

INTERNATIONAL MARITIME ORGANIZATION



E

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Agenda item 9

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Resolution A.977(24)

**Adopted on 1 December 2005
(Agenda item 9)**

SHIPS' ROUTEING

THE ASSEMBLY,

RECALLING Article 15(j) of the Convention on the International Maritime Organization concerning the functions of the Assembly in relation to regulations and guidelines concerning maritime safety and the prevention and control of marine pollution from ships,

RECALLING ALSO resolution A.858(20) by which the Assembly, recognizing the need for an expeditious adoption and amendment procedure for traffic separation schemes, routing measures other than traffic separation schemes, including the designation and substitution of archipelagic sea lanes, and ship reporting systems, resolved that all the aforementioned functions shall be performed by the Maritime Safety Committee on behalf of the Organization,

NOTING the urgent need to implement the traffic separation schemes In Bornholmsgat and North of Rügen and amendments to the traffic separation schemes Off Gotland Island and South of Gedser; a recommended deep-water route in the eastern Baltic Sea, and new areas to be avoided at Hoburgs Bank and Norra Midsjöbanken proposed by the Governments of Denmark, Estonia, Finland, Germany, Latvia, Lithuania, Poland and Sweden in order to enhance maritime safety, safety of navigation and protection of the marine environment in the area concerned, and the invitation by the Maritime Safety Committee at its eightieth session to the Assembly to adopt the routing systems, subject to the Sub-Committee on Safety of Navigation being satisfied that all the pertinent criteria had been met,

TAKING INTO ACCOUNT the Guidelines for the Identification and Designation of Particularly Sensitive Sea Areas adopted by resolution A.927(22),

HAVING NOTED the designation by the Marine Environment Protection Committee, by resolution MEPC.136(53), of the Baltic Sea Area as a Particularly Sensitive Sea Area (PSSA) including the establishment of Associated Protective Measures (APMs),

HAVING CONSIDERED the report of the Maritime Safety Committee at its eightieth session and the recommendations of the Sub-Committee on Safety of Navigation at its fifty-first session,

1. ADOPTS the proposed traffic separation schemes “In Bornholmsgat” and “North of Rügen” and amendments to the traffic separation schemes “Off Gotland Island” and “South of Gedser”, set out in annex 1 to the present resolution;
2. ADOPTS ALSO the new recommended deep-water route in the eastern Baltic Sea and the new areas to be avoided at Hoburgs Bank and Norra Midsjöbanken, set out in annex 2 to the present resolution;
3. DECIDES that the routeing systems so adopted will be implemented at 0000 hours UTC on 1 July 2006;
4. DECIDES FURTHER that the ships' routeing systems adopted in operative paragraphs 1 and 2 should be considered as the Associated Protective Measures (APMs) for the Baltic Sea Area;
5. REQUESTS the Secretariat to issue, as soon as possible, the relevant COLREG.2 and SN circulars containing the aforementioned routeing systems.

ANNEX 1

NEW AND AMENDED TRAFFIC SEPARATION SCHEMES AND ASSOCIATED ROUTEING MEASURES IN SW BALTIC SEA

NEW TRAFFIC SEPARATION SCHEME "IN BORNHOLMSGAT"

(Reference chart: German Chart No: 40 (6th Edition, 1998)

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

The new traffic separation scheme (TSS) "In Bornholmsgat" consists of:

- Two traffic lanes 2.7 miles wide in three parts;
- One intermediate traffic separation zone 0.8 miles wide in three parts;
- Two associated inshore traffic zones;
- One precautionary area between the three parts.

The direction of navigation is:

- TSS, main part between Sweden and Bornholm: 038° (T) northeastbound course and 218° (T) southwestbound course; and
- TSS, south-west part: 071° (T) and 038° (T) northeastbound courses and 218° (T) and 251° (T) southwestbound courses; and
- TSS, west part: 093° (T) eastbound course and 273° (T) westbound course.

Description of the new traffic separation scheme "In Bornholmsgat"

Main part:

(a) A separation zone is bounded by a line connecting the following geographical positions:

- | | | |
|-----|--------------|---------------|
| (1) | 55° 24'.58 N | 014° 37'.35 E |
| (2) | 55° 25'.25 N | 014° 36'.48 E |
| (3) | 55° 12'.53 N | 014° 18'.95 E |
| (4) | 55° 12'.03 N | 014° 20'.04 E |

(b) A traffic lane for eastbound traffic between the separation zone and a line connecting the following geographical positions:

- | | | |
|-----|--------------|---------------|
| (5) | 55° 22'.34 N | 014° 40'.28 E |
| (6) | 55° 10'.37 N | 014° 23'.76 E |

(c) A traffic lane for westbound traffic between the separation zone and a line connecting the following geographical positions:

- | | | |
|-----|--------------|---------------|
| (7) | 55° 27'.55 N | 014° 33'.62 E |
| (8) | 55° 14'.19 N | 014° 15'.22 E |

South-west part:

- (d) A separation zone bounded by a line connecting the following geographical positions:

(9)	55° 06'.06 N	014° 11'.90 E
(10)	55° 06'.56 N	014° 10'.80 E
(11)	55° 02'.99 N	014° 05'.97 E
(12)	55° 02'.30 N	014° 02'.42 E
(13)	55° 01'.54 N	014° 02'.88 E
(14)	55° 02'.32 N	014° 06'.81 E

- (e) A traffic lane for eastbound traffic between the separation zone and a line connecting the following geographical positions:

(15)	55° 04'.40 N	014° 15'.60 E
(16)	55° 00'.02 N	014° 09'.65 E
(17)	54° 58'.99 N	014° 04'.40 E

- (f) A traffic lane for westbound traffic between the separation zone and a line connecting the following geographical positions:

(18)	55° 08'.22 N	014° 07'.09 E
(19)	55° 05'.29 N	014° 03'.11 E
(20)	55° 04'.85 N	014° 00'.89 E

West part:

- (g) A separation zone bounded by a line connecting the following geographical positions:

(21)	55° 10'.97 N	014° 05'.67 E
(22)	55° 11'.76 N	014° 05'.74 E
(23)	55° 11'.93 N	014° 00'.00 E
(24)	55° 11'.13 N	014° 00'.00 E

- (h) A traffic lane for eastbound traffic between the separation zone and a line connecting the following geographical positions:

(25)	55° 08'.22 N	014° 07'.09 E
(26)	55° 08'.43 N	014° 00'.00 E

- (i) A traffic lane for westbound traffic between the separation zone and a line connecting the following geographical positions:

(27)	55° 14'.46 N	014° 05'.99 E
(28)	55° 14'.63 N	014° 00'.00 E

Precautionary area

- (j) A precautionary area is established by a line connecting the following geographical positions:

(29)	55° 10'.37 N	014° 23'.76 E
(30)	55° 14'.19 N	014° 15'.22 E
(31)	55° 14'.46 N	014° 05'.99 E
(32)	55° 10'.97 N	014° 05'.67 E
(33)	55° 08'.22 N	014° 07'.09 E
(34)	55° 04'.40 N	014° 15'.60 E

Inshore traffic zone – Sweden

- (k) The limits of the inshore traffic zone along the Swedish coastline lie between the following geographical positions:

(35)	55° 23'.18 N	014° 27'.57 E
(36)	55° 28'.41 N	014° 17'.04 E
(37)	55° 23'.20 N	014° 11'.58 E
(38)	55° 14'.19 N	014° 15'.22 E

Inshore traffic zone – Denmark (Bornholm)

- (l) The limits of the inshore traffic zone along the Danish coastline lie between the following geographical positions:

(39)	55° 17'.88 N	014° 46'.42 E
(40)	55° 22'.34 N	014° 40'.28 E
(41)	55° 13'.76 N	014° 28'.42 E
(42)	55° 11'.35 N	014° 42'.14 E

NEW TRAFFIC SEPARATION SCHEME “NORTH OF RÜGEN”

(Reference chart: German Chart No: 40 (6th Edition, 1998)

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

The new traffic separation scheme (TSS) “North of Rügen” consists of:

- Two traffic lanes 2 miles wide; and
- One intermediate traffic separation zone 1 mile wide

The direction of navigation is:

- TSS south lane: 071° (T) eastbound course towards Bornholmsgat
- TSS north lane: 251° (T) westbound course towards Kadettrennen

Description of the new traffic separation scheme “North of Rügen”

- (a) North traffic separation line connecting the following geographical positions:

(1)	54° 54'.43 N	13° 11'.33 E
(2)	54° 52'.80 N	13° 03'.12 E

(b) A separation zone is bounded by a line connecting the following geographical positions:

- | | | |
|-----|--------------|--------------|
| (3) | 54° 51'.59 N | 13° 13'.03 E |
| (4) | 54° 52'.54 N | 13° 12'.47 E |
| (5) | 54° 50'.91 N | 13° 04'.25 E |
| (6) | 54° 49'.96 N | 13° 04'.82 E |

(c) South traffic separation line connecting the following geographical positions:

- | | | |
|-----|--------------|--------------|
| (7) | 54° 49'.70 N | 13° 14'.16 E |
| (8) | 54° 48'.07 N | 13° 05'.95 E |

(d) A traffic lane for westbound traffic is situated between the separation zone and the North traffic separation line.

(e) A traffic lane for eastbound traffic is situated between the separation zone and the South traffic separation line.

AMENDMENT TO THE TRAFFIC SEPARATION SCHEME “OFF GOTLAND ISLAND”

RULE CONCERNING MAXIMUM DRAUGHT

The following note should be added to the traffic separation scheme “Off Gotland Island”:

Note:

The maximum draught in the traffic separation scheme is 12 metres. All ships bound to or from the northeastern Baltic Sea with a draught of more than 12 metres are recommended to use the deep-water route “Off Gotland Island”.

AMENDMENT TO THE TRAFFIC SEPARATION SCHEME “SOUTH OF GEDSER”: NEW INSHORE TRAFFIC ZONE

(Reference chart: German Chart No: 163 (11th Edition, 2003)

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

The new inshore traffic zone is situated between the TSS “South of Gedser” and the German coast.

Description of the new inshore traffic zone “South of Gedser”

The limits of the inshore traffic zone along the German coastline lie between the following geographical positions:

- | | | |
|-----|--------------|--------------|
| (1) | 54° 28'.41 N | 12° 29'.94 E |
| (2) | 54° 30'.76 N | 12° 17'.53 E |
| (3) | 54° 27'.16 N | 12° 15'.13 E |
| (4) | 54° 23'.33 N | 12° 09'.70 E |
| (5) | 54° 12'.88 N | 12° 09'.70 E |

ANNEX 2

DEEP-WATER ROUTE OFF GOTLAND ISLAND

(Reference charts: Swedish Chart Nos.7 and 8 (2001))

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

Description of the deep-water route

A deep-water route is established between the existing TSS "Off Köpu Peninsula" and the proposed TSS "In Bornholmsgat", and south of Hoburgs Bank and Norra Midsjöbanken situated south of the island of Gotland, and is bounded by a line connecting the following geographical positions:

(1)	59° 05'.85 N	021° 27'.88 E
(2)	58° 59'.78 N	021° 42'.94 E
(3)	58° 12'.54 N	020° 22'.54 E
(4)	57° 58'.27 N	020° 24'.41 E
(5)	57° 22'.16 N	019° 41'.73 E
(6)	57° 18'.89 N	019° 52'.95 E
(7)	56° 22'.64 N	018° 42'.82 E
(8)	56° 17'.23 N	018° 51'.80 E
(9)	56° 00'.30 N	017° 40'.04 E
(10)	55° 53'.85 N	017° 43'.75 E
(11)	55° 39'.32 N	015° 11'.61 E
(12)	55° 35'.18 N	015° 29'.98 E
(13)	55° 27'.55 N	014° 33'.62 E
(14)	55° 22'.34 N	014° 40'.28 E

Notes:

- 1 The depths in the deep-water route, bounded by the line connecting positions (3) - (12) and approximately 6 miles wide, are confirmed by detailed hydrographic surveys in accordance with IHO standard S-44 in the Swedish area of responsibility. The depths are nowhere less than 25 metres.
- 2 The areas bounded by the line connecting positions (1) – (4) and (11) - (14) are not yet surveyed in accordance with IHO standard S-44. The survey will be carried out not later than 2008.
- 3 All ships passing east and south of the island of Gotland bound to or from the northeastern part of the Baltic Sea, with a draught exceeding 12 metres, are recommended to use the deep-water route.

AREAS TO BE AVOIDED IN THE SOUTHERN BALTIC SEA SOUTH OF THE ISLAND OF GOTLAND

(Reference chart: Swedish chart No.8 (2001))

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

Description of the areas to be avoided

For environmental protection of these sensitive areas, all ships with a gross tonnage of 500 or more should avoid them.

(a) Hoburgs Bank

The area bounded by a line connecting the following geographical positions will be designated as an area to be avoided:

(1)	56° 49'.52 N	018° 38'.77 E
(2)	56° 40'.23 N	018° 45'.08 E
(3)	56° 24'.06 N	018° 36'.20 E
(4)	56° 22'.77 N	018° 08'.43 E
(5)	56° 34'.96 N	018° 06'.20 E

(b) Norra Midsjöbanken

The area bounded by a line connecting the following geographical positions will be designated as an area to be avoided:

(1)	56° 07'.87 N	017° 38'.41 E
(2)	56° 02'.17 N	017° 13'.17 E
(3)	56° 10'.10 N	017° 13'.68 E
(4)	56° 15'.02 N	017° 25'.61 E

Note: All vessels with a gross tonnage of 500 or more should avoid these areas.
