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.

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.