

# 海事處

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MARINE DEPARTMENT

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9 July 2025

**To: All Shipowners, Ship Managers and Masters of Hong Kong Registered Ships**

Dear Sir/ Madam,

**Global Navigation Satellite System (GNSS) and Automatic Identification System (AIS) interferences in European waters in particular the Baltic Sea**  
**IMO Circular Letter No.5037 - Communication from the Governments of Estonia and Finland**

This circular letter draws the attention of shipowners, ship managers and Masters of Hong Kong-registered ships (HK Ships) to the IMO Circular Letter No.5037 issued on 19 June 2025 about the Communication from the Governments of Estonia and Finland. A copy of the IMO Circular Letter No.5037 is attached in Annex 1 for reference.

2. It aims to raise awareness of the increasing number of GNSS disturbances caused by interference in European waters, particularly the Baltic Sea. Interference may result from intentional jamming and spoofing or unintentional factors such as solar storms and faulty/high-powered electrical and radio equipment. Such disruptions hinder the reception of satellite-based positioning signals, leading to inaccurate or lost location data. This increases the risk of vessel collisions and groundings, particularly during navigation in narrow fairways, congested waterways, winter conditions, or low-visibility.
3. While disturbances affect GPS, GLONASS, BeiDou, and Galileo systems, the integrity of AIS data is also susceptible to interference. This may cause vessels to appear at incorrect locations within the system, leading to confusion and increasing the risk of accidents. When interference occurs, mariners cannot fully trust widely used

GNSS-based navigation systems but have to rely on back-up systems instead.

4. As these disturbances pose a growing serious risk to maritime transport, owners, managers and Masters of HK Ships are reminded to mitigate this risk by maintaining their ability to detect and identify GNSS and AIS interference. This can be achieved by utilising the good seamanship skills and professional competence of the crew, including simultaneously using radar and electronic navigational charts with radar images overlaid on them. Vessels navigating in the Baltic Sea should be prepared for momentary or regional GNSS signal interruptions. In the event of lost GNSS positioning data, the radar, nautical charts and compasses remain the most reliable navigation means.

5. Should there be any radio interference observed at sea, mariners may refer to the list of “Preparation and Action Onboard in GNSS Interference Situations” enclosed in Annex 1. Meanwhile, please also report any radio interference observed at sea via the Finnish Transport and Communications Agency’s (TRAFICOM) website as detailed in Annex 1.

6. Should you have any queries, please contact the Senior Surveyor of Cargo Ships Safety Section at:

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Yours faithfully,

*(No signature on website)*

(H.F. YUE)

Senior Surveyor of Ships / Cargo Ships Safety Section  
for Director of Marine

Encl.: Annex 1 - IMO Circular Letter No.5037