

RESOLUTION MSC.138(76)
(adopted on 5 December 2002)
RECOMMENDATION ON NAVIGATION THROUGH
THE ENTRANCES TO THE BALTIC SEA

ANNEX 12

**RESOLUTION MSC.138(76)
(adopted on 5 December 2002)**

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

THE MARITIME SAFETY COMMITTEE,

RECALLING Article 28(b) of the Convention on the International Maritime Organization concerning the functions of the Committee,

RECALLING ALSO regulation V/10 of the International Convention for the Safety of Life at Sea (SOLAS), 1974, as amended, concerning the adoption by the Organization of ships' routing systems,

RECALLING FURTHER resolution A.858(20) which, *inter alia*, authorizes the Committee to perform the function of adopting routing measures other than traffic separation systems on behalf of the Organization,

TAKING INTO ACCOUNT the General Provisions on Ships' Routing adopted by the Organization by resolution A.572(14), as amended,

TAKING NOTE OF:

- (a) resolution 5 on Intentional pollution of the sea and accidental spillages adopted by the International Conference on Marine Pollution, 1973;
- (b) resolution A.159(ES.IV) - Recommendation on pilotage;
- (c) SOLAS chapter V, regulation 19 on Carriage requirements for shipborne navigational systems and equipment;
- (d) previous resolutions A.579(14) - Recommendation on use of pilotage services in the Sound and A.620(15) - Recommendation on navigation through the entrances to the Baltic Sea, which have been superseded by this resolution;
- (e) the established routing system (Route T) through the entrances to the Baltic Sea; and
- (f) the established ship reporting system in the Great Belt Traffic (GBT) area,

BEING AWARE of the close relationship between safety of navigation and the prevention of pollution from ships,

NOTING that, at several places, the entrances to the Baltic Sea are difficult to navigate,

NOTING ALSO that, owing to the risk of grounding or collision and the strong sea current, the navigation of large ships through the entrances to the Baltic Sea constitutes a potential danger of pollution of the entrances and of the entire Baltic Sea area,

NOTING FURTHER that loaded oil and chemical tankers, gas carriers and ships carrying a cargo of irradiated nuclear fuel, plutonium and high-level radioactive wastes (INF-cargoes) constitute a potential danger of pollution of the entrances to the Baltic Sea and a potential hazard to international shipping,

HAVING CONSIDERED the recommendations of the Sub-Committee on Safety of Navigation at its forty-eighth session,

1. ADOPTS, in accordance with SOLAS regulation V/10, the Recommendation on navigation through the entrances to the Baltic Sea, as given in Annexes 1 and 2 to the present resolution;
2. DECIDES that the said Annexes will enter into force at 0000 hours UTC on 1 December 2003;
3. REQUESTS the Secretary-General to bring this resolution and its Annexes to the attention of Member Governments and Contracting Governments to the 1974 SOLAS Convention.

ANNEX 1

RECOMMENDATION ON NAVIGATION THROUGH THE ENTRANCES TO THE BALTIC SEA

ROUTE - T

1 Ships over 40,000 tonnes deadweight, when passing through the entrances to the Baltic Sea, in view of the fact that 17 m is the maximum obtainable depth without dredging in the area north-east of Gedser and that the charted depths, even under normal conditions, may be decreased by as much as 2 m owing to unknown and moving obstructions, should:

- .1 not pass the area unless they have a draught with which it is safe to navigate through the area, taking into account the possibility of depths being as much as 2 m less than charted, as mentioned above, and additionally taking into account the possible changes in the indicated depth of water caused by meteorological or other effects;
- .2 participate in the ship reporting system (SHIPPOS) operated by the Government of Denmark; and
- .3 exhibit the signal prescribed in rule 28 of the International Regulations for Preventing Collisions at Sea, 1972, as amended, in certain areas in the Store Baelt (Hatter Rev, Vengeancegrund and in the narrow route east of Langeland), when constrained by their draught.

2 Ships with a draught of 11 m 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.

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

- .1 participate in the ship reporting system (SHIPPOS) operated by the Government of Denmark; and
- .2 use for the passage the pilotage services locally established by the coastal States.

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

ANNEX 2

RECOMMENDATION ON NAVIGATION THROUGH THE ENTRANCES TO THE BALTIC SEA

THE SOUND

1 Loaded oil tankers with a draught of 7 m 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-cargoes), when navigating the Sound between a line connecting Svinbaadan Lighthouse and Hornbaek 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; 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.

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

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