



Document title	Revision of HELCOM Recommendation 23/3 on <i>Enhancing the use of pilots in route T and the Sound by notification to departing ships and establishment of an early warning system</i>
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Background

[HELCOM Recommendation 23/3](#) on *Enhancing the use of pilots in route T and the Sound by notification to departing ships and establishment of an early warning system* needs a revision due to the superseding of IMO resolutions A.579(14) and A.620(15). These have been subsequently been superseded by IMO SN.1/Circ.263 (attached).

Action requested

The Meeting is invited to comment on the Danish proposal for revision of HELCOM Recommendation 23/3 and invite MARITIME 19-2019 to decide as appropriate.

HELCOM RECOMMENDATION 23/3

Adopted 6 March 2002, having regard to Article 20, Paragraph 1b) of the Helsinki Convention

**ENHANCING THE USE OF PILOTS IN ROUTE T AND THE SOUND AND SAFE NAVIGATION BY NOTIFICATION TO DEPARTING SHIPS AND ESTABLISHMENT OF AN EARLY WARNING SYSTEM
THE COMMISSION,**

RECALLING the adoption by the HELCOM Extraordinary Ministerial Meeting on 10 September 2001 of the “Declaration on the safety of navigation and emergency capacity in the Baltic Sea Area” (HELCOM Copenhagen Declaration), in particular Paragraph II “To enhance the use of pilotage in Route T and the Sound”,

MINDFUL that the Baltic Sea Area has been designated as a special area under Annexes I (oil), II (noxious liquid substances carried in bulk) and V (garbage) and as a SO_x emission control area under Annex VI (air pollution) of the International Convention for the Prevention of Pollution from Ships, 1973, as modified by the Protocol of 1978 relating hereto,

CONSCIOUS of the sensitivity of the marine environment of the Baltic Sea Area and of the importance it represents to the people living around it, for economic, social, recreational and cultural reasons,

AWARE of the need to protect this shared resource for the benefit of present and future generations through the implementation of an integrated approach as envisaged in the concept of sustainability,

RECOGNIZING that if harmful substances are introduced to this vulnerable sea they will remain there for a long time,

NOTING with satisfaction the joint endeavours of the Baltic Sea States already undertaken as well as the work carried out within the International Maritime Organisation and the European Community,

EXPRESSING concern as to the growing density of maritime traffic in the Baltic Sea area and the accidents which have taken place,

ACKNOWLEDGING the difficulties the Baltic Sea area presents to navigation due to narrow straits, shallow depths, archipelago areas and ice cover during the winter period,

WITHOUT PREJUDICE TO international agreements and legislation of the European Community,

BEING CONVINCED of the need for additional measures in order to ensure the safety of navigation in the Baltic Sea Area,

RECOMMENDS that the Governments of the Contracting Parties establish a system whereby ships covered by ~~IMO resolutions A.579(14) or A.620(15)~~ IMO SN.1/Circ.263, upon departure from a port in the Baltic region are reminded that they are recommended to use a pilot, by use of the form attached as **Annex 1**,

~~**RECOMMENDS ALSO** that the corresponding Baltic port state in question informs the Danish Ministry of Defence/Admiral Danish Fleet of such ships leaving a port in the Baltic region and bound for Route T or the Sound, by using the form attached as **Annex 2**,~~

RECOMMENDS FURTHER that the Governments of the Contracting Parties implements the above mentioned measures as soon as possible, but no later than 1 January 2003 and report on the implementation of this Recommendation in accordance with Article 16, Paragraph 1 of the Helsinki Convention.

HELCOM Recommendation 23/3

Annex 1

RECOMMENDATION ON NAVIGATION THROUGH THE ENTRANCES TO THE BALTIC SEA

~~About The IMO Resolutions recommending certain ships to use pilots while navigating through the entrances to the Baltic Sea~~

The International Maritime Organisation (IMO) has acknowledged that the entrances to the Baltic Sea are difficult to navigate, and that large ships and ships carrying dangerous goods constitute a potential danger of pollution of the entrances and the entire Baltic Sea Area. Consequently, the IMO has approved ~~resolution A.579(14) and resolution A.620(15)~~ IMO SN.1/Circ. 263 calling upon masters of certain ships to make use of the pilot services provided when navigating through the entrances to the Baltic Sea.

In September 2001, the Ministers responsible for maritime shipping and the environment in the Baltic Sea States' and a representative of the European Community agreed during a HELCOM Extraordinary Ministerial Meeting that the masters of ships covered by the above-mentioned IMO resolutions should be informed of these recommendations.

In this respect:

~~Resolution A.579(14) recommends that while navigating through the Sound,~~

- ~~▪ loaded oil tankers with a draft of 7 metres or more,~~
- ~~▪ loaded chemical tankers and gas carriers irrespective of size, and~~
- ~~▪ ships carrying a shipment of Irradiated Nuclear Fuel (INF) cargo~~

~~make use of the pilot services provided.~~

~~Resolution A.620(15) recommends that ships navigating through route T,~~

- ~~▪ with a draft of more than 13 m, and~~
- ~~▪ ships carrying a shipment of Irradiated Nuclear Fuel (INF) cargo~~

~~make use of the pilot services provided.~~

Route . T

1. When passing through the entrances to the Baltic Sea, ships should note that the maximum obtainable depth in most parts of route T is 17 metres. However, in some areas the maximum obtainable depth is to some extent permanently reduced due to sand migration.

2. The effect of sea level variations caused by a combination of tide and metrological conditions together with unknown obstructions on the sea bottom and sand migration could decrease the depth with as much as 2 metres. Bearing these facts in mind, ships should:

.1 not pass the area unless they have a draught, with which it is safe to navigate, taking into account draught increasing effects such as squat effect and the effect of a course alteration, etc.;

.2 exhibit the signal prescribed in rule 28 of the International Regulations for Preventing Collisions at Sea, 1972, as amended, in certain areas in the Storebælt (Great Belt), Hatter Rev,

Vengeancegrund and in the narrow route east of Langeland, when constrained by their draught.

3. Ships with a draught of 11 metres or more should, furthermore:

.1 use for the passage the pilotage services locally established by the coastal States; and

.2 be aware that anchoring may be necessary owing to the weather and sea conditions in relation to the size and draught of the ship and the sea level and, in this respect, take special account of the information available from the pilot and from radio navigation information services in the area.

4. Ships irrespective of size or draught, carrying a shipment of irradiated nuclear fuel, plutonium and high level radioactive wastes on board ships (INF-Code materials) should:

.1 use for the passage the pilotage services locally established by the coastal States.

5. Shipowners and masters should consider the full potential of new and improved navigation equipment in the SOLAS chapter V, including Electronic Chart Display and Information System (ECDIS) when navigating these narrow waters.

THE SOUND

1. Loaded oil tankers with a draught of 7 metres or more, loaded chemical tankers and gas carriers, irrespective of size, and ships carrying a shipment of irradiated nuclear fuel, plutonium and high level radioactive wastes (INF-Code materials), when navigating the Sound between a line connecting Svinbådan Lighthouse and Hornbæk Harbour and a line connecting Skanör Harbour and Aflandshage (the southernmost point of Amager Island) should:

.1 use the pilotage services established by the Governments of Denmark and Sweden;

.2 be aware that anchoring may be necessary owing to the weather and sea conditions in relation to the size and draught of the ship and the sea level and, in this respect, take special account of the information available from the pilot and from radio navigation information services in the area.

2. Shipowners and masters should consider the full potential of new and improved navigation equipment in the SOLAS chapter V, including Electronic

Simultaneously, a corresponding EARLY WARNING SCHEME of such ships bound for Route T or the Sound will be forwarded by the Baltic port state in question to an appropriate body in Denmark, in order that ships not complying with these IMO Resolutions will be requested to do so.

HELCOM Recommendation 23/3**Annex 2****~~INFORMATION TO AN APPROPRIATE BODY IN DENMARK ABOUT SHIPS BOUND FOR ROUTE T OR THE SOUND AND COVERED BY IMO RESOLUTION A.579(14) AND A.620(15) (EARLY WARNING SCHEME)~~**

~~In September 2001 the Ministers responsible for maritime shipping and the environment in the Baltic Sea States' and a representative of the European Community agreed during a HELCOM Extraordinary Ministerial Meeting that the masters of ships covered by IMO Resolutions A.579(14) and A.620(15) should, on departure, be informed of the recommendations for certain ships to use pilots while navigating through the entrances to the Baltic Sea.~~

~~Simultaneously a corresponding EARLY WARNING SCHEME of such ships bound for Route T or the Sound should be filled in by the master and forwarded by the Baltic port state in question, to an appropriate body in Denmark, in order that ships not complying with these IMO recommendations will be requested to do so.~~

EARLY WARNING SCHEME

Submitted by the competent Authority of: Ships

Name

Departing from

Date and time

(UTC)

Port of destination

Draft

Loaded tanker

(Yes/No)

Loaded chemical tanker

(Yes/No)

Gas carrier

(Yes/No)

INF Cargo

(Yes/No)

Expected route

(Route T/the Sound)

ETA Reporting line Moen SE/Drogden lighthouse

(SHIPPOS — reporting system)

Planning to use pilot

(Yes/No)

Is the ship planning to use pilot if/when re-entering the Baltic Sea

(Yes/no)

ANNEX 1 handed over to master

(Yes/No)

Name and signature of master

Comments



IMO

E

Ref. T2-OSS/2.7

SN.1/Circ.263
23 October 2007

ROUTING MEASURES OTHER THAN TRAFFIC SEPARATION SCHEMES

1 The Maritime Safety Committee, at its eighty-third session (3 to 12 October 2007), adopted in accordance with the provisions of resolution A.858(20), the following new routing measures other than traffic separation schemes including amendments to existing routing measures other than traffic separation schemes, annexed hereto:

- .1 new recommended tracks which would be mandatory as a condition of port entry through the Galapagos Area to be Avoided to enter the Particularly Sensitive Sea Area (PSSA) (new);
- .2 new Area to be Avoided "Off the Brazilian south-east coast, in the Campos Basin region" (new);
- .3 amendments to the six existing recommended Areas to be Avoided "In the Region of the North-West Hawaiian Islands" ("The Papahānaumokuākea Marine National Monument");
- .4 amendments to the existing deep-water route leading to Europoort;
- .5 amendments to the existing Area to be Avoided "At Maas centre" and "At North Hinder junction Point";
- .6 new Recommendations on navigation to the Polish ports through the Gulf of Gdańsk traffic area;
- .7 new two-way route "Off the southwest coast of Iceland";
- .8 new Areas to be Avoided "Off the south, southwest and west coast of Iceland";
- .9 amendments to the Recommendations on navigation through the entrances to the Baltic Sea;
- .10 new mandatory No Anchoring Areas on "Sharks Bank and Long Shoal";
- .11 new recommended seasonal Area to be Avoided "In Roseway Basin, south of Nova Scotia";
- .12 amendments to the existing deep-water route, and to the Area to be Avoided including the position of the Foxtrot 3 station "In the Strait of Dover and Adjacent Waters" TSS;
- .13 amendments to the Recommendations on Navigation through the English Channel and the Dover Strait: and
- .14 amendments to the deep-water route "North-east of Gedser".

2 The aforementioned routeing measures other than traffic separation schemes will be implemented at 0000 hours UTC on 1 May 2008 except for those listed in subparagraphs 1.7 and 1.8 above, which will be implemented at 0000 hours UTC on 1 July 2008.

ANNEX

ROUTEING MEASURES OTHER THAN TRAFFIC SEPARATION SCHEMES

RECOMMENDED TRACKS, WHICH ARE MANDATORY AS A CONDITION OF PORT ENTRY, THROUGH THE GALAPAGOS AREA TO BE AVOIDED TO ENTER THE PARTICULARLY SENSITIVE SEA AREA (PSSA)

(Reference charts: I.O.A. 2, latest edition 1992 and I.O.A. 20 (second edition, 1992)

Note: These charts are based on World Geodetic System 1984 Datum (WGS-84)).

All ships and barges carrying cargoes of oil or potentially hazardous material entering and departing any port in the Galapagos and all ship 500 gross tonnage and above entering and departing any port in the Galapagos shall use the following routes:

1. On the eastern side of the Area to be Avoided, westbound ships shall follow the route established by a recommended track between the following two geographical positions:

(1) 01° 05'.14 S	087° 54'.73 W
(2) 01° 05'.14 S	088° 41'.32 W

2. On the eastern side of the Area to be Avoided, eastbound ships shall follow the route established by a recommended track between the following two geographical positions:

(3) 01° 10'.16 S	087° 57'.71 W
(4) 01° 10'.16 S	088° 44'.26 W

3. On the western side of the Area to be Avoided, westbound ships shall follow the route established by a recommended track between the following two geographical positions:

(5) 01° 21'.08 S	092° 43'.73 W
(6) 01° 14'.47 S	092° 06'.35 W

4. On the western side of the Area to be Avoided, eastbound ships shall follow the route established by a recommended track between the following two geographical positions:

(7) 01° 26'.19 S	092° 43'.83 W
(8) 01° 18'.94 S	092° 02'.81 W

ESTABLISHMENT OF AN AREA TO BE AVOIDED AROUND OIL RIGS OFF THE BRAZILIAN COAST – CAMPOS BASIN

(Reference chart: Brazilian Hydrographic office, 23000 (first edition, October 2003).

Note: This chart is based on World Geodetic System 1984 Datum (WGS-84).)

Description of the area to be avoided

In order to avoid risks of collision, pollution and environmental damage in the Area to be Avoided with a high concentration of oil rigs, production systems and FPSOs, all ships, except those involved

in support activities to oil and gas production and prospecting, should avoid the following area bounded by a line connecting the following geographical positions:

- | | | |
|-----|--------------|---------------|
| (1) | 23° 02'.57 S | 041° 03'.27 W |
| (2) | 22° 41'.90 S | 040° 56'.40 W |
| (3) | 22° 07'.40 S | 040° 22'.57 W |
| (4) | 21° 35'.50 S | 039° 34'.50 W |
| (5) | 21° 54'.57 S | 039° 13'.43 W |
| (6) | 22° 57'.23 S | 040° 14'.30 W |

Notes:

- 1 Oil and gas production rigs display night signalling lights, comprising a fixed red light at the top and a white rhythmical light, indicative letter “U” (. . -) in Morse code – Mo(U)B. Non-authorized navigation inside safety zones around oil rigs is prohibited.
- 2 Transit of supply vessels between the harbour of the town of Macaé and the area of Oil Drilling and Production Rigs (area to be avoided): caution is advised in navigation when transiting the area of considerable volume of maritime traffic that crosses routes.

AMENDMENTS TO THE SIX EXISTING RECOMMENDED AREAS TO BE AVOIDED “IN THE REGION OF THE NORTH-WEST HAWAIIAN ISLANDS” (THE PAPAĀNAUMOKUĀKEA MARINE NATIONAL MONUMENT, PARTICULARLY SENSITIVE SEA AREA (PSSA))*

(Reference chart: United States 19016 (2007 edition; 19019, 2007 edition; 19022, 2007 edition.)

Note: These charts are based on World Geodetic System 1984 Datum (WGS-84) and astronomic datum¹.)

Description of the Areas to be Avoided

Given the magnitude of obstacles that make navigation in these areas hazardous, and in order to increase maritime safety, protection of the environment, preservation of cultural resources and areas of cultural importance significant to Native Hawaiians, and facilitate the ability to respond to developing maritime emergencies in the Papahānaumokuākea Marine National Monument, all ships solely in transit should avoid the following areas:

- 1 Those areas contained within a circle of radius of 50 nautical miles centred upon the following geographical positions:

- | | | |
|-----|--------------|--|
| (1) | 28° 25'.18 N | 178° 19'.75 W (Kure Atoll) |
| (2) | 28° 14'.20 N | 177° 22'.10 W (Midway Atoll) |
| (3) | 27° 50'.62 N | 175° 50'.53 W (Pearl and Hermes Atoll) |
| (4) | 26° 03'.82 N | 173° 58'.00 W (Lisianski Island) |

¹ The charts are available in paper, raster, or ENC form and may be found at <http://chartmaker.ncd.noaa.gov/NSD/coastpilot.htm>. Mariners are also urged to consult the latest edition of the United States Coast Pilot No.7, available at <http://chartmaker.ncd.noaa.gov/nsd/coastpilot7.htm> and in particular Chapter 14 which pertains to Hawaii, available at http://chartmaker.ncd.noaa.gov/nsd/CP7/CP7-39ed-Ch14_7.pdf.

* MEPC 57 in March 2008 is expected to take the final decision on designation of this PSSA.

- | | | |
|------|--------------|--|
| (5) | 25° 46'.18 N | 171° 43'.95 W (Laysan Island) |
| (6) | 25° 25'.45 N | 170° 35'.32 W (Maro Reef) |
| (7) | 25° 19'.50 N | 170° 00'.88 W (Between Maro Reef and Raita Bank) |
| (8) | 25° 00'.00 N | 167° 59'.92 W (Gardner Pinnacles) |
| (9) | 23° 45'.52 N | 166° 14'.62 W (French Frigate Shoals) |
| (10) | 23° 34'.60 N | 164° 42'.02 W (Necker Island) |
| (11) | 23° 03'.38 N | 161° 55'.32 W (Nihoa Island) |

2 The areas contained between the following geographical positions:

		Begin Co-ordinates		End Co-ordinates	
		Latitude	Longitude	Latitude	Longitude
Area 1	Lisianski Island (N) ---> Laysan Island	26° 53'.22 N	173° 49'.64 W	26° 35'.58 N	171° 35'.60 W
	Lisianski Island (S) ---> Laysan Island	25° 14'.42 N	174° 06'.36 W	24° 57'.63 N	171° 57'.07 W
Area 2	Gardner Pinnacles (N) ---> French Frigate Shoals	25° 38'.90 N	167° 25'.31 W	24° 24'.80 N	165° 40'.89 W
	Gardner Pinnacles (S) ---> French Frigate Shoals	24° 14'.27 N	168° 22'.13 W	23° 05'.84 N	166° 47'.81 W

AMENDMENTS TO THE EXISTING DEEP-WATER ROUTE LEADING TO EUROPOORT

The deep-water route leading to Europoort is not amended.

The geographical positions for the description of the route are revised for WGS-84 chart datum.

(Reference chart: Netherlands 1630 (INT 1416) (Edition 1, dated February 2005).

Note: This chart is based on World Geodetic System 1984 Datum (WGS-84).

Description of the deep-water route

The deep-water route is bounded by a line connecting the following geographical positions:

- | | | | |
|--------|--------------|---------------|--|
| (i) | 52° 00'.68 N | 003° 56'.94 E | |
| (ii) | 52° 00'.99 N | 003° 57'.12 E | |
| (iii) | 52° 02'.03 N | 003° 54'.24 E | |
| (iv) | 51° 58'.46 N | 003° 09'.83 E | (position (41) of the Maas West Outer traffic separation scheme) |
| (v) | 51° 59'.88 N | 003° 09'.51 E | |
| (vi) | 52° 00'.74 N | 003° 02'.08 E | |
| (vii) | 52° 00'.56 N | 002° 59'.28 E | |
| (viii) | 51° 57'.13 N | 002° 54'.43 E | |
| (ix) | 51° 57'.61 N | 002° 59'.91 E | |
| (x) | 51° 56'.96 N | 003° 00'.06 E | |
| (xi) | 52° 01'.26 N | 003° 51'.70 E | |
| (xii) | 52° 01'.23 N | 003° 54'.22 E | |
| (xiii) | 52° 00'.91 N | 003° 56'.07 E | and position (i) |

Note:

Least water depths

Limiting depths in the route should be ascertained by reference to the latest large-scale navigational charts of the area, noting that the charted depth are checked and maintained by frequent surveys and dredging.

AMENDMENT TO THE EXISTING AREA TO BE AVOIDED “AT MASS CENTRE” AND “AT NORTH HINDER JUNCTION POINT”

AT MAAS CENTRE

(Reference chart: Netherlands 1630 (INT 1416) (Edition 1, dated February 2005).

Note: This chart is based on World Geodetic System 1984 Datum (WGS-84.)

Amend the geographical position of the area to be avoided “AT MAAS CENTRE” as follows:

52° 01'.68 N 003° 53'.11 E

AT NORTH HINDER JUNCTION POINT

(Reference chart: Netherlands 1630 (INT.1416) (Edition 1, dated February 2005).

Note: This chart is based on World Geodetic System 1984 Datum (WGS-84.)

The description of the area to be avoided “At North Hinder Junction point is not amended, but the geographical position of the centre of the circular area to be avoided is revised for chart datum WGS-84 as follows:

52° 00'.09 N 002° 51'.09 E

RECOMMENDATIONS ON NAVIGATION TO THE POLISH PORTS THROUGH THE GULF OF GDAŃSK TRAFFIC AREA

1 Use of ships routeing system

The Traffic Separation Schemes for the approaches to the ports of Gdańsk and Gdynia in the Gulf of Gdańsk have been adopted by IMO and rule 10 of the International Regulations for Preventing Collisions at Sea, 1972, as amended, applies. Subject to any factors that may adversely affect safe navigation, ships proceeding from the Baltic Sea to the ports of Gdańsk and Gdynia and vice versa are strongly recommended to use the traffic separation schemes in the Gulf of Gdańsk.

1.1 Ships proceeding from the Baltic Sea to Gdańsk Northern Port (Port Północny) and vice versa are strongly recommended to use the traffic separation scheme “EAST”.

1.2 Ships proceeding from the Baltic Sea to Gdańsk New Port (Nowy Port) and vice versa are strongly recommended to use the northeast part and southwest part of the traffic separation scheme “WEST”.

1.3 Ships proceeding from the Baltic Sea to Gdynia and vice versa are strongly recommended to use the northeast part and west part of the traffic separation scheme “WEST”.

1.4 Ships approaching and navigating within the precautionary area should navigate with caution and should follow the recommended direction of traffic flow.

1.5 Ships engaged on international voyages proceeding between Gdańsk New Port (Nowy Port) (port, road) and Gdynia (port, road) are required* to proceed along the 163° – 343° recommended track established between GD and NP buoys or transit along the proper one-way traffic lanes between GD, GN and NP buoys.

Ships engaged on international voyages proceeding from Gdańsk Northern Port (Port Północny) to Gdynia (port, road) or to Gdańsk New Port (Nowy Port) (port, road) are required*, after leaving pilot near the buoy PP, to proceed into north direction. After passing anchorage No.5 for tankers, they are required to alter course to 314° and steer into direction of the buoy GN established in the Precautionary Area, alter course at this buoy and proceed further along the proper one-way traffic lane.

Ships engaged on international voyages proceeding from Gdańsk New Port (Nowy Port) (port, road) or from Gdynia (port, road) to Gdańsk Northern Port (Port Północny) (port, road) are required* to proceed along the proper one-way traffic lane to the Precautionary Area established around buoy GN, thence they are required* to alter course to 134° and proceed along recommended track into direction of buoy ZS. After passing anchorage No.5 for tankers they are required*, to alter course to south and proceed into direction of the pilot embarkation position marked by the buoy PP.

2 Crossing traffic

There is a crossing traffic consisting mainly of recreational sailing vessels, fishing vessels and high-speed crafts between Polish harbours situated in the Gulf of Gdańsk. This increases the risk of collision in this area. Mariners are reminded that when risk of collision is deemed to exist the rules of the 1972 Collision Regulations fully apply and in particular the rules of part B, sections II and III, of which rules 15 and 19(d) are of specific relevance in the crossing situation.

3 Fishing and recreational sailing activities

Mariners should be aware that concentrations of recreational crafts may be encountered in the summer in the Gulf of Gdańsk between Gdynia, Sopot, Hel and Gdańsk and should navigate with caution. Fishing vessels are operating mainly from harbours situated in the Pucka Bay to fishing grounds in the Gulf of Gdańsk. Fishing vessels are reminded of the requirements of rule 10(i), and sailing vessels and all other vessels of less than 20 metres in length of the requirements of rule 10(j) of the 1972 Collision Regulations.

4 Pilotage

Under national laws pilotage is mandatory in the roads and ports.

5 Defects affecting safety

Ships having defects affecting operational safety should take appropriate measures to overcome these defects before entering the Gulf of Gdańsk.

* Under the national law of Poland.

6 Ship reporting system and navigation information service

A mandatory ship reporting system (GDANREP) is established in the South-west part of the Gulf of Gdańsk in the territorial and internal waters of Poland.

All ships navigating in the GDANREP ship reporting area are required to make use of the mandatory ship reporting system and information broadcasts made and operated by the Polish Maritime Administration through VTS “Gulf of Gdańsk”, and to keep watch on VHF as appropriate.

Vessel Traffic Service “Gulf of Gdańsk” monitors compliance with the ships routing system and mandatory ship reporting system adopted by the Organization.

7 Areas temporarily closed to navigation and fishing

Mariners are reminded that there the extensive areas temporarily closed to navigation and fishing are established in the waters of Gulf of Gdańsk.

ESTABLISHMENT OF A NEW TWO-WAY ROUTE OFF THE SOUTHWEST COAST OF ICELAND

(Reference chart: Icelandic Chart No.31 (INT 1105) Dyrhólaey – Snæfellsnes (new edition June 2004).

Note: The chart is based on World Geodetic System 1984 Datum (WGS-84).)

Description of the two-way route in the Hullid passage

The routing measures consist of a two-way route (the inner route) west of the Reykjanes Peninsula, located between the proposed eastern and western Areas to be Avoided, established by lines connecting the following geographical positions:

(18)	64° 01'.70 N	022° 58'.30 W
(19)	63° 49'.20 N	022° 47'.30 W
(20)	63° 48'.00 N	022° 48'.40 W
(21)	63° 47'.00 N	022° 47'.60 W
(22)	63° 45'.80 N	022° 44'.40 W
(23)	63° 40'.90 N	022° 40'.20 W
(26)	63° 39'.70 N	022° 46'.70 W
(27)	63° 59'.10 N	023° 03'.50 W

ESTABLISHMENT OF NEW AREAS TO BE AVOIDED OFF THE SOUTHWEST COAST OF ICELAND

(Reference chart: Icelandic Chart No.31 (INT 1105) Dyrhólaey – Snæfellsnes (new edition June 2004).

Note: The chart is based on World Geodetic System 1984 Datum (WGS-84).)

Description of areas to be avoided

(a) Off the south and southwest coast – Eastern Area

The area to be avoided is bounded by lines connecting the following geographical positions:

(25)	Dyrhólaey Light	63° 24'.13 N	019° 07'.83 W
(24)	S of Surtsey Island	63° 10'.00 N	020° 38'.00 W
(23)	S of Reykjanes Point	63° 40'.90 N	022° 40'.20 W
(22)	SW of Reykjanes Point	63° 45'.80 N	022° 44'.40 W
(21)	Húllid Passage SE part	63° 47'.00 N	022° 47'.60 W
(20)	Húllid Passage NE part	63° 48'.00 N	022° 48'.40 W
(19)	SW of Litla Sandvik	63° 49'.20 N	022° 47'.30 W
(18)	Off Sandgerdi	64° 01'.70 N	022° 58'.30 W
(8)	NW of Gardskagi Point	64° 07'.20 N	022° 47'.50 W
(9)	N of Gardskagi Point	64° 07'.20 N	022° 41'.40 W
(17)	Gardskagi Light	64° 04'.92 N	022° 41'.40 W

(b) West of Reykjanes Peninsula – Western Area

The area to be avoided is bounded by lines connecting the following geographical positions:

(26)	SE corner	63° 39'.70 N	022° 46'.70 W
(27)	N corner	63° 59'.10 N	023° 03'.50 W
(28)	W corner	63° 42'.00 N	023° 37'.00 W
(29)	SW corner	63° 32'.00 N	023° 29'.50 W

(c) Faxaflói Bay – Sydra-Hraun Bank Area

The area to be avoided is bounded by lines connecting the following geographical positions:

(1)	SW corner	64° 10'.30 N	022° 29'.00 W
(2)	SE corner	64° 10'.30 N	022° 20'.00 W
(3)	E corner	64° 12'.00 N	022° 17'.50 W
(4)	NE corner	64° 14'.20 N	022° 20'.00 W
(5)	NW corner	64° 14'.20 N	022° 29'.00 W
(6)	W corner	64° 12'.00 N	022° 31'.00 W

Notes:

1. The routing measures are applicable to all SOLAS ships of 500 gross tonnage or more. The eastern area may, however, be transited by ships as specified in paragraph 2 below.
2. Ships calling at ports located within the Eastern ATBA may navigate inside the area. Ships of less than 5,000 gross tonnage engaged on voyages between Icelandic ports and not carrying dangerous or noxious cargoes in bulk or in cargo tanks may transit the area south of latitude 63° 45' N.

AMENDMENTS TO THE RECOMMENDATION ON NAVIGATION THROUGH THE ENTRANCES TO THE BALTIC SEA

Route – T

1. When passing through the entrances to the Baltic Sea, ships should note that the maximum obtainable depth in most parts of route T is 17 metres. However, in some areas the maximum obtainable depth is to some extent permanently reduced due to sand migration.
2. The effect of sea level variations caused by a combination of tide and metrological conditions together with unknown obstructions on the sea bottom and sand migration could decrease the depth with as much as 2 metres. Bearing these facts in mind, ships should:
 - .1 not pass the area unless they have a draught, with which it is safe to navigate, taking into account draught increasing effects such as squat effect and the effect of a course alteration, etc.;
 - .2 exhibit the signal prescribed in rule 28 of the International Regulations for Preventing Collisions at Sea, 1972, as amended, in certain areas in the Storebælt (Great Belt), Hatter Rev, Vengeancegrund and in the narrow route east of Langeland, when constrained by their draught.
3. Ships with a draught of 11 metres or more should, furthermore:
 - .1 use for the passage the pilotage services locally established by the coastal States; and
 - .2 be aware that anchoring may be necessary owing to the weather and sea conditions in relation to the size and draught of the ship and the sea level and, in this respect, take special account of the information available from the pilot and from radio navigation information services in the area.
4. Ships irrespective of size or draught, carrying a shipment of irradiated nuclear fuel, plutonium and high level radioactive wastes on board ships (INF-Code materials) should:
 - .1 use for the passage the pilotage services locally established by the coastal States.
5. Shipowners and masters should consider the full potential of new and improved navigation equipment in the SOLAS chapter V, including Electronic Chart Display and Information System (ECDIS) when navigating these narrow waters.

THE SOUND

1. Loaded oil tankers with a draught of 7 metres or more, loaded chemical tankers and gas carriers, irrespective of size, and ships carrying a shipment of irradiated nuclear fuel, plutonium and high level radioactive wastes (INF-Code materials), when navigating the Sound between a line connecting Svinbådan Lighthouse and Hornbæk Harbour and a line connecting Skanör Harbour and Aflandshage (the southernmost point of Amager Island) should:

- .1 use the pilotage services established by the Governments of Denmark and Sweden;
- .2 be aware that anchoring may be necessary owing to the weather and sea conditions in relation to the size and draught of the ship and the sea level and, in this respect, take special account of the information available from the pilot and from radio navigation information services in the area.

2. Shipowners and masters should consider the full potential of new and improved navigation equipment in the SOLAS chapter V, including Electronic Chart Display and Information System (ECDIS) when navigating these narrow waters.

ESTABLISHMENT OF NEW MANDATORY NO ANCHORING AREAS ON SHARKS BANK AND LONG SHOAL

(Reference charts: Chart No.502 (edition 2, January 2006).

Note: This chart is based on World Geodetic System 1984 Datum (WGS-84).)

Description of the mandatory No Anchoring Areas

Sharks Bank

To avoid destruction of this unique, fragile and pristine coral reef ecosystem from anchoring, all ships shall avoid anchoring in the area bounded by a line connecting the following geographical positions which is designated as a mandatory no anchoring area:

(1)	13° 05' 18".6 N	059° 38' 06".1 W
(2)	13° 05' 23".6 N	059° 37' 56".7 W
(3)	13° 05' 08".6 N	059° 37' 57".1 W
(4)	13° 05' 16".0 N	059° 37' 49".3 W

Long Shoal

To avoid destruction of this unique, fragile and pristine coral reef ecosystem from anchoring, ships 25 ft and greater shall avoid anchoring in the area bounded by a line connecting the following geographical positions which is designated as a mandatory no anchoring area:

(1)	13° 07' 25".4 N	059° 38' 40".2 W
(2)	13° 07' 22".9 N	059° 38' 27".4 W
(3)	13° 07' 00".8 N	059° 38' 43".3 W
(4)	13° 07' 00".7 N	059° 38' 30".5 W

ESTABLISHMENT OF NEW RECOMMENDED SEASONAL AREA TO BE AVOIDED IN ROSEWAY BASIN, SOUTH OF NOVA SCOTIA

(Reference chart: Canadian Hydrographic Service Chart 4003 (2003 edition).

Note: This chart is based on North American 1983 Geodetic Datum, which is equivalent to WGS-84 Datum.)

Description of the area to be avoided

In order to significantly reduce the risk of ship strikes of the highly endangered North Atlantic right whale, it is recommended that ships of 300 gross tonnage and upwards solely in transit **during the period of 1 June through 31 December** should avoid the area bounded by lines connecting the following geographical positions:

(1)	43° 16'.00 N	064° 55'.00 W
(2)	42° 47'.00 N	064° 59'.00 W
(3)	42° 39'.00 N	065° 31'.00 W
(4)	42° 52'.00 N	066° 05'.00 W

AMENDMENTS TO THE EXISTING DEEP-WATER ROUTE FORMING PART OF THE NORTH-EASTBOUND TRAFFIC LANE OF THE STRAIT OF DOVER AND ADJACENT WATERS TRAFFIC SEPARATION SCHEME

(Reference chart: British Admiralty 2449 (edition 9, June 2007).

Note: This chart is based on the World Geodetic System 1984 Datum (WGS-84)).

Description of the deep-water route

The deep-water route forming part of the north-eastbound traffic lane between the separation zone described in paragraph (i) and the separation zone/line described in paragraphs (c) and (e) of the separation scheme “In the Strait of Dover and adjacent waters” has been established between a line connecting the following geographical positions:

(i)	51° 09'.75 N	001° 45'.61 E
(ii)	51° 10'.26 N	001° 43'.74 E
(iii)	51° 22'.03 N	001° 58'.39 E
(iv)	51° 18'.43 N	002° 04'.69 E

Notes:

WARNING

The main traffic lane for north-eastbound traffic lies to the south-east of the Sandettie Bank and should be followed by all such ships as can safely navigate therein having regard to their draught.

AMENDMENTS TO THE EXISTING AREA TO BE AVOIDED AROUND THE FOXTROT 3 STATION “IN THE STRAIT OF DOVER AND ADJACENT WATERS” TRAFFIC SEPARATION SCHEME

(Reference chart: British Admiralty 2449 (edition 9, June 2007).

Note: This chart is based on the World Geodetic System 1984 Datum (WGS-84).)

Description of the area to be avoided, by all ships

The Foxtrot 3 station is in an area of heavy crossing traffic with some 11,000 crossing movements per annum and has suffered damage on several occasions. Therefore, with the aim of preventing further damage, an “area to be avoided” has been established centred on the Foxtrot 3 station.

The area to be avoided, by all ships with a radius of 500 metres, is centred on the following geographical position:

Foxtrot 3 51° 24'.15 N 002° 00'.38 E

AMENDMENTS TO THE RECOMMENDATIONS ON NAVIGATION THROUGH THE ENGLISH CHANNEL AND THE DOVER STRAIT

1. Amend the existing paragraph 1.4 as follows:

1.4 “Ships leaving the traffic separation scheme “At West Hinder” and intending to proceed through the Dover Strait should, when crossing the north-eastbound traffic lane of the traffic separation scheme “In the Strait of Dover and adjacent waters” and proceeding through the precautionary area in the vicinity of the Foxtrot 3 station (51° 24'.15 N; 002° 00'.38 E), maintain a course so as to leave the Foxtrot 3 station on their port side.”

2. Amend the existing section 7 as follows:

7 “Mandatory and voluntary ship movement reporting schemes

7.1 A mandatory ship movement reporting scheme (CALDOVREP) has been jointly operated by the Governments of the United Kingdom and France in the English Channel and the Dover Strait since 1 July 1999. It is compulsory for all merchant ships of 300 gross tonnage and over to participate in the scheme.

7.2 Ships of less than 300 gross tonnage should continue to make reports under the existing voluntary MAREP scheme in circumstances where they:

- are “not under command” or at anchor in the TSS or its ITZs;
- are “restricted in their ability to manoeuvre”; or
- have defective navigational aids.

The MAREP arrangements outside the coverage area remain unchanged.”

3. Amend the existing paragraph 8.1 as follows:

8.1 “Ships having defects affecting operational safety, in addition to reporting such defects through the CALDOVREP scheme or by participating in the MAREP scheme, should take appropriate measures to overcome these defects before entering the Dover Strait.”

4. Amend the existing paragraph 9.1 as follows:

9.1 “All ships navigating in the English Channel and the Dover Strait are recommended to make use of the information broadcasts made by the information services operated by the Governments of the United Kingdom and France, and to keep watch on VHF as appropriate, as set out in the CALDOVREP and MAREP schemes.”

AMENDMENTS TO THE DEEP-WATER ROUTE “NORTH-EAST OF GEDSER”

(Reference charts: Danish chart No.197 (3rd edition, April 2006).

German chart No.163 (INT 1351) (12th edition 2006).

Note: These charts are based on World Geodetic System 1984 Datum (WGS-84.)

Description of the deep-water route

A deep-water route with a minimum depth of water below mean sea level of 16.5 metres is bounded by a line connecting the following geographical positions:

(1) 54° 27'.10 N	012° 10'.50 E	(6) 54° 46'.06 N	012° 44'.03 E
(2) 54° 27'.73 N	012° 11'.30 E	(7) 54° 35'.36 N	012° 16'.93 E
(3) 54° 31'.30 N	012° 12'.80 E	(8) 54° 31'.00 N	012° 15'.20 E
(4) 54° 36'.46 N	012° 15'.83 E	(9) 54° 27'.40 N	012° 13'.10 E
(5) 54° 46'.86 N	012° 43'.23 E	(10) 54° 26'.57 N	012° 11'.90 E

Note:

Ships, other than ships which must use the deep-water route due to their draught, are recommended to use the areas to the north and south of this route, in such manner that eastbound ships proceed on the south side of the deep-water route and westbound ships on the north side.
