

NATIONAL REPORT OF SWEDEN

August 2008

1. Hydrographic Office/Service - General Information

The overall organisation of the Swedish Maritime Administration (SMA) is subject for changes. It is decided that the Maritime Inspectorate will be separated from the Maritime Administration and joining with similar organisations from the other major transport authorities forming a new public authority. This new national authority will be in operation from January 1st 2009.

The organisation and operation of remaining parts of SMA has been investigated and proposals are put forward for future decisions by government. We have to wait and see what the results and consequences are. As far as the Swedish HO is concerned there are basically two proposals that may have an effect on the future operations. It is proposed that hydrographic surveying to a large extent shall be acquired from commercial operators. This can be considered to be the case already as the crews for the surveying vessels are employed by a private company and that in addition also survey operations are purchased through open tenders. Another proposal is that SMA should not produce leisure craft charts and that this production should be left entirely to commercial actors.

The operation of the Hydrographic Office is divided into three main processes, Surveying, Chart production and Marketing/distribution. The Hydrographic Office employs approximately 80 people, crews on survey ships not included. The operations are certified, by Lloyd's register quality assurance, in accordance with ISO 9001:2000. Yearly quality audits are conducted by both Lloyds and internal auditors.

2. Surveys

All Swedish waters are surveyed and most of the areas, especially fairway areas, to a high standard. The objective is however that all Swedish waters should be surveyed in accordance with the international standard, S-44.

The surveying fleet consists of two vessels JACOB HÄGG and NILS STRÖMCRONA. Both vessels are equipped with multi-beam echo sounders and Nils Strömcróna has also bar-sweeping equipment.

2007

During 2007 surveys have been conducted in priority fairways and sea-areas. Surveys have been carried out on the Swedish east coast (in the area between Gotska Sandön and Fårö) and some areas nearby Svenska Björn. Some sections of the fairways to Stockholm, Gävle, Oskarshamn, Södertälje and Kalmarsund.

Some sections of the fairway to Uddevalla on the Swedish west coast have been surveyed.

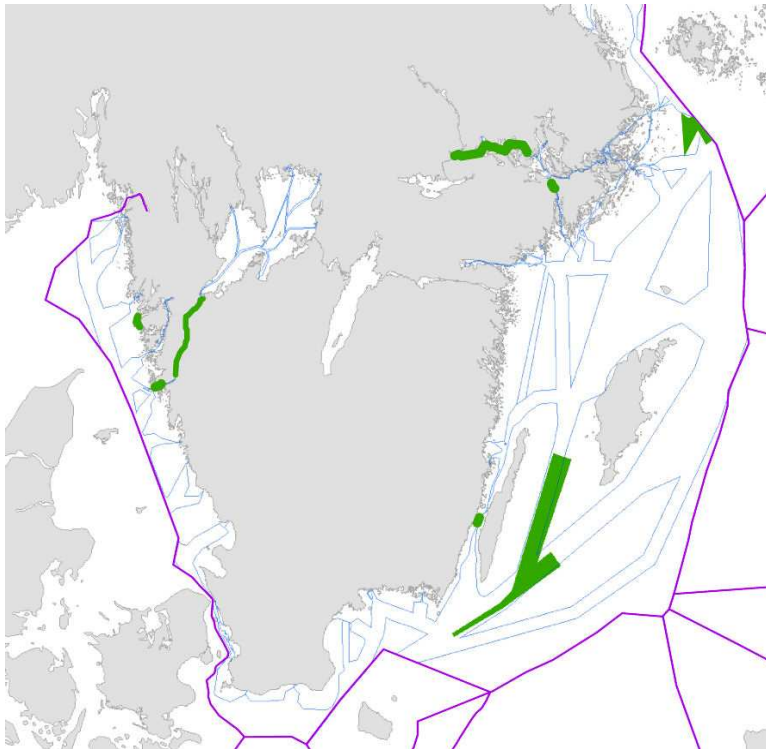
Furthermore some fairways to harbours in Lake Vänern have been surveyed.

During 2007 a total amount of 1181 km² was surveyed.

This limited volume of production was due to that the surveys were conducted in very shallow waters (~10 – 20 m).

2008

Plans for 2008 in the following picture



During the first 6 months 2008 was 312 km² surveyed.

The surveys have been conducted in very shallow areas.

On the Swedish west coast has Göta älv been resurveyed and some areas in the entrance of Gothenburg.

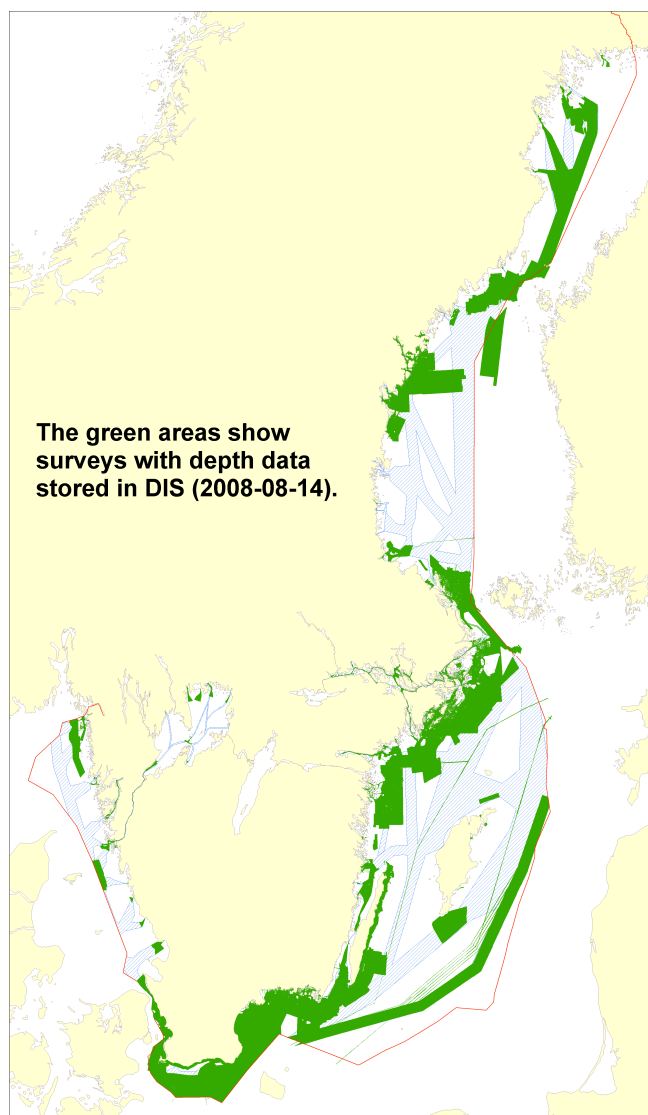
On the Swedish east coast, surveys have been carried out in the area near Svenska Björn and Arholma.

The Survey areas for the rest of this year are Iggesund (Hudiksvall), Luleå, Umeå, Kalmarsund, Mälaren and Södertälje channel.

Marin Mätteknik AB has been awarded a survey contract for the Swedish Maritime Administration. The survey assignment for the project BASH will be conducted within HELCOM areas in the southern Baltic Sea (total 2300 km²).

The assignment is planned to commence during the summer 2008 and to be finalised before the end of the year.

The picture below shows the coverage of digital depths (about 17, 1 billions) stored so far in our database DIS (Depth Information System).



ScanDIS.

The hydrographic office is running a project named ScanDIS with the objective to digitise soundings from fair sheets and similar maps in our archive. The overall aim is to create national coverage in the soundings database and thus enable new and more efficient production of chart information. Metadata and quality information is essential for future use. The intention is to use external resources for a considerable part of the total 6000 maps. The present estimation is that the ScanDIS project will take 5-7 years to complete.

3. New charts and updates

ENC:s and paper charts are produced from a common database. This database is continuously updated and during 2007 there were a total number of 1413 update cases of considerable importance registered in our workflow system.

Swedish waters are completely covered by ENC:s and the total number of cells are approx. 530. The ENC:s and updates by means of ER are distributed through PRIMAR Stavanger. The sale of Swedish ENC-cells more than doubled up during 2007 and around 140.000 cells are subscribed to via PRIMAR services.

An improvement of the EN- and ER-service to also include temporary and preliminary changes is planned to be in operation during 2008.

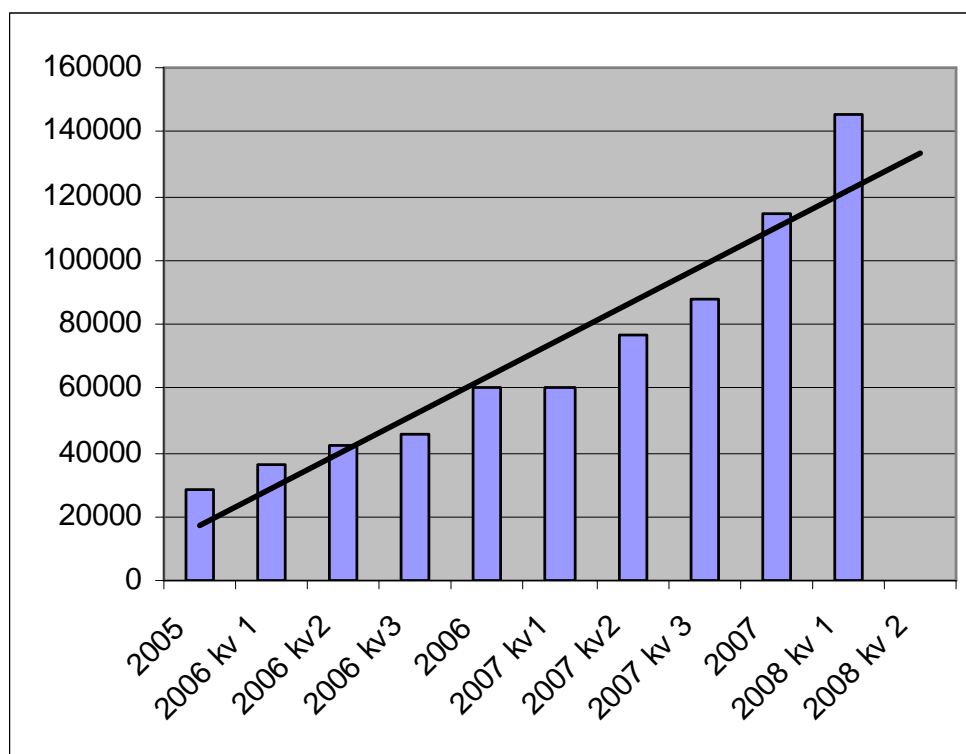


Table: Total number of Swedish cells in use by Primar customers

The Swedish paper chart portfolio consists of approximately 120 charts and 12 series of charts for small craft. Another 3 series of small craft charts covering Bay of Bothnia have been decided for production and release 2009 and 2010. During 2007 one new chart was produced and around 110 charts were published as revised editions.

Special charts, tailored to the customer, such as “print on demand” charts are also available as well as a service to provide chart images to mobile phones and PDA’s.

4. Publications

The Swedish sailing directions have not been reprinted for many years. A working group is however presently studying how the additional information, which traditionally has been published in sailing directions, best shall be compiled and presented to the mariners.

Notices to Mariners (NtM) are published daily on the Internet via an on-line database. On a weekly basis a printed version of NtM is issued as well as a PDF-version on the Internet.

5. MSI

Sweden is Baltic Sea Sub-area Coordinator within the international Navigational Warning Service as well as NAVTEX co-ordinator within the Baltic Sea area.

Low water warnings.

In accordance with item “No 5” in the List of Actions from BSHC 12 Sweden made an input paper regarding “Navigational warnings concerning low sea water level” to the BALTICO MEETING in Hamburg in April 2008. The paper is accessible at following website:
<http://www.sjofartsverket.se/pages/17416/2008%20Agenda%2010%20Low%20Water.pdf> .

The subject was discussed at the Baltico meeting and following was agreed upon:

- a) A navigational warning shall be issued and transmitted on NAVTEX when the water level is expected to drop ≥ 60 cm below MSL in waters affected by transit traffic, within which the available depth is restricted in relation to the draught of ships normally sailing the waters.
- b) At present the criteria above only affects the Great Belt, the Sound and Western Baltic.
- c) For waters outside the areas described above a navigational warning shall be issued and transmitted on NAVTEX when the water level is expected to drop ≥ 100 cm.
- d) Increasing sizes of ships and new routeing measures may result in other demands on information and warnings about low water levels.
- e) The Baltico Meeting participants were requested to look after arising needs for low water warnings, e.g. at the establishment of new offshore shipping lanes in areas with restricted depth.

Firing exercises.

Item “No 6” in the BSHC 12 List of Action requested Sweden to, on behalf of BSHC, raise an item on Firing exercises at the following meeting in CPRNW (Commission on Promulgation of Radio Navigational Warnings).

Sweden did so by presenting a paper which is available on:

<http://www.sjofartsverket.se/pages/17416/2008%20CPRNW9-3-4-2-1.pdf>

The item was exhaustively discussed at CPRNW in September 2007 which resulted in a consensus to add text to IMO Res A.706, which is under revision, about inclusion of reference to national nautical publications in navigational warnings about firings. CPRNW were however not willing to take any other actions in connection to the recommendations in the Swedish paper but referred to other IHO bodies for further action with regards to chart standards.

Statistics.

The table below shows the number of Navigational Warnings that were transmitted on NAVTEX during the past three years

Nation	2005	2006	2007
Sweden	79	75	66
Finland	31	29	29
Russian Federation	142	69	165
Estonia	10	29	6
Latvia	18	17	17
Lithuania	24	22	32
Poland	79	90	86
Germany	83	54	127
Denmark	102	89	123
TOTAL	568	474	642

New NAVTEX system.

Since 2007 a new network based system is used for carrying out the administration, transmission and monitoring of NAVTEX. The system is based on the regular V4 NAVTEX system from ICS, UK, which has been further developed for the special needs in the Baltic Sea sub-area.

The system is running on two parallel servers (located in different Swedish cities) and may be operated from any computer with the ICS software installed and with access to the Swedish Maritime Administration network.

Baltico Meeting

The biennial Baltico Meeting took place in Hamburg in April 2008. The two day meeting gathered 25 persons representing the Sub-area Co-ordinator, National Co-ordinators, Meteorological Institutes and Coast Radio Stations within the Baltic Sea Sub-area.

Many topics related to the MSI service in the area were discussed of which following were devoted most attention:

- Monitoring and coverage of NAVTEX and control through field strength measurements
- The use of abbreviations in MSI in written form, e.g. NAVTEX and SafetyNET
- Icing warnings and a Finnish study on ice accretion on ships
- Problems with the present subject indicators on NAVTEX
- Navigational Warnings about low sea water level in certain parts of the Baltic Sea
- Sub-area Warnings
- Using a “web form” for sending MSI to the NAVTEX co-ordinator
- Navigational warnings concerning firing exercises
- MSI on the Internet
- Promulgation of MSI through AIS

All the meeting documents are available on:
http://www.sjofartsverket.se/templates/SFVXPage_9731.aspx .

6. S-55

There are no changes to the existing information to report.

7. Capacity building

Sweden has not been active in the area of capacity building during the period.

8. Oceanographic activities

The Swedish maritime administration (SMA) has a number of water level stations but it is the Swedish Meteorological Office (SMHI) that has the main responsibility for the Swedish stations. These authorities work in close cooperation concerning the water level monitoring system.

9. Other activities

On the national level the Maritime Administration is involved in ongoing activities to improve the spatial data infrastructure in order to meet requirements in the Inspire directive. A project to establish a national geodata portal has started, lead by the National Land Survey, and the project is scheduled until 2010.

The national Geodata Council, where SMA has a delegate, has been operating since 2006 and has produced a national geodata strategy which is updated yearly.