

This document is a translation made by SHK of the original response in Swedish to the safety recommendation. In case of discrepancies between this translation and the Swedish original text, the Swedish text shall prevail in the interpretation of the response.

Hello,

Apologies for the late response, but this is the Swedish Maritime Administration's feedback concerning the action taken in response to the recommendations made to the Maritime Administration in the final report referred to in the heading.

The Maritime Administration has ensured that internal procedures within the Maritime Administration are satisfactory. These procedures ensure that the editors of NtM receive information from the JRCC, Sweden Traffic and VTS centres about occurrences that these centres have deemed may prompt a notice to mariners via NtM or may result in amendments to nautical charts and ENCs.

As an example, the JRCC's instructions state that information about navigational hazards or obstructions to shipping, which may potentially become a navigational warning, are to be forwarded to Sweden Traffic in Södertälje.

Sweden Traffic is tasked with issuing navigational warnings when required. However, Sweden Traffic's procedures also include providing the editors of NtM with information concerning occurrences that may result in notices to mariners via NtM or amendments to nautical charts of ENCs.

With respect to occurrences that have an impact on charts but are deemed not to constitute any immediate navigational hazard, e.g. vessels that sink in very deep water and do not constitute any hazard to surface navigation, the Maritime Administration has concluded that the procedures can be improved. Accordingly, the Maritime Administration intends to remind the relevant authorities and actors operating at sea and are involved in port and fairway operations, e.g. the Swedish Coast Guard, the Swedish Transport Agency and the Swedish Sea Rescue Society, that the Maritime Administration requires relevant information in order to enable it to provide up-to-date nautical charts and ENCs. The Maritime Administration will also review the information in its publication Ufs A – General Information and, if necessary, make this clearer with the aim of emphasising the Maritime Administration's requirement for information.

Best regards,

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