



MSI activities in the Baltic Sea Region

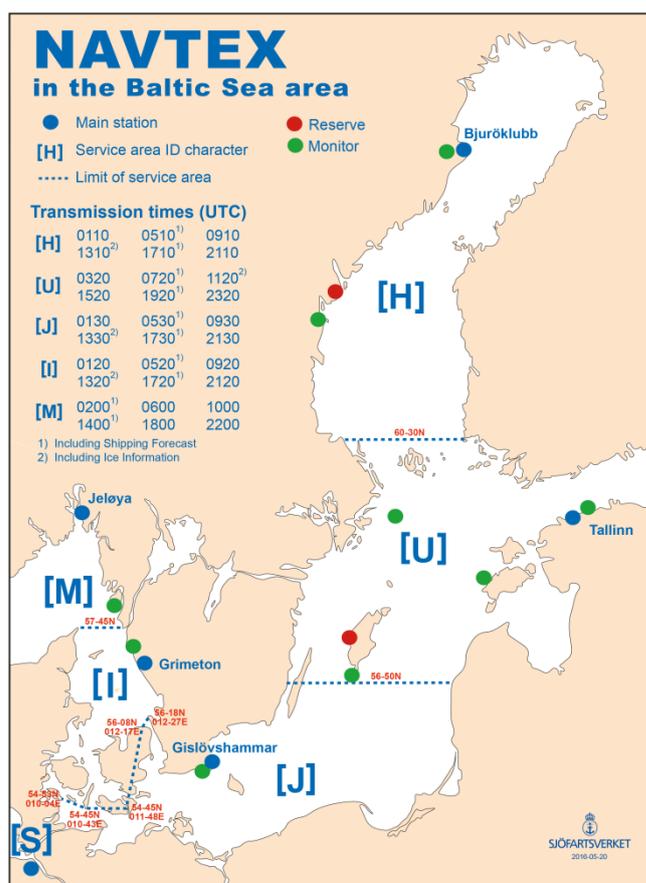
This is the yearly report to BSHC, which is giving a short description of the MSI organization in the Baltic Sea area and a summary of main activities concerning MSI in the area, since the previous BSHC Conference.

1. 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.

As the Navtex system is “sensitive” for overload of information and for interferences from Navtex stations in other regions and from other sources, the system requires much manpower and planning to operate well. Monitoring of the broadcasts is essential why Sweden and Estonia have monitoring stations along the coasts. However, all nations in the region are responsible for monitoring of Navtex within their national waters to secure that the signal strength is good enough and the contents of messages are in accordance with what they have sent to MSI Sweden.



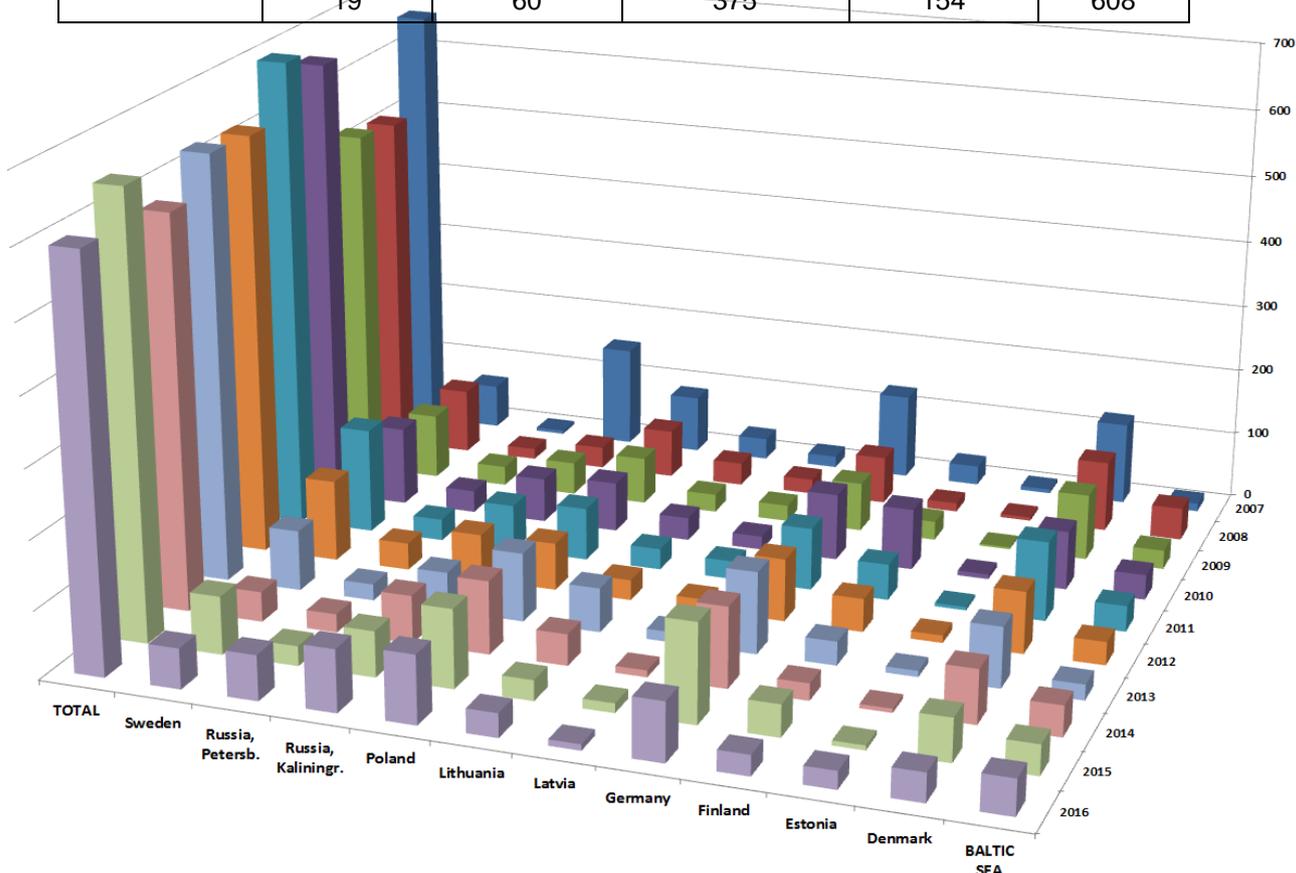
2. National Co-ordinators Operational Points of Contact.

Country	Telephone (h24)/	E-mail	Website with current Navigational Warning
Denmark	+45 7285 0370	vagts@dma.dk (office hours) mas@sok.dk (24h)	https://nautiskinformation.soefartsstyrelsen.dk/index.html#messages/map
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	https://extranet.liikennevirasto.fi/pooki_www/merivaroitukset/list_en.html
Germany	+49 (0) 4927 1877283	seewarndienst.wsa-emd@t-online.de	http://www.bsh.de/akt/dat/nwn/nwn-ost.pdf
Latvia	+371 67323103	navarea@lhd.lv , sar@mrcc.lv	http://www.navtex.lv http://www.lhd.lv
Lithuania	+370 618 12 591	hydrography@msa.lt	http://www.msa.lt/en/hydrography/navigational-warnings-and-kq74/notices-to-mariners-scx9.html
Poland	+48 261 266 208	bhwm@bhwm.gov.pl	http://www.hopn.mw.mil.pl/index.php?akcja=on
Russian Federation	+7 812 717 59 00	unio_navarea@mil.ru	http://structure.mil.ru/structure/forces/hydrographic/info/navwar.htm (only navarea XIII)
Sweden	+46 771 63 06 85	msi@sjofartsverket.se	http://www.sjofartsverket.se/baltico



3. Quantity of Navigational Warnings in each NAVTEX Service Area during 2016

	H Bjuröklubb	I Grimeton	J Gislövshammar	U Tallinn	Summary
Baltic Sea	4	18	23	7	52
Denmark	0	29	13	0	42
Estonia	0	0	0	26	26
Finland	12	0	0	30	42
Germany	0	0	86	0	86
Kaliningrad	0	0	91	0	91
Latvia	0	0	0	9	9
Lithuania	0	0	35	0	35
Petersburg	0	0	0	66	66
Poland	0	0	100	0	100
Sweden	3	13	27	16	59
	19	60	375	154	608



Service area	SWE	FIN	PET	EST	LAT	LIT	KAL	POL	GER	DEN	BAL	Total
Bjuröklubb (H)	4	12	0	0	0	0	0	0	0	0	3	19
Grimeton (I)	17	0	0	0	0	0	0	0	0	32	12	61
Gislövshammar (J)	44	0	0	0	2	30	67	115	145	31	25	459
Tallinn (U)	20	35	29	7	12	0	0	0	0	0	4	107
TOTAL	85	47	29	7	14	30	67	115	145	63	44	646



4. 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.

A majority of the warnings in the southeastern part of the region are dealing with military exercises, while almost no such warnings are issued in the rest of the region. Bottom surveys and other pre-laying activities connected to the planned Nord Stream 2 pipelines have caused many navigational warnings and temporary notices in NtM. Also inspections along the existing Nord Stream pipelines have caused navigational warnings.

More typical topics of navigational warnings are outages of navigational aids, drifting hazards, underwater operations, cable laying, low sea level and temporary withdrawal of TSS due to ice.

5. WNWNS-9 meeting Aug – Sep 2017

A representative from Baltic Sea Sub-area attended the yearly World Wide Navigational Warning Sub-Committee meeting in Cape Town 28 August – 1 September 2017.

All meeting documents are available at the IHO website

https://www.iho.int/mtg_docs/com_wg/CPRNW/WWNWS9/WWNWS9.htm.

Among many important topics on the agenda the following were of special interest to our region:

- *The draft GMDSS modernization plan* shows that NAVTEX, most likely, in the future will be replaced by, or complemented by, the more modern system NAVDAT. Trials have however showed that NAVDAT transmitters will not reach so far as NAVTEX why large and expensive changes to the infrastructure and organization will be required to implement NAVDAT. The progress of this will be followed with great interest by Baltico.

- *The report from the S-124 correspondence group* told that the draft model of S-124 (the S-100 Product Specification for Navigational Warnings) will be tested in the STM-project as well as in the South Korean SMART-project. It was obvious that S-124 will not include T- and P-notices.

- *Denmark* is currently using the draft S-124 model in the NIORD-system for MSI and T&P-notices. The MSI and T&P information is successfully displayed on the website <https://nautiskinformation.soefartsstyrelsen.dk/index.html#/messages/map> and is also exported from NIORD to other systems. Also Canada and France are using NIORD but still not fully operative.

- The ITU Radio Regulation 2016 does not give any clear recommendations about the *use of DSC* (Digital Selective Calling) for announcing unscheduled transmissions of MSI. The BALTICO representative had, in the report to WNWNS-9, requested to learn about how DSC is used outside of the Baltic Sea area. Also the Canadian representative was confused about this. Canada will request a clarification from ITU and report to Baltico as soon as the reply from ITU has been received.

- The BALTICO report to WNWNS-9 also told that *the Italian NAVTEX station Mondolfo [U] is still interfering with the Tallinn [U] station* during nighttime. The IMO NAVTEX Coordinating Panel representative told that he again has requested the Italian authorities to reduce power during nighttime. He has still not got any response from Italy.



22nd BSHC Meeting
19-21 September 2017
Rostock, Germany

Agenda item B.5
Baltic Sea Sub Navarea 1b MSI Report
SWEDEN

6. Baltico Meeting 2018

The 8:th Baltico Meeting will be hosted by the Russian Federation, Department of Navigation and Oceanography. The meeting will be held in St Petersburg during two days in April 2018. More details about the meeting will shortly be supplied by the hosts.

7. Disturbance to NAVTEX.

The Mediterranean NAVTEX station Mondolfo, Italy, is interfering with the Baltic Sea station Tallinn in Estonia during nighttime. The IMO NAVTEX Coordinating panel, which was represented at the BALTICO meeting by UKHO, will discuss the problem with the Italian authorities.

8. Actions requested

The Commission is kindly requested to note the report