



Baltic Sea Maritime Safety Information Working Group BSMSIWG

Report to the BSHC28 Conference

1. Status of Work of BSMSIWG since BSHC 27

The fifth meeting of the BSMSIWG was planned to be a physical meeting during the spring of 2023. The process to arrange a physical meeting was not possible to manage this time. The meeting became another virtual setting. The participation was a success, as all invited countries participated.

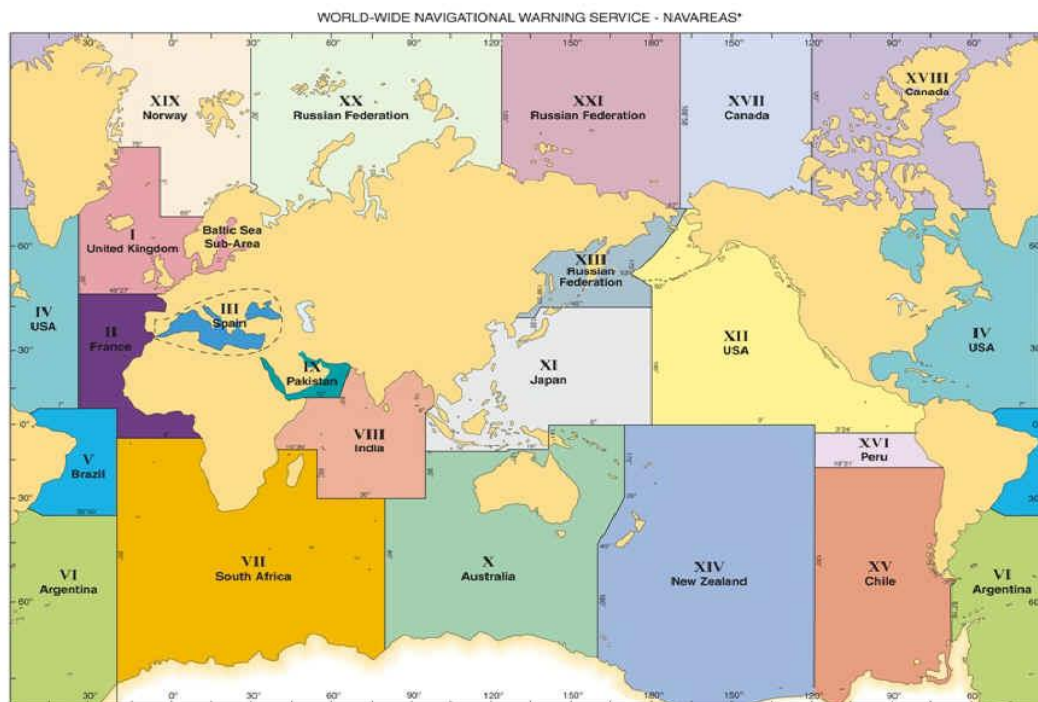
1.1 BSMSIWG Members

An updated list of the members are posted on the working group website (<https://www.bshc.pro/working-groups/bmsiwig/>)

If member states wish to make any alterations to the BSMSIWG members, simply send an e-mail to chair Mr. von Bülzingslöwen (johan.bultzingslowen@sjofartsverket.se).

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.

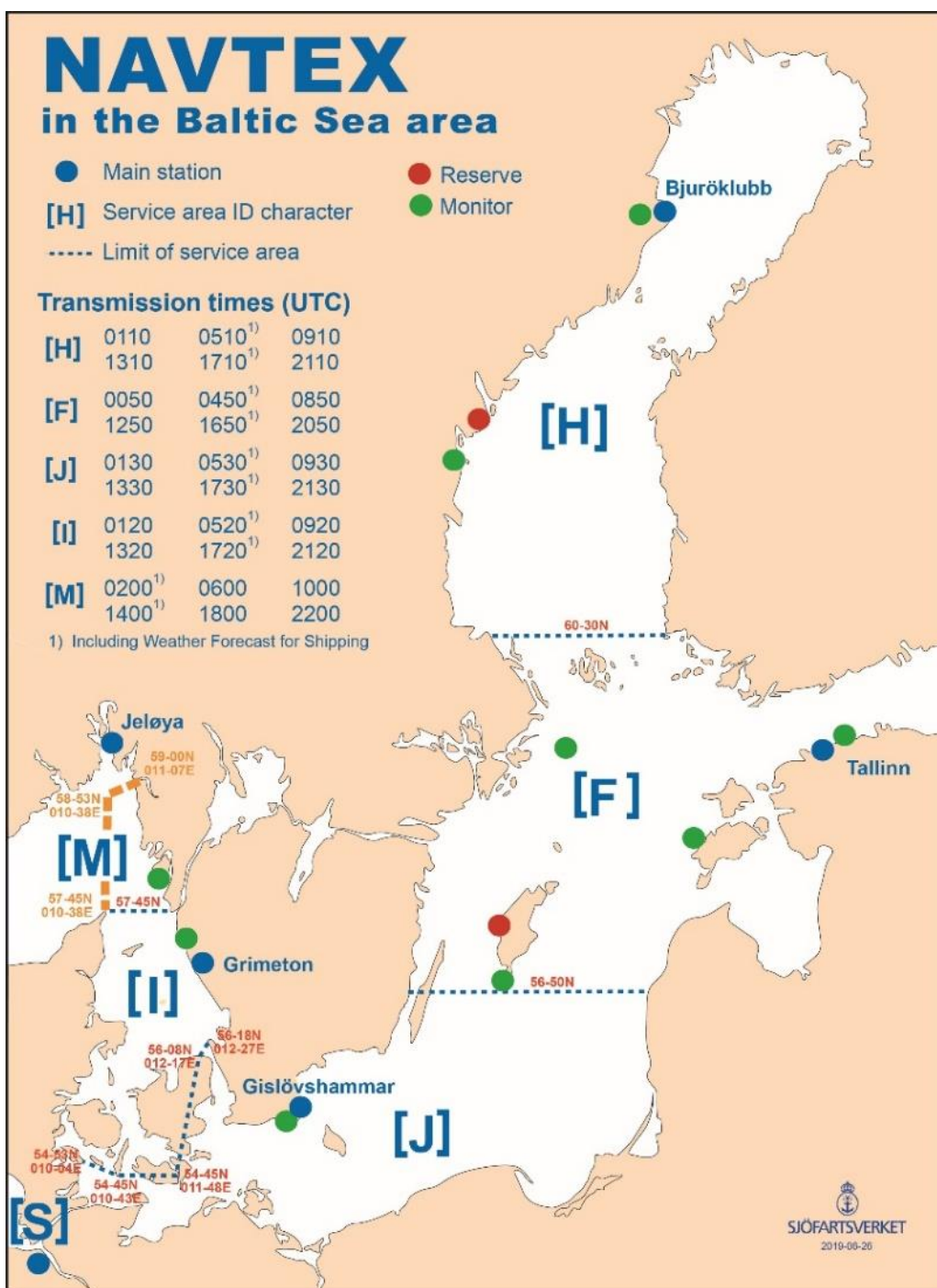


In 2018 the group became an official working group under the BSHC.

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

An updated list with contact information to the national coordinators of the countries around the Baltic Sea sub-area is found on the working group website. See under 1.1.

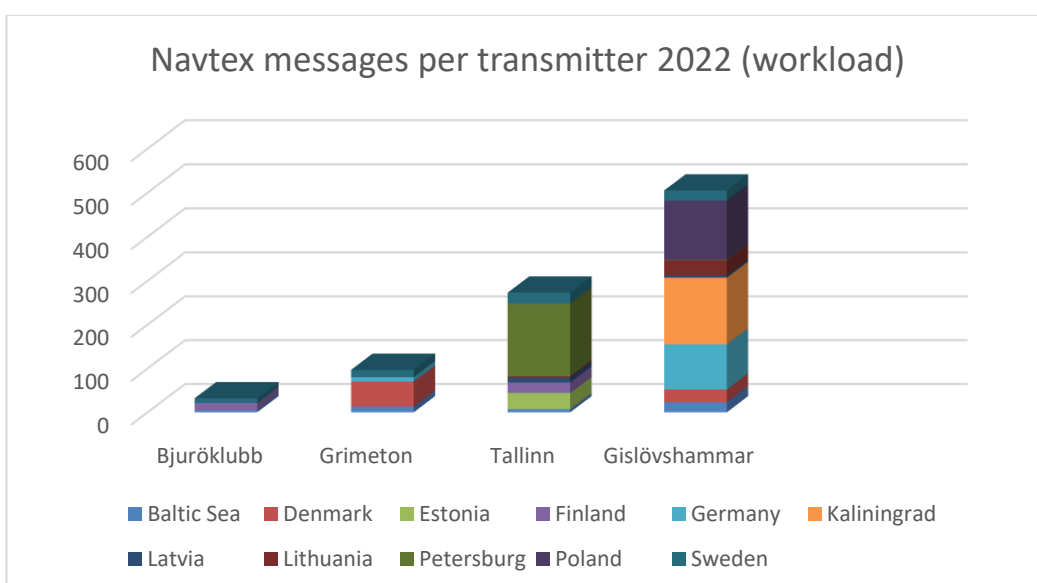
3.2 Contents of Navigational Warnings

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 2022

Country	Bjuröklubb (H)	Grimeton (I)	Gislövshammar (J)	Tallinn (F)
Baltic Sea	5	13	23	7
Denmark	0	57	29	0
Estonia	0	0	0	37
Finland	16	0	0	24
Germany	0	10	103	0
Kaliningrad	0	0	152	0
Latvia	0	0	5	11
Lithuania	0	0	35	3
Petersburg	0	0	1	166
Poland	0	0	134	0
Sweden	11	17	23	25
Summary	32	77	505	273



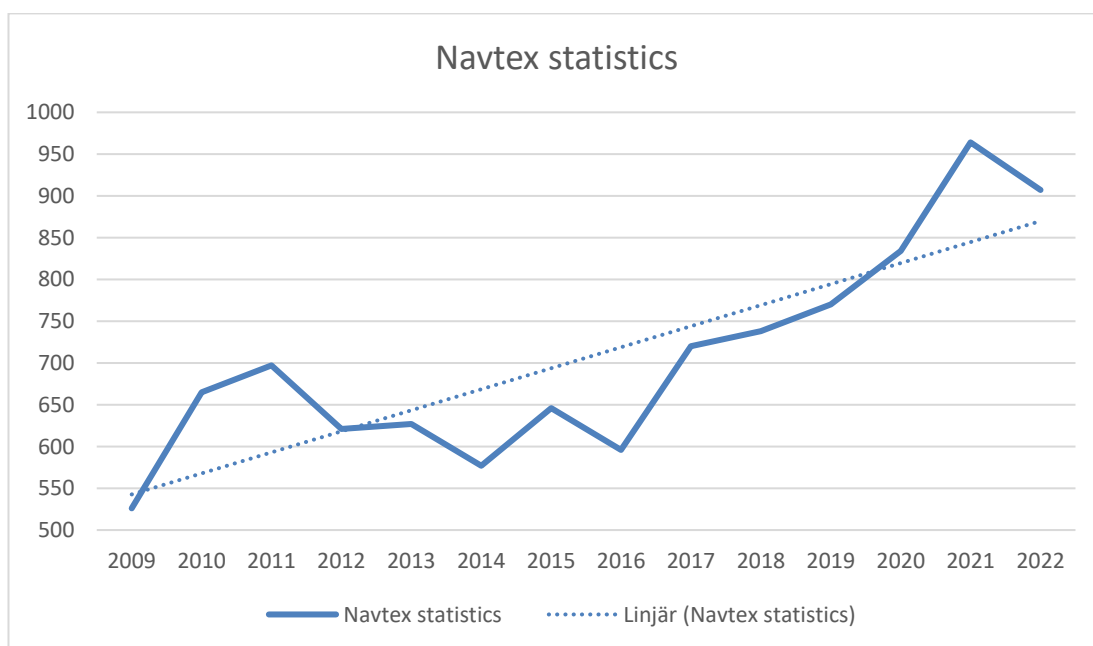


Please note the difference in workload between the different transmitters. Also note the fact that the Gislövshammar transmitter covers the waters of seven nations.

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	2022
Baltic Sea*)	28	37	38	34	23	45	44	52	58	72	62	51	66	48
Denmark	98	87	117	91	89	79	63	42	43	52	57	70	49	86
Estonia	3	7	5	11	9	6	7	26	41	30	34	34	37	37
Finland	28	91	53	49	35	25	47	30	48	47	46	56	50	40
Germany	73	99	92	92	120	118	145	86	91	132	108	123	151	113
Latvia	24	20	27	16	15	10	14	9	17	10	17	12	9	16
Lithuania	27	34	31	30	65	46	30	35	30	29	37	31	63	38
Poland	70	74	78	70	101	107	115	100	109	91	113	100	165	134
Kaliningrad	49	66	68	68	57	70	67	91	107	123	96	147	148	152
St Petersburg	29	33	32	40	24	27	29	66	134	81	113	142	168	167
Sweden	97	117	156	120	89	44	85	59	42	71	87	68	58	76
TOTAL	526	665	697	621	627	577	646	596	720	738	770	834	964	907

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



Even if the statistics show a slight decrease in the number of warnings during 2022, 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 the national coordinators 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 BSMSIWG issues

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

At BSHC26 the BSMSIWG was given the task to coordinate the implementation of S-124 in the Baltic Sea.

During the BSMSIWG5 the ToR was updated to include:

i) To coordinate and harmonize applicable S-100 based MSI services in the Baltic Sea sub-area following the IHO S-100 Roadmap.

Some other minor changes were made to the other points in the Terms of Reference and Rules of Procedures. The updated text will be included in this report as Annex 1. BSMSIWG seek the approval of the updated Terms of Reference and Rules of Procedures from BSHC28.

At the BSMSIWG5 all participating countries were given the opportunity to inform the group about the expected timeline for reaching testing of the new systems. Almost all countries report a lack of plan for S-124, or that focus has been on S-101 and S-102.

Chair suggested a virtual meeting invitation to be sent out for a more technical meeting to talk about issues that needs to be overcome, so we can learn from each other and not having to make the same mistakes.

4.2 Creation of a Baltic Sea sub-area within METAREA I

The Baltic Sea area is a sub-area to NAVAREA I, but currently not to METAREA I. However, the Swedish Meteorological and Hydrological Institute (SMHI) has, for a long time been acting as a Sub-area coordinator, providing weather warnings and forecasts for the whole Baltic Sea area to SMA for NAVTEX transmission.

Nick Ashton from the UK Met Office is now a BSMSIWG member and made a short presentation at the BSMSIWG5 about the ongoing talks about formalizing a sub-area in the Baltic Sea.

4.3 The Nordstream incident

Just after the BSHC27 the incident with the Nordstream pipelines occurred. This incident was a major task for many countries and government agencies. The MSI coordination between Sweden and Denmark was working very efficiently throughout the whole process and resulted in no incidents at sea. The chair of BSMSIWG has made a separate presentation regarding the preparations and coordination of the work in the first hours.

5. IMO/IHO issues concerning navigational warnings

The WWNWS15 will be a five-day meeting, September 4 – 8, 2023 at IHO headquarter in Monaco. 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, 26 and 27 is still not resolved. The introduction of more satellite



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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.

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.

Version 1.0 of the product specification has been approved at HSSC. The BSMSIWG have started to discuss the implementation process and will continue to make sure that the process is well coordinated.

7. Actions requested

The Commission is invited to:

- note the report.
- approve the updated Terms of Reference and Rules of Procedures in Annex 1.
- give further guidance in the process of coordination of implementation of the S-124 regarding technical working groups.



Annex 1

Amended Terms of Reference for BSMSIWG

- a) To facilitate that the GMDSS MSI services in the Sub-area are arranged in compliance with the regulations and recommendations of the IMO, IHO and other relevant organizations.
- b) To facilitate cooperation concerning technical and administrative matters related to the MSI service.
- c) To facilitate the exchange of information about events that could affect safety at sea within the Sub-area.
- d) To facilitate the exchange of advice concerning all aspects of MSI work.
- e) To facilitate harmonization of new and existing methods that make MSI and other relevant information to shipping available by means other than GMDSS.
- f) To evaluate and compile views on new and changed methods of providing MSI and to forward these to the relevant body.
- g) To exchange information about major planned operations at sea that are expected to affect international shipping in coastal waters of neighboring countries.
- h) To discuss and summarize the Sub-area's common views and suggestions for changes to regulations and recommendations, to be forwarded to WNWNS-SC by Sweden.
- i) To coordinate and harmonize applicable S-100 based MSI services in the Baltic Sea sub-area following the IHO S-100 Roadmap.

Amended Rules of Procedures

- a) Membership is open to member states and associate member states of the BSHC. Each member state shall be represented by governmental organizations dealing with MSI and/or other relevant information to shipping. The National Coordinator of Norway, the NAVAREA I Coordinator, the IMO Navtex Coordinating panel and other relevant official international bodies could also be invited to the BSMSIWG meetings and may be consulted through correspondence.
- b) Non-governmental organizations may attend meetings wholly or to the extent decided by the chair.
- c) BSMSIWG meetings should be held at least once per year.
- d) Interim meetings may be held at the discretion of the Chair.
- e) At the end of a BSMSIWG meeting, the approximate time, type and location for the next meeting should be decided.
- f) A preliminary invitation for in person meetings, including, dates and location should be sent out by the Chair or Secretary by e-mail at least 5 months before the meeting.
- g) A preliminary invitation to virtual meetings including date should be sent out by the Chair or Secretary by e-mail at least 2 months before the meeting.
- h) The final invitation, including logistic information, a first draft agenda, a request for additional agenda items, a national report, and other papers, should be distributed not later than 3 months before in person meetings and 1 month for virtual meetings.
- i) The BSMSIWG chair should be proposed by the WG and thereafter elected by the BSHC conference. The secretary should be elected by the WG.
- j) The agenda should be adopted at the beginning of the meeting.
- k) Decisions should be made through consensus among the BSHC Member States.
- l) Decisions and agreed upon actions made during the meeting should be summarized at the end of the meeting and included as an annex to the minutes.
- m) The draft minutes shall be distributed within six weeks of the meeting's conclusion. Comments should be returned no later than three weeks after the distribution of the draft minutes.
- n) The continued existence of BSMSIWG and the Terms of Reference shall be a standing point on the agenda. Any suggestions for changes should be addressed by the chair of the working group to the chairman of the following BSHC conference.