

Swedish Maritime Administration

Our activities and services.





Göteborg is Sweden's largest port. Here, containers are handled in Skandiahamnen.

PHOTO: PORT OF GÖTEBORG

WITHOUT SHIPPING, SWEDEN STOPS

SWEDEN'S GEOGRAPHIC position and its major dependence on foreign trade give shipping a dominant role in the transport system. Cargo vessels or ferries convey more than 90 % of all Swedish import and export.

Sweden has about 50 ports, of which Port of Göteborg is the largest. The largest volume of goods is handled on the south and west coasts, but traffic on the east coast has become more extensive as a result of expanding trade with the countries around the Baltic.

Sweden is well ahead in terms of technological progress, safety and environmental programmes. In this

work, the Swedish Maritime Administration is playing a highly active role on the international scene, for example, the International Maritime Organization (IMO), which is the UN's maritime organization.

Shipping is an international business comprised of shipowners and shipping agents, shipyards, ports and stevedoring companies.

The shipping sector represents a wide variety of occupational categories, not just those who work onboard vessels. The sector also includes those involved in banking and insurance matters, education, ship construction, law, research and more.



Cargo vessels or ferries convey more than 90 % of all Swedish import and export.



With focus on vertical clearance. Chart production is one of the Swedish Maritime Administration’s assignments. This includes verification that the nautical chart data is consistent with reality.

PHOTO: LEIF HALLBERG

QUICK FACTS

THE SWEDISH MARITIME Administration is a government agency with the task of providing resources for high safety at sea and good accessibility. The Swedish Maritime Administration’s tasks are carried out on the basis of the Government’s instructions and the annual letter of appropriation. Since activities are financed primarily through fees charged to merchant shipping, it is referred to as a public service company.

The Swedish Maritime Administration employs about 1,000 people, most of which are employed in the maritime traffic areas along the coast and Lake Vänern/Trollhätte canal. The various activities are presented in more detail on page 4–9.

The management team, the central

administration and chart production (analog and digital) are stationed at the headquarters in Norrköping. The bulk of support functions – finance, human resources, IT, procurement and information – as well as Maritime Policy and Public Affairs are also located there. The latter department deals with issues related to infrastructural planning, transport policy, hydrographic information, maritime and aeronautical search and rescue and international activities. It also includes the Swedish Seamen’s Service, whose purpose is to offer seafarers a meaningful and attractive spare time and cultural life.

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The catamaran Fyrbjörn is used for fairway work all around the coast of Sweden.

PHOTO: STIG HELLSTRAND

FAIRWAYS – IMPORTANT BLUE MOTORWAYS

THE WATERS USED by shipping and that are marked in charts are called fairways. Maintaining the fairways is one of the primary tasks of the Swedish Maritime Administration and this includes hydrographic surveying, operation and maintenance of fairways, including lighthouses, buoys and beacons and icebreaking.

The fairways are Sweden's blue motorways and community is very dependent on this transport network. It is crucial to meet requirements in terms of safety, availability and accessibility and we work to prevent

accidents that could harm humans, the environment or property.

Breadth and depth, seabed topography, aids to navigation and its general character determine the size of the vessels that may navigate the fairway. They are marked with an unbroken line in nautical charts and provide the ship's crew with information on its standard and limitations.

The Swedish Maritime Administration carries out most of the fairway work under its own management working from its own ships and boats.



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With his solid understanding of the fairway, the pilot's presence on board is a security-enhancing factor in reducing the risk of accidents.

PHOTO: TORD STRØMDAL

THE PILOT REDUCES THE RISK OF ACCIDENTS

THE SWEDISH MARITIME ADMINISTRATION employs more than 200 pilots working to assist vessels in sections of fairways where the use of a pilot is necessary. Vessel size and type of cargo determine whether or not the use of a pilot is compulsory.

A pilot has specialist knowledge of the fairway and experience in maneuvering various types of vessels, thereby contributing to increased maritime safety.

A ship's master who has frequently navigated the same stretch may – following examination by the Swedish Transport Agency – receive a dispensation from pilotage and be permitted to personally navigate his vessel.

The pilots board the vessels before they enter the fairway. It is the boatmen who take the pilots out to the agreed locations where the pilot boards the vessel by climbing the ship's ladder.



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Rescue helicopters are an important part of the resources the Joint Rescue Coordination Centre have at their disposal.

PHOTO: JEAN SIMMS

BROAD CO-OPERATION BEHIND OPERATIONS

THE SWEDISH MARITIME administration is responsible for maritime and aeronautical search and rescue operations along the Swedish coastline and in the major lakes, as well as the search for missing aeroplanes throughout the country. As regards maritime search and rescue, the responsibility covers the search for and rescue of people in distress at sea, ambulance services from vessels and mediating medical advice.

Swedish maritime search and rescue operations are based on a broad cooperation among a number of authorities and

organizations, such as the Sea Rescue Society, the Swedish Police, the Coast Guard, the Swedish Armed Forces, municipal rescue service and the Swedish Maritime Administration's boats and vessels.

When people dial 112 and request maritime or aeronautical search and rescue or when they transmit a distress call on channel 16 on VHF, the call is transferred to the Joint Rescue Coordination Centre, JRCC (Sweden Rescue) in Göteborg. The SAR Mission Coordinator calls out the resources and coordinates the rescue mission.



The Swedish Maritime Administration is responsible for maritime and aeronautical search and rescue operations along the Swedish coastline.



Ymer, built in the mid-1970s, is one of the Swedish Maritime Administration's five icebreakers.

PHOTO: OVE NILSSON

MAJOR PORTS CAN STAY OPEN IN WINTER

DURING WINTER, large sections of Swedish waters become ice-bound but by means of icebreakers, all major ports can be kept open throughout the year.

The Swedish Maritime Administration has five icebreakers, plus an agreement that enables it to charter additional resources if required.

During a normal winter, the icebreakers operate from late December to early May, mainly north of Stockholm.

The Ice-breaking Management Unit deploys icebreakers in the various work areas, as

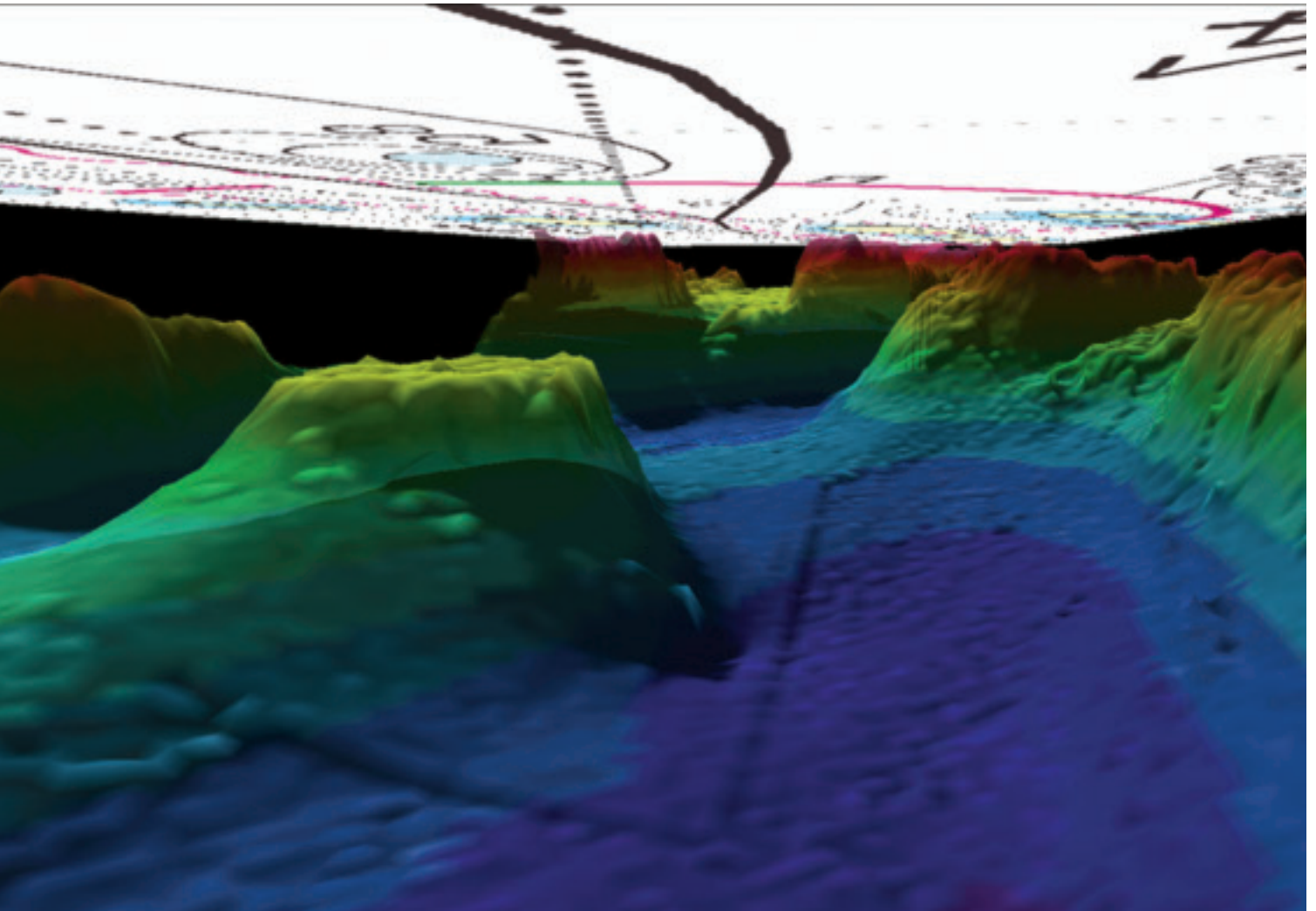
well as issuing traffic restrictions and providing shipping with information on ice conditions.

Oden, which is the most powerful of the vessels, has been designed to cope with Arctic conditions and is often used for expeditions in the Arctic and Antarctic.

Icebreaking operations have for many years been performed in close co-operation with Finland and there are also plans for increased co-operation across the Baltic Sea Area, both strategically and operationally.



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The blue path for shipping shown in the perspective required to gain hydrographic information.

ILLUSTRATION: SWEDISH MARITIME ADMINISTRATION

IMPORTANT INFORMATION FOR THE CHARTS

HYDROGRAPHIC DATA obtained through, for example, hydrographic surveying, is position-determined information regarding the seabed, objects and conditions in coastal zones such as wrecks, fairways, depth and coastline. The information may be used for various purposes, such as in the production of charts or analytical applications in a geographic information system (GIS).

The key components in the production of hydrographic information are the depth database and the chart database. The Swedish Maritime Administration delivers data for digital nautical charts, which are used increasingly on board vessels. The information is also used for other publications and for maritime traffic information such as navigational warnings, weather and ice conditions.

The Swedish Maritime Administration produces its own charts, both paper charts and digital (ENC), which are sold via retailers.



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Sound VTS is located at the top of Öresundshuset in Malmö.

PHOTO: MIKAEL LEIJON

INCREASED SAFETY FOR MARITIME TRAFFIC

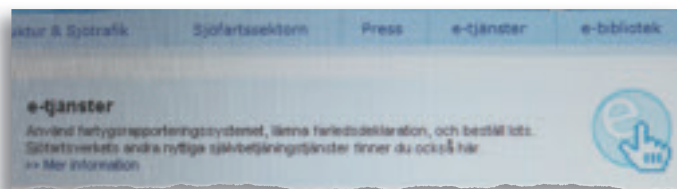
VTS (VESSEL TRAFFIC SERVICE) IS AN internationally standardized service including maritime traffic information and services for maritime traffic in heavily trafficked or environmentally sensitive areas. By means of information, activities seek to increase maritime traffic safety and prevent environmental damage.

The vessels communicate with the VTS operators via VHF and the VTS-centre can monitor traffic using AIS (Automatic Identification System) and radar on displays showing the position and movement of vessels on an electronic nautical chart in real time.

The latest addition to maritime traffic information is Sweden's and Denmark's joint VTS – Sound VTS – covering the Sound region and is located in Malmö.



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INTERNET SERVICE AROUND THE CLOCK

THE SWEDISH MARITIME ADMINISTRATION seeks to offer its customers in the shipping industry an excellent service via the Internet. We are already well under way to becoming, and in some areas we have already become, a 24-hour agency based on customer benefit, service, availability and quality.

Our website www.sjofartsverket.se provides access to a number of electronic services around the clock. Vessels that load or unload goods or transport passengers must provide a fairway declaration. Vessels bound for a Swedish port or anchorage must provide certain information to the Swedish Maritime Administration concerning, for instance, dangerous goods or waste. This can now be done electronically round the clock. The same is true for pilot request.

INFORMATION IN SEVERAL WAYS

THE WEBSITE WWW.SJOFARTSVERKET.SE is Swedish Maritime Administration's central information source for customers and the public. This includes information about the organization and all the various activities.

To get a general view of the Swedish Maritime Administration and the shipping industry, the three-year plan, the annual report and the sector progress report are recommended reading.

Our customer and personnel magazine "Sjörapporten" is widely read, mostly by those interested in maritime issues.

The Swedish Maritime Administration report series includes external and internal investigations, reports on government assignments and responses to referred issues.

Each year, the Swedish Maritime Administration participates in boat fairs and other public events and the regional maritime traffic areas regularly conduct major search and rescue exercises that can be monitored on site by the press and public.

All employees are encouraged to make every effort to be open and accessible in their contact with the press and media.



Fairway technician is one of many professions within the Swedish Maritime Administration. They are responsible for servicing, maintenance on and repair of all types of aids to navigation. PHOTO: TOMMY GARDEBRING



STIMULATING TASKS

THE SWEDISH MARITIME ADMINISTRATION offers many interesting, challenging and sometimes slightly unusual jobs.

The Swedish Maritime Administration has about 1,000 employees. We are, like many other employers in the public sector, facing a major generational change. The average age is now 50 years, which means that within a few years, many of our current employees will retire. In order to meet tomorrow's challenges, we must have new, dedicated employees who have the will and desire to take us forward into the future.

The scope of the Swedish Maritime Administration spans a wide area of activities and a variety of occupations. The work is mobile and free, and you will constantly come in contact with different people and skills. International work goes hand in hand with our own therefore most of the positions at the Swedish Maritime Administration require a solid education and good knowledge of languages.

If you have the right education and want to become one of the team, we believe that the Swedish Maritime Administration could be a very exciting alternative with many opportunities for your future career.

We offer stimulating work in a changeable world.



There is a continual trend towards energy-efficient and less maintenance-intensive fairway markings. Solar panels are becoming more and more frequent for electricity supply to light-houses and light-buoys.

PHOTO: DAN THUNMAN

Safe shipping for people and the environment



SWEDISH MARITIME
ADMINISTRATION

www.sjofartsverket.se