The Baltic Sea is challenging for navigators

- Narrow straits, shoal and shallow waters, average depth only 55 m
- Busy waters with plenty of crossing traffic
- Ice conditions hamper winter navigation
Vessel traffic is monitored by VTS (Vessel Traffic Services)

- The aim is to improve vessel traffic safety and efficiency
- Based on proactive intervention before a situation becomes dangerous
- In Finland the VTS areas cover almost all merchant shipping lanes
- In the Gulf of Finland there is also a mandatory ship reporting system, GOFREP (Gulf of Finland Reporting)
VTS centres
- Have access to detailed route plans
- Warn about identified route deficiencies and monitor how the route plan is implemented
- Provide vessels with navigation support in the form of route-specific information

ENSI = sharing route plans with the VTS
ENSII in practice

ECDIS on board ➔ Routeplan ➔ VTS centre - the route is checked automatically

Information to vessels
ENSI helps to detect route deficiencies and deviations

- Timely detection of deficiencies in the route plan
- Immediate detection of deviations from the route
- Anticipates situations with high traffic density
The ENSI service facilitates the work of the ship’s crew

- ENSI provides an outside opinion on the vessel's route plan
- ENSI provides vessels with data supporting the route plan, e.g. information about conditions, warnings and winter navigation
- Vessels can transmit the information required for the GOFREP report together with the route plan
- The ENSI service and its contents are under development; there are plans to add pilotage and port information
The environment, safety, financial interests and company reputation are at stake

- Safety of the vessel, crew and cargo are also part of the safety of the trade and company image
- Shipping company, underwriter or seafarer – ENSI serves everyone
ENSI is not yet mandatory, but there is no reason not to use it

- ENSI can help to reduce the risks related to inexperienced ECDIS users
- ECDIS carriage is mandatory on a rolling timetable from July 2018.
- ENSI provides an additional cross-check
- The supervisory authority obtains timely information about the vessel's intentions
Although there is a lot at stake, the ENSI service is free of charge

- The installation and use of the ENSI service are free of charge
- The small effort required to introduce the system gives protection against major hazards
- We've done everything in our power to facilitate the introduction of the ENSI service
- Programs can also be downloaded from the internet: www.ensi.fi
The Finnish Transport Agency is responsible for the realisation and upkeep of the service

- Several actors from the public and private sector have contributed to the development
- The ENSI service benefits everyone and is run on a non-profit basis
Thank you