



Baltic Sea Maritime Safety Information Working Group BSMSIWG

Report to the BSHC30 Conference

1. Status of Work of BSMSIWG since BSHC 29

The working group has worked through correspondence and have had one meeting in the spring of 2025, and will have another in the autumn of 2025.

The seventh meeting of the BSMSIWG was held on June 18, 2025.

The working group is planning to have the first in-person meeting on October 7-8 in Hamburg. This will be a joint meeting with the NSMSIWG.

The chair is very thankful to Germany for hosting the upcoming meeting.

1.1 BSMSIWG Members

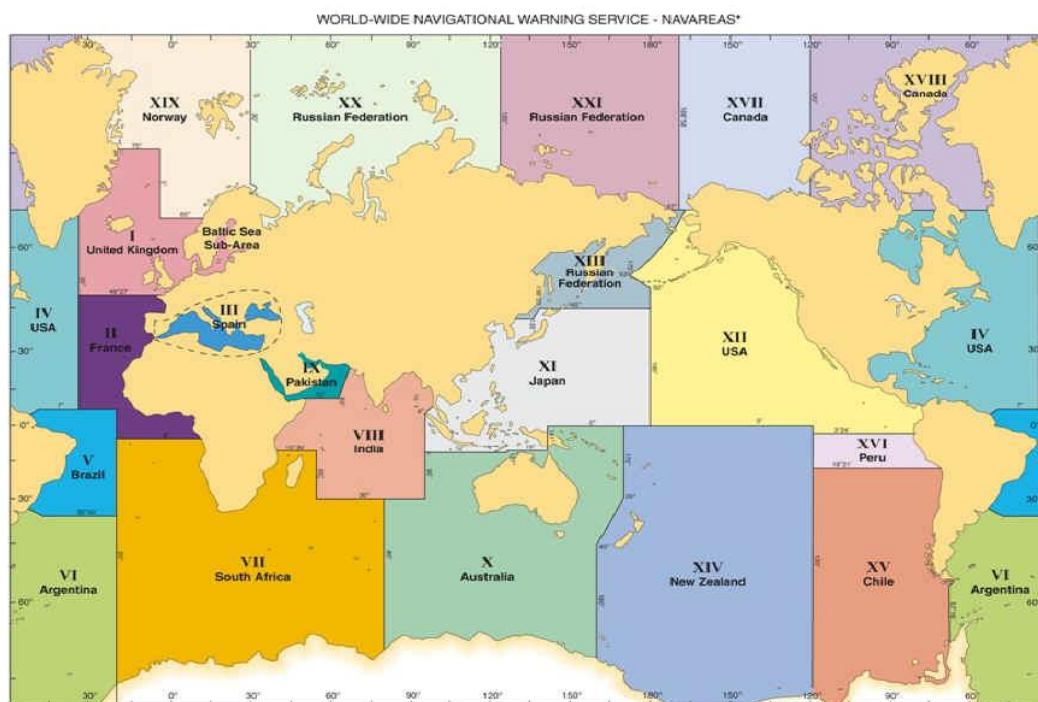
An updated list of the members are posted on the working group website (<https://www.bshc.pro/working-groups/bsmsiwg/>)

Member states are welcome to nominate members to the BSMSIWG members by sending an e-mail to chair Mr. von Bültzingslöwen (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 were then called the Baltico meetings. In 2018 the group became an official working group under the BSHC.



3. Baltic Sea sub-area geographic boundaries

The Baltic Sea sub-area is a part of NAVAREA I and comprises of the waters of Kattegat, The Belts, The Sound, Baltic Proper, Gulf of Riga, Gulf of Finland, Sea of Åland and Archipelago Sea, Sea of Bothnia, The Quark and Bay of Bothnia.

The border of the sub-area has been amended to align with the agreed upon limit of the Baltic Sea area and area of responsibility of the Baltic Sea Hydrographic Commission (BSHC).

The new Baltic Sea sub-area border is between:

N57° 45' E010° 38' (Skaw, Denmark)

N57° 57' E011° 48' (Swedish west coast)

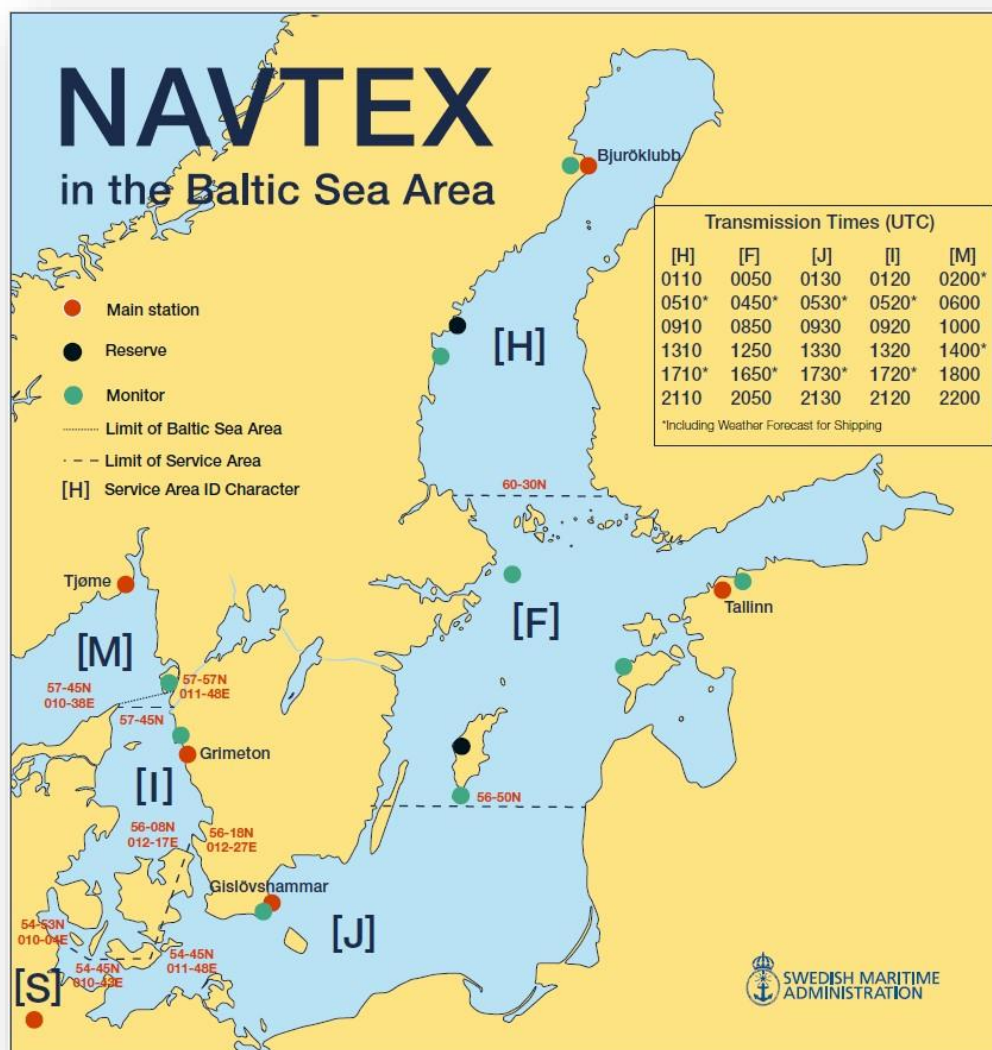
The new border is shown on the map under paragraph 4.

4. 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.

Please refer to the map below for the NAVTEX service areas, location of transmitters and broadcast schedule. The map is also updated with the new Norwegian NAVTEX transmitter Tjøme, and the new amended border (refer to paragraph 3).



4.1 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. Refer to paragraph 1.1.

4.2 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.

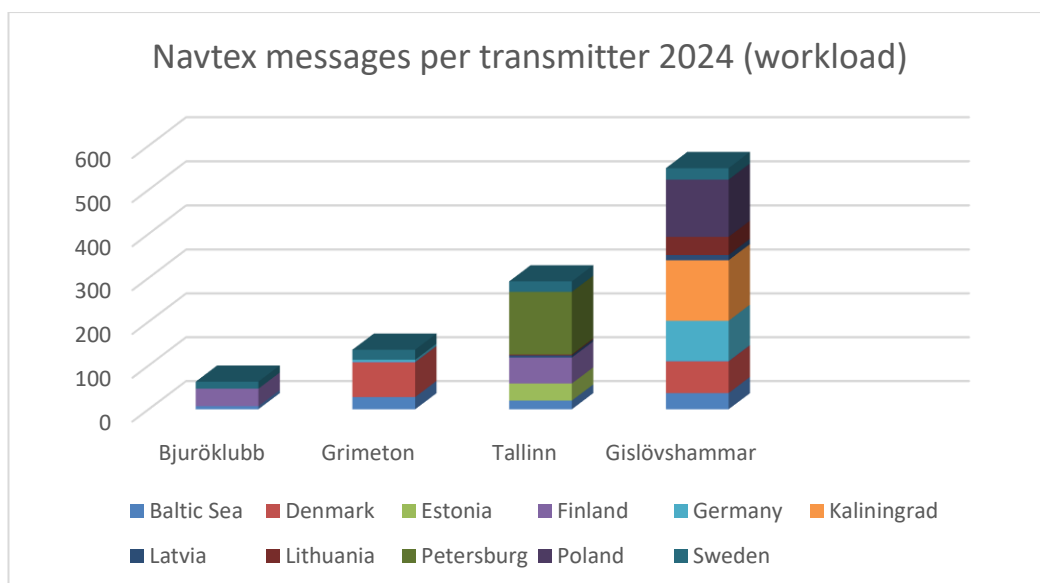
Navigational warnings in the Baltic Sea normally regards military exercises, aids to navigation, drifting hazards, underwater operations, cable laying, low sea level and temporary withdrawal of TSS due to ice.



In 2025 however, the issue of GNSS disruptions has been a big issue in the Baltic Sea area. Several countries have issued Navigational warnings and Notice to Mariners with information regarding the issue.

4.3 NAVTEX Navigational Warnings for the Baltic Sea sub-area 2024

Country	Bjuröklubb (H)	Grimeton (I)	Gislövshammar (J)	Tallinn (F)
Baltic Sea	7	28	37	20
Denmark	0	79	72	0
Estonia	0	0	0	39
Finland	40	1	1	41
Germany	0	5	92	0
Kaliningrad	0	0	138	0
Latvia	0	0	12	5
Lithuania	0	0	41	2
Petersburg	0	0	0	143
Poland	0	0	130	0
Sweden	16	23	26	24
Summary	63	136	549	274

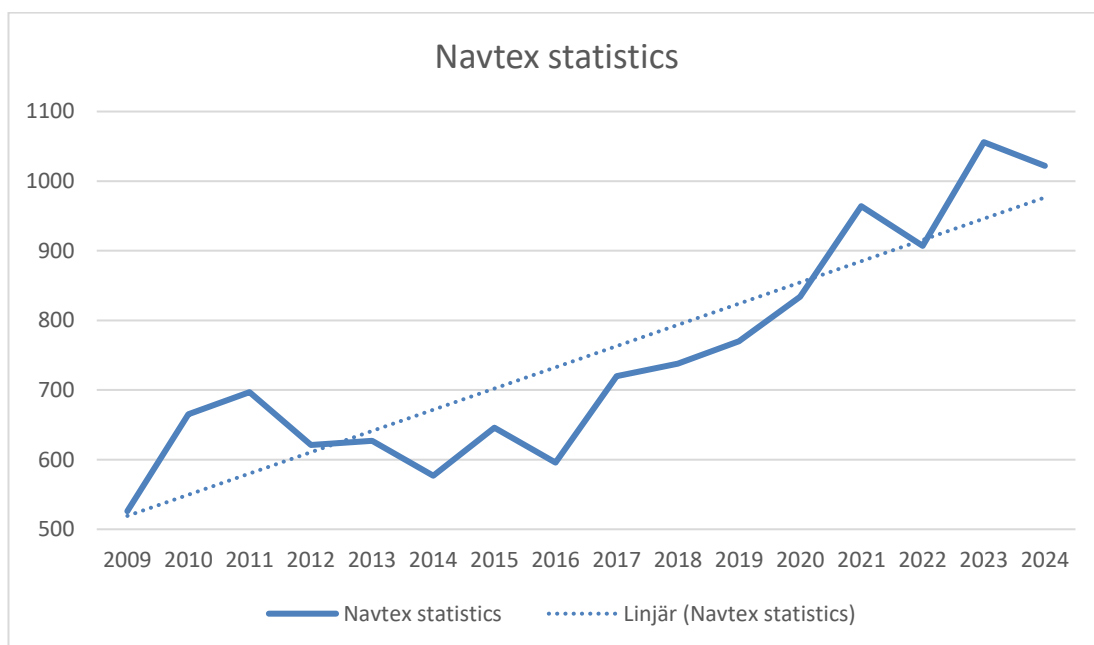




4.4 Sub-area warnings and coastal warnings in recent years

Nation	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
Baltic Sea	28	37	38	34	23	45	44	52	58	72	62	51	66	48	83	92
Denmark	98	87	117	91	89	79	63	42	43	52	57	70	49	86	103	151
Estonia	3	7	5	11	9	6	7	26	41	30	34	34	37	37	54	39
Finland	28	91	53	49	35	25	47	30	48	47	46	56	50	40	109	83
Germany	73	99	92	92	120	118	145	86	91	132	108	123	151	113	106	97
Latvia	24	20	27	16	15	10	14	9	17	10	17	12	9	16	22	17
Lithuania	27	34	31	30	65	46	30	35	30	29	37	31	63	38	68	43
Poland	70	74	78	70	101	107	115	100	109	91	113	100	165	134	113	130
Kaliningrad	49	66	68	68	57	70	67	91	107	123	96	147	148	152	154	138
St Petersburg	29	33	32	40	24	27	29	66	134	81	113	142	168	167	163	143
Sweden	97	117	156	120	89	44	85	59	42	71	87	68	58	76	81	89
Total	526	665	697	621	627	577	646	596	720	738	770	834	964	907	1056	1022

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



The statistics show a small decrease in the number of warnings during 2024, but the trend is still rising, reaching over 1000 for the second year in a row. This is a continuous problem when maintaining the 10-minute time-slots for the NAVTEX transmitters.

The chair of the BSMSIWG thanks national coordinators for the effort to maintaining the Navtex time slots and welcome further review the national procedures for Navtex messages. Navtex messages need to be short and concise. Planned activities are preferably published in ENCs and Notice to Mariners.



4.5 Operational issues

No major NAVTEX operational problems has occurred during 2024. The process to replace old NAVTEX transmitters in Sweden is ongoing. The transmission software will also be replaced.

The issue with GNSS disruptions in the Baltic Sea has generated several navigational warnings and Notice to Mariners. As of now, no major incidents has been reported.

5. Current BSMSIWG issues

5.1 GNSS disruptions

At BSHC29 the BSMSIWG was given the action to discuss appropriate actions by MS in navigational warnings in case of GNSS jamming and/or spoofing issues.

This was discussed at the BSMSIWG meeting on June 18 2025. Different MS reported about observations of spoofing and signal manipulations and how navigational warnings and Notice to Mariners have been published.

Finland reported about near-miss incidents mitigated by VTS and pilots. Measures include caution areas in ENCs and Notices to Marines. In June 2025 Estonia and Finland also submitted a formal letter to IMO and ITU to inform about the increased risks with GNSS disturbance in the Baltic Sea.





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

At BSHC26 the BSMSIWG was given the action to coordinate the implementation of S-124 in the Baltic Sea. This is a continuous agenda item at working group meetings.

At the BSMSIWG7 meeting, all MS reported about their implementation plan. The table below show the implementation plan for S-124 as reported at the meeting.

Country	2025	2026	2027	2028	2029
Denmark					
Finland					
Poland					
Latvia					
Lithuania					
Sweden					
Germany	No official plan				
Estonia	No official plan				

5.3 Amendment of the Baltic Sea sub-area

The border of the Baltic Sea sub-area has been amended to align with the agreed limit of the Baltic Sea, and to align with the area of responsibility of the BSHC.

The new border can be seen on the map under paragraph 4.

6. IMO/IHO issues concerning navigational warnings

The Sub-Committee on the World-Wide Navigational Warning Service (WWNWS-SC) will have its 17th meeting (WWNWS17) in Washington DC, USA on September 8-12, 2025.

The WWNWS17 will be a five-day meeting at the Department of Transportation the US. The chair of BSMSIWG is attending WWNWS as Baltic Sea sub-area coordinator.

The S-124 agenda item will be a major part of the meeting with submitted papers discussing the dissemination process, how in-force warnings will be handled, the process with dissemination codes and implementation guide among other matters.

7. Actions requested

The Commission is invited to:

- note the report, and in particular:
 - note the amendment of the border of the Baltic Sea sub-area.
 - note the discussions regarding the GNSS disruptions in the area.
 - note the effort to coordinate the implementation of S-124 in the Baltic Sea sub-area.