

7 – NATIONAL MATTERS

Finland

National Matters Update by Finland

Fairway area videos

The Finnish Transport Infrastructure Agency has piloted the production of fairway area videos for several fairways used by merchant shipping. A fairway area video is a simple way to present the geometry, aids to navigation and seabed topography of a waterway (Figure 1). The videos are intended to be used in advance for merchant seafarers including pilots to familiarize themselves with the waterway in terms of both visible marine aids to navigation and the underwater environment, which is not visible from the surface. Professional seafarers can use the fairway area video to examine, assess and anticipate variations in seabed topography and their impact on navigation and vessel behaviour. Fairway area videos contribute to enhancing maritime safety. The videos will be published as part of the Digital Fairway Card (<https://dvk.vaylapilvi.fi/vaylakortti/?lang=en>), a service that has already gained popularity among professional mariners.

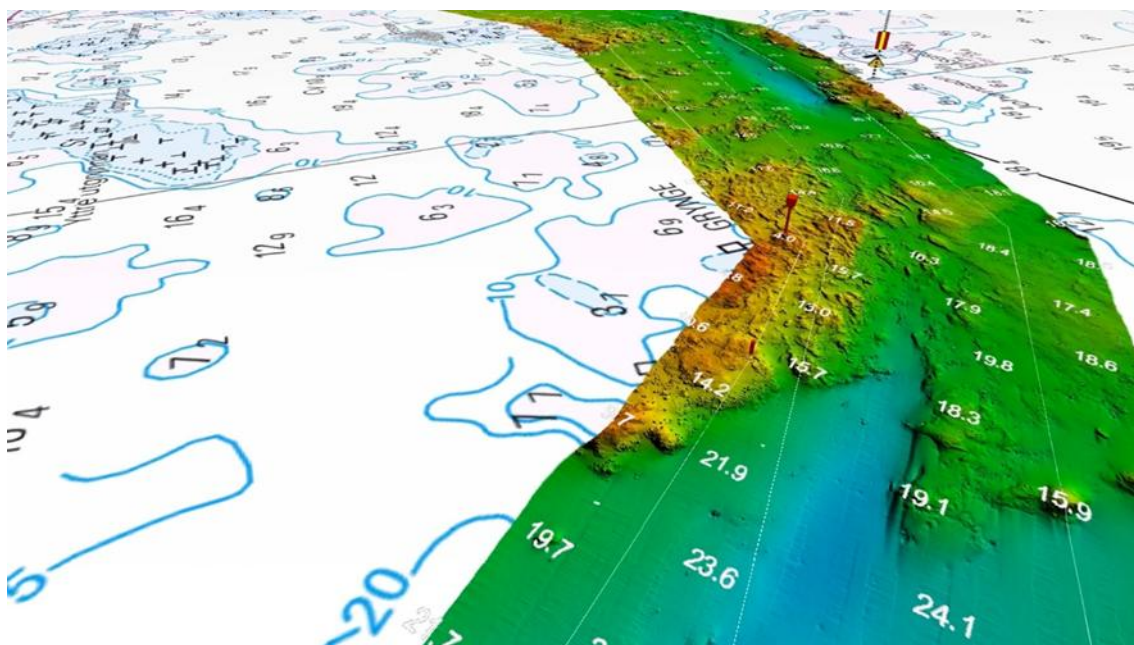


Figure 1. Snapshot from a fairway area video

It should be noted that the fairway area videos, and the associated fairway area models are supplementary data and are not intended for navigation. They do not replace official nautical publications. The official S-102 nautical chart products compliant with SOLAS requirements will be published by the Finnish Transport and Communications Agency, with publication scheduled to begin in 2026.

GNSS interference reporting and display system

In the Gulf of Finland, maritime safety has recently suffered from constant GNSS interference. The prevailing situation has raised an urgent need for joint reporting systems and common situational awareness. Therefore, the Finnish maritime authorities, in cooperation with the VTS provider, have recently deployed a web-based system designed to support shared situational awareness of GNSS interference. The system enables observations from various sources, including vessels, VTS operators, pilots, and maritime authorities, to be collected in a common reporting environment. This shared system allows relevant stakeholders to access the same real-time overview of GNSS interference incidents (Figure 2).

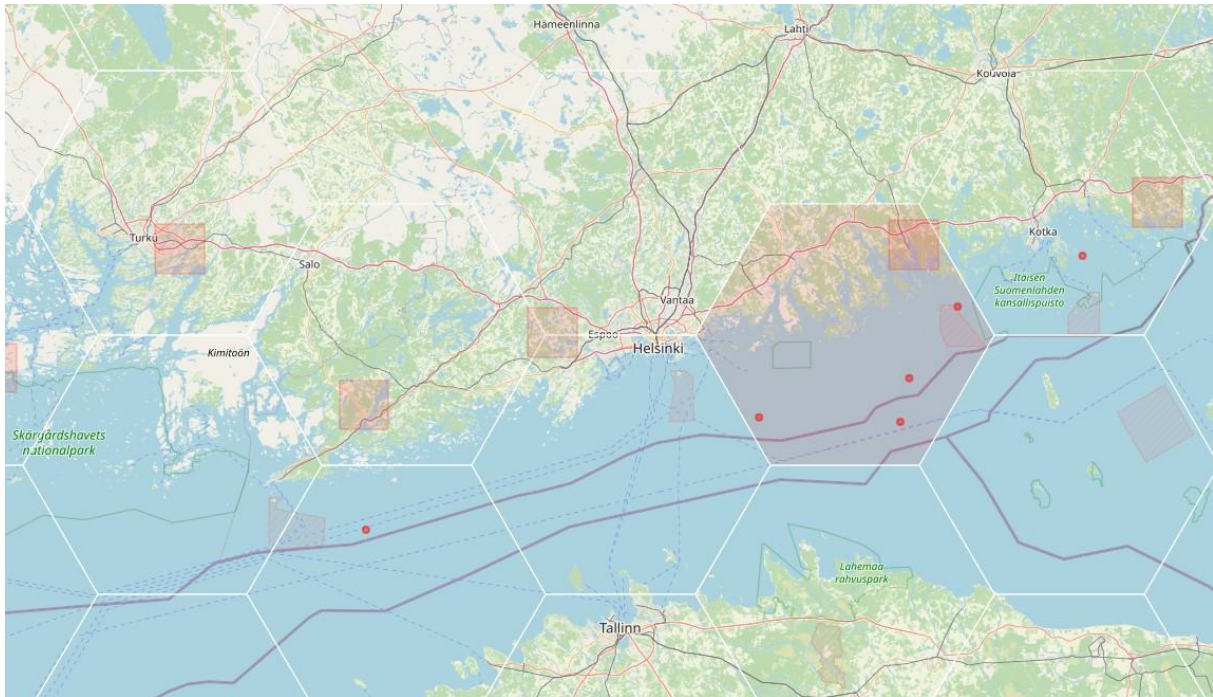


Figure 2. GNSS interference observation locations.

At present, the system relies on manual reporting, with users submitting observations through electronic forms. However, work is ongoing to integrate automatic sensor data into the system. A publicly accessible version of the system with limited functionality is also planned.