Mariners‘ Routeing Guide Baltic Sea

Bonn, 24.September 2007
Current Situation/ 2nd. Edition

~700 copies sold
Sept. 2007
Current Situation/ 2nd. Edition

Anchorages

Chart correction

Text corrections
SOUNDREP  IMO Paper

3.3 The operational area and the reporting lines are shown on the chartlet in the Appendix.

**Note:** The borderlines and the reporting lines are not identical. Ships sailing in the operational area are monitored by both radar and by received broadcast of their automatic information system (AIS). In the reporting area ships are monitored by land based AIS only. For safety reasons relevant information to shipping is only given in the operational area.

4 TYPES OF REPORTS

4.1 A vessel participating in SOUNDREP is required to send a SAILING PLAN and a DANGEROUS GOODS REPORT.

4.2 SAILING PLAN (SP) The SP should be sent before entering the operational area or as near as possible to the time of departure from a port within SOUNDREP. The SP should contain information about the ship’s position, course and speed at the time of the report and additional information according to 5.4.
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SOUNDREP  IMO Paper

Chart Presentation

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In the Sound between Denmark and Sweden (SOUNDREP)

- The operational area of SOUNDREP where shipping is monitored is shown on the chart. Ships are monitored by radar and AIS.
- The traffic centre provides information to shipping about situations which could cause collisions involving vessels and information concerning safety of navigation.

- Reports:
  - All ships over 200 GT are required to participate in monitoring when navigating within the operational area. This arrangement is voluntary.
  - Traffic flow (TF), traffic volume (TV), and current situation (CS) should be monitored continuously using the SOUNDFREP area.
  - CS consists of designators A, B, C, D, E, F, G, I, L, O, T, U, W, X, Y, and Z. It is possible to send applicable designators via uplink. A/D.

Dangerous Goods Inport (DGI)

- A DGI should be sent when an incident occurs involving losses or likely losses of package containing dangerous goods.
- Incidents include explosions, fires, chemical and biological hazards, or any event that may affect the safety of vessels and their operations.

Designator:

- (D) Designator (name, call sig) and IMO number
- (G) Geographical position
- (P) Speed and heading (2-digit group)
- (Q) Distance
- (R) Route
- (S) Route direction
- (T) Tidal range
- (U) Weather conditions
- (V) Vessel's present draught in metres with one decimal
- (W) Natural hazards (e.g., ice, icebergs, etc.)
- (X) Other hazards (e.g., sunken vessels,等内容)
- (Y) Other special instructions
- (Z) Other special notes

SOUNDREP Channel 71

Route "T" - In view of the fact that the ship's draught is 7 metres, the maximum obtainable depth that the ship may enter into the operational area shall be limited to 7 metres only. The draught shall not exceed 7 metres.

In certain areas, in the Great Belt (Kolding Fjord area), the transit of vessels is limited to a draught of 6.5 metres.

Note: The draught should not exceed 6.5 metres. Vessels shall not enter the area if their draught exceeds 6.5 metres.

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Chart corrections for 1st. July 2008  x-new, x-amended

x GDANREP

x TSSs „Gulf of Gdansk“ => TSSs „On the approaches to the Polish ports in the Gulf of Gdansk“

x TSS “In the Sound”

x Recommendation on navigation to the Polish ports through the Gulf of Gdansk traffic area

x Recommendations on navigation through the entrances to the Baltic Sea

Next jour fix needed?
INT Status

As agreed on our Helsinki Meeting, Finland addressed a revision of the status of S-49 to IHB.

Response by IHB:

As a result, the IHB will ask the CHRIS Committee to examine the appropriateness of revising S-49 on the occasion of its next meeting (Rotterdam, 5 - 9 November 2007).