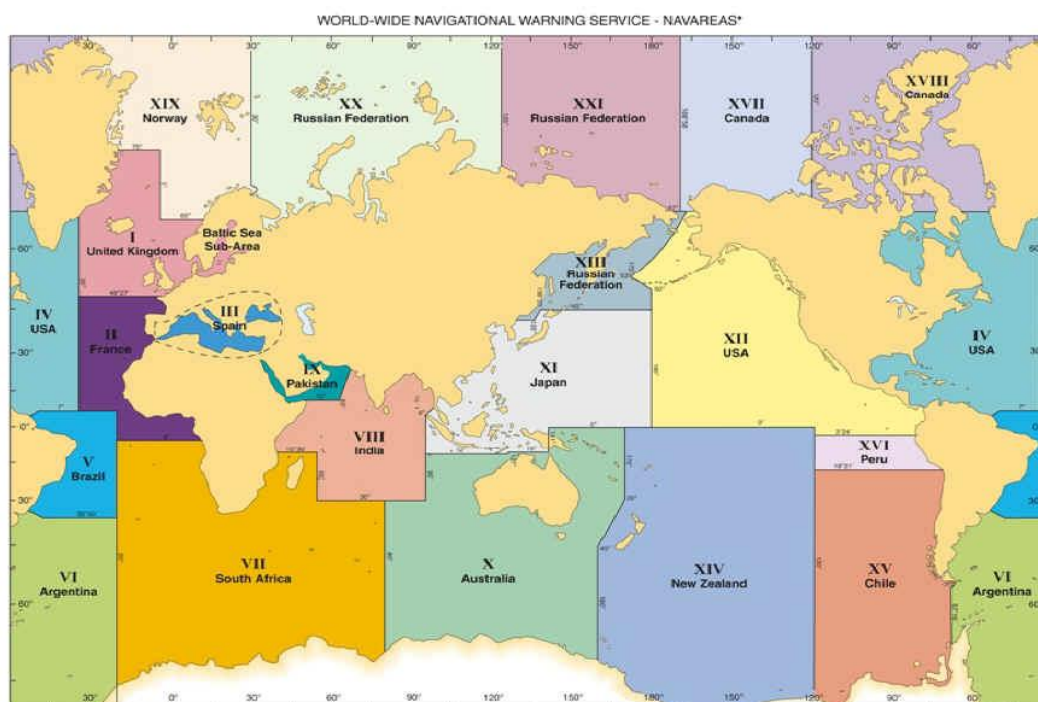


If member states wish to make any alterations the list of BSMSIWG members, simply send an e-mail to chair Mr. von Bültzingslöwen (johan.bultzingslowen@sjofartsverket.se). For a complete list with member contact info, please visit: www.bshc.pro/working-groups/bsmsiwg.

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 UK.



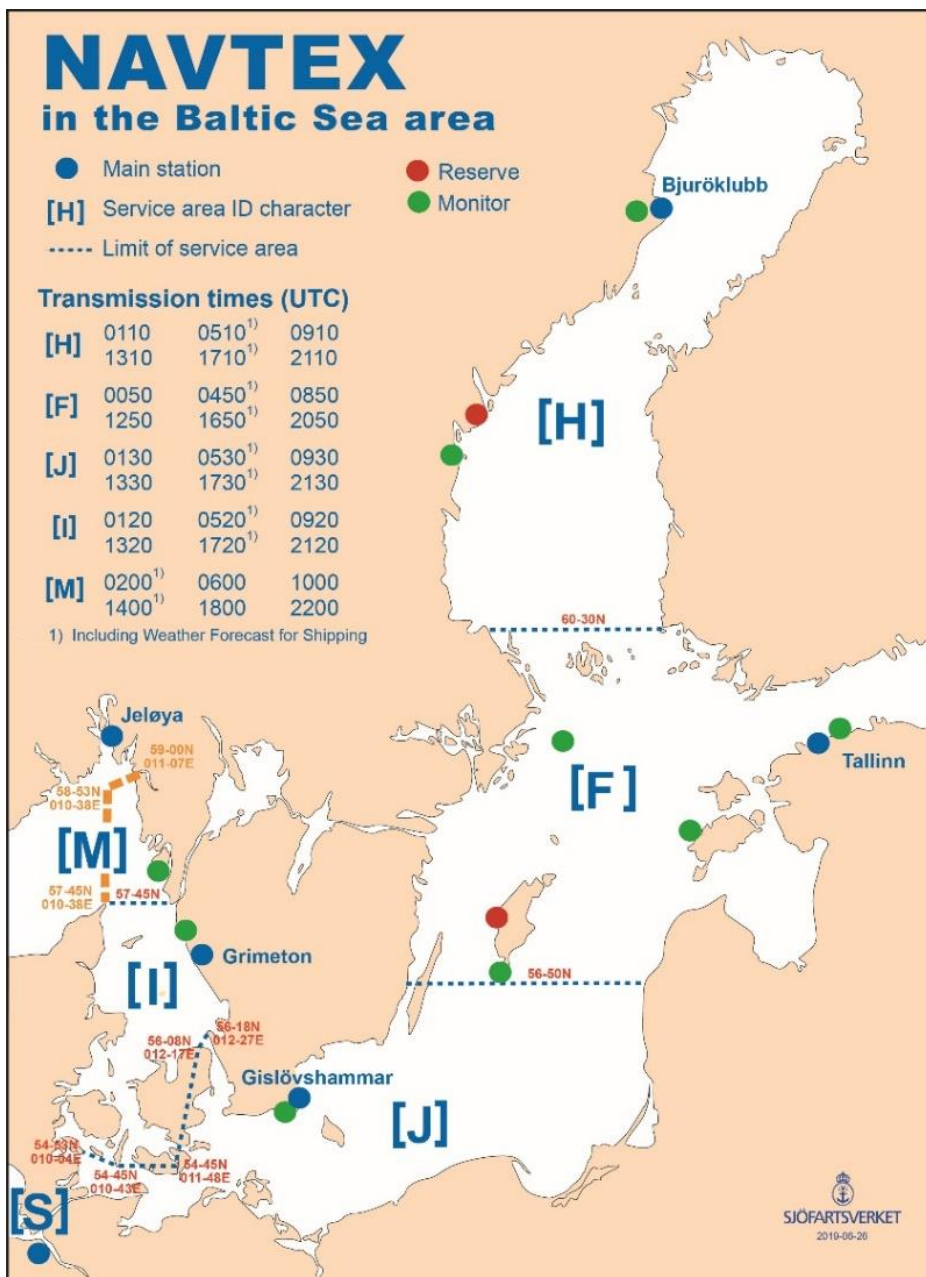
The working group BSMSIWG was in its original form, created in 2004. The meetings was then called the Baltico meetings.

In 2018 the group became an official working group under the BSHC.

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 and national websites.



3.1 Operational points of contact

Country	Telephone	E-mail	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



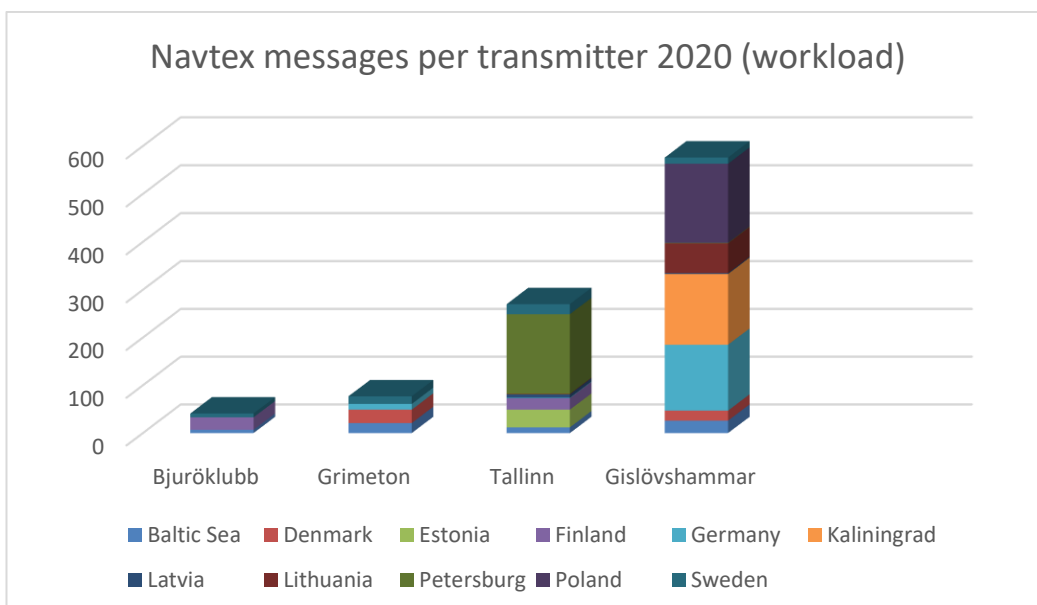
3.2 Contents of Navigational Warnings

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 2021

Country	Bjuröklubb (H)	Grimeton (I)	Gislövshammar (J)	Tallinn (F)
Baltic Sea	7	21	26	12
Denmark	0	28	21	0
Estonia	0	0	0	37
Finland	26	0	0	24
Germany	0	12	138	1
Kaliningrad	0	0	148	0
Latvia	0	0	2	7
Lithuania	0	0	62	1
Petersburg	0	0	1	167
Poland	0	0	165	0
Sweden	8	16	13	21
Summary	41	77	576	270



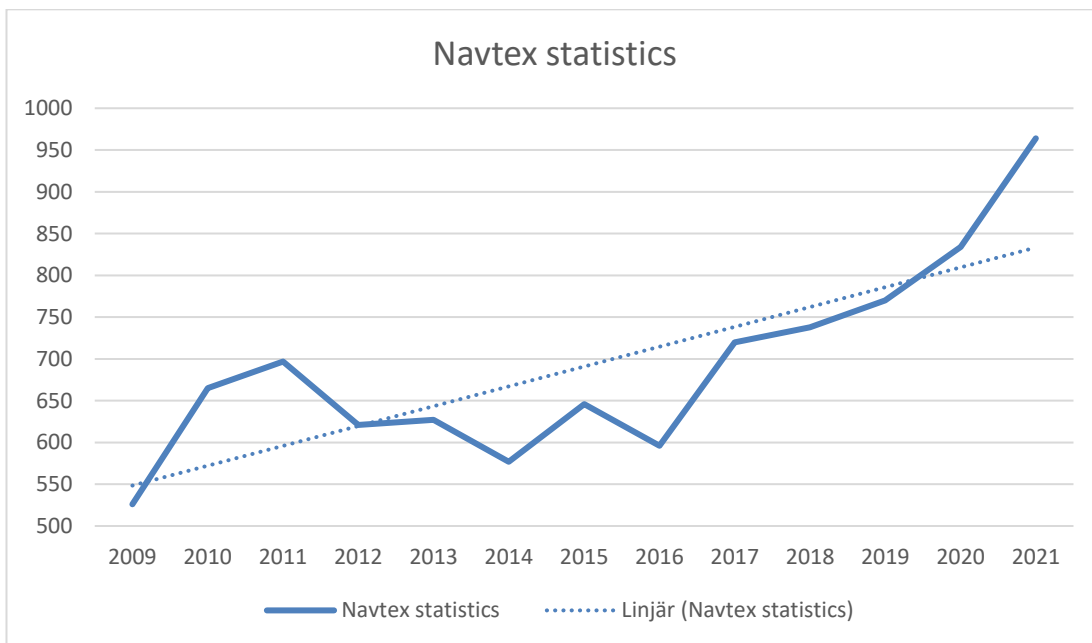
Please note the difference in workload between the different transmitters. Also note the fact that the Gislövshammar transmitter covers the waters of seven nations.



3.4 Sub-area warnings and coastal warnings in recent years

Nation	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
Baltic Sea*)	28	37	38	34	23	45	44	52	58	72	62	51	66
Denmark	98	87	117	91	89	79	63	42	43	52	57	70	49
Estonia	3	7	5	11	9	6	7	26	41	30	34	34	37
Finland	28	91	53	49	35	25	47	30	48	47	46	56	50
Germany	73	99	92	92	120	118	145	86	91	132	108	123	151
Latvia	24	20	27	16	15	10	14	9	17	10	17	12	9
Lithuania	27	34	31	30	65	46	30	35	30	29	37	31	63
Poland	70	74	78	70	101	107	115	100	109	91	113	100	165
Kaliningrad	49	66	68	68	57	70	67	91	107	123	96	147	148
St Petersburg	29	33	32	40	24	27	29	66	134	81	113	142	168
Sweden	97	117	156	120	89	44	85	59	42	71	87	68	58
TOTAL	526	665	697	621	627	577	646	596	720	738	770	834	964

*) 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 is not always 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. Any planned activities should be published in Notice to Mariners.



4. Current issues

4.1 Implementation of new routine 2021

On September 15, 2021 a new routine was implemented to improve MSI communication between the national coordinators and to avoid having navigational warnings in-force longer than necessary. This was not in the working group report to BSHC26, but was addressed at the meeting.

The routine is in short that an e-mail is sent after 4 weeks to the issuing nation to inquire if a warning with no preset end date still is valid. If no reply is received the warning is cancelled after another two weeks.

The chair was given the action at BSHC26 to report to BSHC27 how many times this routine had been used.

According to data from the Sweden Traffic center, this routine has been used to cancel 7 warnings since BSHC26.

4.2 Coordination of implementation of S-124 in the Baltic Sea Sub-area

During BSHC26 the BSMSIWG was given the task to coordinate the implementation of S-124 in the Baltic Sea. No working group meeting have been held prior to this report, therefore nothing can be reported in this matter. The way forward will be discussed at the working group meeting on September 8, 2022.

4.3 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.

4.4 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 under point 3.3). The working group is cooperating with the Navtex Coordinating panel to find any way forward with this issue.

5. IMO/IHO issues concerning navigational warnings

The WWNWS14 will be a five day meeting, September 12 – 16, 2022 at WMO in Geneva. 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 and BSHC26 is not resolved. The introduction of more satellite companies has raised concern among some Navarea coordinators 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.



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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 for version 1.0 of the product specification has been pushed forward. This will probably be discussed at WWNWS14 and can be reported at the BSHC meeting.

7. Actions requested

The Commission is invited to note the report.