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ROUTEING OF SHIPS, SHIP REPORTING AND RELATED MATTERS

New traffic separation schemes in Bornholmssgat and North of Rügen, recommended deep-water route in the eastern Baltic Sea, amendments to the traffic separation schemes Off Gotland Island and South of Gedser and new areas to be avoided at Hoburgs Bank and Norra Midsjöbanken

Submitted by Denmark, Estonia, Finland, Germany, Latvia, Lithuania, Poland and Sweden

SUMMARY

Executive summary: In this document a number of routeing measures in the Baltic Sea are proposed

Action to be taken: Paragraph 29

Related documents: MEPC 51/8/1, MEPC 51/22, NAV 51/INF.2 and NAV 51/INF.3

Introduction

1 At MEPC 51, the Governments of Denmark, Estonia, Finland, Germany, Latvia, Lithuania, Poland and Sweden put forward a joint proposal to designate the Baltic Sea area, with the exception of Russian waters, as a particularly sensitive sea area (PSSA). At its fifty-first session, the MEPC agreed in principle to the designation of the Baltic Sea area with the exception of Russian waters (MEPC 51/22, paragraph 8.53) and noted that the countries concerned would submit detailed proposals for additional protective measures (APMs) to the NAV Sub-Committee in 2005, which would provide recommendations to the Committee.

Background

2 The vessel traffic characteristics of the area were described in the application for the designation of the Baltic Sea area as a PSSA (MEPC 51/8/1, paragraphs 4.3 to 4.12). More than 2,000 ships are en route in the Baltic Sea Area on an average day, not including ferries, smaller fishing boats or leisure craft. In the following text, further background will be given, that argue in favour of the need for the proposed routeing measures. Detailed information on traffic and other statistics concerning Bornholmssgat and North of Rügen can be found in NAV 51/INF.3 (Denmark and Sweden) and NAV 51/INF.2 (Germany).

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Bornholmsgat and North of Rügen

3 In the Bornholmsgat, ships coming from the Polish coast, the Great Belt and the Kiel Canal, the southern coast of Sweden and a north-easterly direction converge. The main flows of the traffic are crossed by ferries trading between, mainly, Sweden and ports in Germany, Denmark and Poland. Furthermore fishing activities are pursued in the area. More than 55,000 passages are made by ships operating in this part of the Baltic Sea on a yearly basis. The daily average of ships' passages through the Bornholmsgat is around 150. The number of ships passing through the area is expected to grow significantly over the years to come due to the general increase of trade, the growing economy of the eastern Baltic countries and the increase of oil exports from Russia.

4 There have been serious accidents in the area. The most recent is the collision between the container feeder ship **Gdynia** and the bulk ship **Fu Shan-Hai**. The collision resulted in the sinking of the bulker and in a spill of 900 tons of bunker oil, which caused damages mainly to the sandy beaches of southern Sweden. Additionally, in the deep-water route off Gedser, a collision occurred between the ships **Tern** and **Baltic Carrier** causing a spill of some 2,100 tons of oil.

5 The proposed traffic separation scheme North of Rügen is designed to facilitate the transit traffic between Gedser and Bornholmsgat. The objective of this proposal is to improve safety by directing the vessel traffic into the proposed traffic separation scheme in the Bornholmsgat and the traffic separation scheme and deep-water route South of Gedser. This proposal provides for the safe and efficient flow of traffic, keeping the north-east bound traffic separated from the south-westward bound traffic, and will thus reduce the number of conflicts in this area significantly. The traffic separation scheme North of Rügen is also designated to serve as a protective measure for a planned large wind farm at Kriegers Flak and for the northern coast of Mecklenburg-Western Pomerania, especially the nature reserves between Darßer Ort and Dornbusch and the inner waters west of Rügen.

Traffic separation scheme Off Gotland Island and proposed deep-water route Eastern Baltic Sea

6 The maximum draught of ships entering or leaving the Baltic Sea area is 15 metres. The available depth south of Gedser dictates this. The traffic separation scheme Off Gotland was originally established in 1968. At that time, the recommended draught of ships in the Baltic was less than 15 metres. When the recommended draught was increased to 15 metres this, in practice, only affected ships entering the Baltic Sea area. Today, ships bound to leave the Baltic sometimes have a draught of 15 metres or 15.3 metres in fresh water. In the southbound lane, there is an area with a limiting depth of 16 metres. Traffic in the separation scheme should therefore be limited to ships with a draught of 12 metres or less. Ships with a draught of more than 12 metres should be referred to use the proposed deep-water route further south. Even though the depth is limited only in the southbound lane, it is desirable that all ships with a draught of 12 metres or more use the proposed deep-water route east of Gotland (see paragraphs 18 to 22). It would be beneficial considering the proximity of the island of Gotland and Norra Midsjöbanken and Hoburgs Bank to the traffic separation scheme. The traffic separation scheme is located almost in its entirety within Swedish territorial waters. The deep-water route is mainly designed to be used by traffic to and from the Gulf of Finland.

Areas to be avoided

7 In paragraphs 23 to 27 two areas to be avoided are proposed.

Detailed description

Traffic separation schemes Bornholmsgat, North of Rügen and South of Gedser

8 The proposed traffic separation scheme Bornholmsgat will be established between the Danish Island Bornholm and Sweden. The area covered by the scheme is approximately 20 nautical miles wide and 26 nautical miles long. The water depths in the area are between 26 and 66 metres. The centre of the area is at the position 55° 16' N, 014° 24' E (WGS-84). To the east of the scheme is the Davids Bank with a depth of 11.7 metres and to the west is Svartgrund with a depth of 14 metres. These two shoals are marked by cardinal light buoys.

8.1 To delineate the proposed traffic separation scheme German chart No.40 has been used. The relevant co-ordinates are given at **annex 1, A**, and chartlets showing the proposed scheme are given at **annex 5 and 5A**. Inshore traffic zones will be established on both sides.

8.2 Sweden will, through national law, allow ships sailing from the Sound between Sweden and Denmark and ports on the south coast of Sweden to ports on the Swedish southeast coast to pass through the inshore traffic zone in order not to cross the traffic flow twice. The inshore traffic zone will be in Swedish territorial waters.

8.3 The Swedish side of the Bornholmsgat has been re-surveyed by the Swedish Maritime Administration to IHO standard for hydrographic surveys S-44, except for the Inshore Traffic Zone which will be surveyed during 2005. In 2004 hydrographical surveying of the Bornholmsgat on the Danish side was started. The re-surveying of the Bornholmsgat was conducted with multibeam and side scan sonar at depth shallower than 30 metres to IHO 1st order standards. In 2005, the Hydrographic Survey in Denmark will continue surveying of the Bornholmsgat. The remaining area south of the Danish-Swedish EEZ border is expected to be completed in the first half of 2005, thus covering the entire proposed traffic separation scheme in the Bornholmsgat.

9 The proposed traffic separation scheme North of Rügen is located 10 nautical miles south of Kriegers Flak and 12 nautical miles north of Rügen. It is 5 nautical miles wide and 5 nautical miles long. The water depths within the area are between 26.5 and 43 metres. The centre of the area is at the position 54° 51' N, 13° 09' E. There is no risk created by shallow water in the vicinity of the area. The separation scheme will guide and structure the traffic at a safe distance off the coast of Rügen and the environmental reservation area. Furthermore, the traffic separation scheme will also give a better chance for anti pollution fighting in case of accidents and keep the traffic at a safe distance off the planned large wind farm at Kriegers Flak. To delineate the proposed traffic separation scheme German chart No.40 has been used. The relevant co-ordinates are given at **Annex 1, B** and chartlets showing the proposed scheme are given at **annex 5 and 5B**.

10 The existing traffic separation scheme South of Gedser is proposed to be amended by establishing an Inshore Traffic Zone at the south-easterly border of the scheme between buoys E 70, 71 and 72. This Inshore Traffic Zone will guide the transit traffic into the traffic separation scheme South of Gedser and prevent transit traffic between the traffic separation scheme and the German coast. The objective is to keep vessels with larger draught at a safe distance off the areas of shallow waters and the coast of Mecklenburg-Western Pomerania especially the nature reserves. To delineate the scheme and the amendments the German chart 163 has been used. The relevant co-ordinates are given at **annex 1, C** and chartlets showing the proposed amendment is given at **annex 5 and 5C**.

11 Ships carrying AIS in the areas covered by the proposed schemes have been plotted over time. The schemes have been designed to monitor the existing traffic flows as closely as possible while creating the prerequisites for safe and orderly flows. There are lighthouses, light buoys and DGPS in Denmark, Germany and Sweden (see relevant charts). Part of the Swedish coastline, the Danish island of Bornholm and the German islands of Hiddensee and Rügen are radar conspicuous. No new aids to navigation are planned for the proposed schemes. In document MEPC 51/8/1, which was the application for the designation of the Baltic Sea area as a PSSA, the vessel traffic characteristics of the area are given in paragraphs 4.3 to 4.13. In the introductory background part of this submission and in NAV 51/INF.2 and NAV 51/INF.3, the convergence of traffic flows in the area, and the number of ships passing through the area on an average basis, have been given. All types of cargoes are carried on the ships. There are no drilling rigs or exploration platforms in the vicinity of the proposed schemes, however a large wind farm is planned at Kriegers Flak. The establishment of the traffic separation scheme North of Rügen will prevent interaction between ships and the planned wind farm on Kriegers Flak.

12 The intent with the establishment of the schemes is to regulate the traffic flows in an area which, considering the traffic density, is geographically limited. There is in practice no other way for large vessels, but through the Bornholmsgat. In this context, it should be mentioned that German, Danish and Swedish charts covering Bornholmsgat, a recommended routeing in the Bornholmsgat, has been shown since 2002. Only a limited number of the ships sailing through the Bornholmsgat adhere to the recommendation accurately.

13 The establishment of the proposed schemes will lessen the risks of collisions significantly pertaining to encounters and crossings. The establishment of the proposed schemes will therefore reduce the risk for pollution caused by collisions significantly in the area and this will have a positive impact on the entire Baltic Sea area. Information on environmental factors of relevance to the proposed schemes can be found in MEPC 51/8/1, paragraphs 4.14 to 4.19 and risk in NAV 51/INF.2 and NAV 51/INF.3.

14 Regarding position-fixing in relation to the proposed routeing systems reference is made to paragraph 11.

15 All littoral States in the Baltic Sea area have taken part in the development of the proposed measures. Consultations have been held with fishermen active in the area and other relevant organizations. The proposed schemes are not considered to unduly interfere with fishing activities but rather provide a safer area for them.

16 Danish, Swedish and German authorities will monitor the areas by patrolling by aeroplanes, ships, radar and/or AIS.

17 The proposed traffic separation schemes and the amendment to the scheme South of Gedser should be adopted for the purpose of regulation 10 of the International Regulations for Preventing Collisions at Sea (COLREGs).

Traffic separation scheme Off Gotland Island and proposed deep-water route Eastern Baltic Sea

18 In the introductory background section (paragraph 6), the reason for a rule to navigation in the traffic separation scheme Off Gotland has been given; there is not an adequate depth in the

southbound lane for ships with Baltic maximum draught. The traffic separation scheme, which is located in Swedish territorial waters, was established in 1968 by IMO. A rule to navigation should be added to the traffic separation scheme so that ships with a draught exceeding 12 metres should mandatorily be referred to the proposed deep-water route east of the island of Gotland. A proposed Note is given at **annex 3**.

19 A deep-water route should be established south and east of the island of Gotland. The deep-water route will, without breaking a natural flow of traffic, direct ships to and from the proposed traffic separation scheme in Bornholmsgat. The other end of the deep-water route, in the north, is adjusted to the routeing system in the Gulf of Finland. The route will extend the distance having to be traversed by ships compared to the distance when using the two traffic separation schemes Off Öland Island and Off Gotland Island by some 17 nautical miles. The need for moving deep draught ships out of the scheme south of Gotland is, however, obvious.

20 The proposed deep-water route, approximately 6 nautical miles wide, has been surveyed in the Swedish EEZ by the Swedish Maritime Administration in accordance to IHO standard for hydrographic surveys S-44.

21 The shallowest depth found is 25 metres. The route has been recommended in Swedish Notices to Mariners in 2002. AIS-plotting has shown that deep draught ships usually use the recommended route. To delineate the proposed deep-water route Swedish chart Nos.7 and 8 are used. The relevant co-ordinates of the proposed deep-water route are given at **annex 2** and a chartlet showing the route is given at **annex 6**.

22 An elongation of the proposed deep-water route is planned from the northern end of the now proposed route to the entrance of the Gulf of Finland. Latvia, Estonia and Finland will have surveyed their parts of the elongation by 2007. An elongation of the deep-water route north of Bornholm into the Danish EEZ will also be proposed at a later stage after reassessment and completion of survey in the area. The co-sponsors of these submissions will revert to the issue then.

Areas to be avoided

23 The Hoburgs Bank is a large complex of offshore banks and the Norra Midsjöbanken is a large offshore bank. The minimum depth on the banks is around 10 metres. Commercial shipping rarely, however occasionally uses the areas, but uses the traffic separation schemes Off Öland Island and Off Gotland Island or the waters east and south-east of the banks. The banks are very important habitats for several bird species, seals and blue mussels. Shipping activities in the areas constitute a threat to them. Reference has been made to the banks in MEPC 51/8/1, paragraph 3.15.

24 The proposed areas to be avoided are wholly located within the Swedish economic zone east of the southern part of the island of Öland (Norra Midsjöbanken) and south east of the island of Gotland (Hoburgs Bank). All ships with a gross tonnage of 500 or more should avoid the areas. To delineate the proposed deep-water route Swedish chart No.8 is used. The co-ordinates of the boundaries of the proposed areas to be avoided are given at **annex 4**. A chartlet showing the proposed areas is given at **annex 7**.

25 Norra Midsjöbanken is a large offshore bank. Many species of red and brown algae have been recorded and the area seems to house a rich zoobenthic fauna with blue mussels (*mytilus edulis*) as the dominant species. The area is important for wintering long tailed duck (*Clangula*

hyemalis), black guillemot (*Cepphus grille*), razorbill (*Alca torda*), little gull (*Larus minutes*) and several other bird species. The minimum depth in the area is 9.3 metres. The area has never been subject of excavation activities. The area is probably important as a reproduction area for fish but more studies are needed to confirm this. The flora and fauna of the bank will be affected by the movement of propellers and large ships. A very substantial number of oiled, dead long tailed ducks beaching on the two nearby islands indicate that oil pollution from international shipping lanes affect the area.

26 Hoburgs Bank is a large complex of offshore banks. Seventeen species of red, brown and green algae have been recorded and the area seems to house a rich macro zoobenthic fauna with blue mussels being the dominant species. The area holds a very large population of wintering long tailed duck which feed on the mussels covering particularly the slopes of the banks. The population of long tailed ducks during the winter season is approximately one million individuals, which comprise a large part of the total European population. It is further an important feeding area for black guillemot and grey seal (*Halichoerus gryptus*). The banks are important as a reproduction area for fish and further studies will be conducted to establish the full of its significance. The minimum depth of the area is 10.3 metres. The area has never been subject of excavation activities. Due to the remoteness of the banks it is anticipated the population of macro algae has been isolated for a long time. A number of the oiled, dead birds beaching on the islands have been oiled by pollution from international shipping lanes near Hoburgs Bank.

27 The two preceding paragraphs demonstrate the sensitivity of the two areas. In order to protect them, ships with a gross tonnage of 500 or more with the exception of government operated non-commercial vessels, should avoid them. These areas to be avoided should be mandatory according to SOLAS regulation V/10-1. Ships rarely pass through them because of the limited depth. To exclude maritime traffic from them will have a very marginal impact on international shipping. The alternative routes to be chosen are the traffic separation schemes south of the islands of Öland and Gotland or the proposed deep-water route.

Information on planned routeing from the Gulf of Gdańsk

28 For ships bound for or leaving the Gulf of Gdańsk, Poland has advanced plans for a recommended deep-water route "D" in the Polish EEZ with a junction point to the deep-water route northeast of Bornholm. Also two traffic separation schemes are designed in the Gulf of Gdańsk. The deep-water route "D" will be further discussed regarding details with countries concerned. Poland intends to submit a proposal to NAV 52.

Action requested by the Sub-Committee

29 The Sub-Committee is asked to approve the new traffic separation schemes Bornholmsgat and North of Rügen for adoption for the purpose of regulation 10 of COLREG and to approve the amendment to the traffic separation scheme South of Gedser, the recommended deep-water route east of the island of Gotland and the new areas to be avoided at Norra Midsjöbanken and Hoburgs Bank and add the rule to navigation in the traffic separation scheme Off Gotland Island and to forward the proposals to the Maritime Safety Committee for their adoption. The co-sponsors request that the effective date of implementation be six months after adoption.

ANNEX 1

PROPOSED NEW AND AMENDED TRAFFIC SEPARATION SCHEMES AND ASSOCIATED ROUTEING MEASURES IN SW BALTIC SEA**A. NEW TRAFFIC SEPARATION SCHEME IN BORNHOLMSGAT**

Reference chart: German Chart No: 40

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 (T) of navigation is:

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

The co-ordinates listed below are in WGS-84**Description of the new traffic separation scheme Bornholmsgat:****Main part:**

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

(1)	55° 24'.584 N	014° 37'.347 E
(2)	55° 25'.246 N	014° 36'.478 E
(3)	55° 12'.526 N	014° 18'.945 E
(4)	55° 12'.034 N	014° 20'.043 E

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

(5)	55° 22'.339 N	014° 40'.279 E
(6)	55° 10'.367 N	014° 23'.760 E

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

(7)	55° 27'.545 N	014° 33'.615 E
(8)	55° 14'.190 N	014° 15'.221 E

Southwest part:

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

(9)	55° 06'.064 N	014° 11'.895 E
(10)	55° 06'.555 N	014° 10'.800 E
(11)	55° 02'.996 N	014° 05'.965 E
(12)	55° 02'.297 N	014° 02'.424 E
(13)	55° 01'.543 N	014° 02'.876 E
(14)	55° 02'.318 N	014° 06'.806 E

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

(15)	55° 04'.397 N	014° 15'.603 E
(16)	55° 00'.020 N	014° 09'.653 E
(17)	54° 58'.987 N	014° 04'.404 E

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

(18)	55° 08'.220 N	014° 07'.086 E
(19)	55° 05'.291 N	014° 03'.113 E
(20)	55° 04'.852 N	014° 00'.893 E

West part:

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

(21)	55° 10'.966 N	014° 05'.670 E
(22)	55° 11'.762 N	014° 05'.743 E
(23)	55° 11'.928 N	014° 00'.000 E
(24)	55° 11'.130 N	014° 00'.000 E

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

(25)	55° 08'.220 N	014° 07'.086 E
(26)	55° 08'.428 N	014° 00'.000 E

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

(27)	55° 14'.461 N	014° 05'.990 E
(28)	55° 14'.630 N	014° 00'.000 E

Precautionary area

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

(29)	55° 10'.367 N	014° 23'.760 E
(30)	55° 14'.190 N	014° 15'.221 E
(31)	55° 14'.461 N	014° 05'.990 E
(32)	55° 10'.966 N	014° 05'.670 E
(33)	55° 08'.428 N	014° 00'.000 E
(34)	55° 04'.397 N	014° 15'.603 E

Inshore traffic zone Sweden

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

(35)	55° 23'.179 N	014° 27'.572 E
(36)	55° 28'.417 N	014° 17'.036 E
(37)	55° 23'.202 N	014° 11'.578 E
(38)	55° 14'.190 N	014° 15'.221 E

Inshore traffic zone Denmark (Bornholm)

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

(39)	55° 17'.882 N	014° 46'.416 E
(40)	55° 22'.339 N	014° 40'.279 E
(41)	55° 13'.758 N	014° 28'.416 E
(42)	55° 11'.346 N	014° 42'.142 E

B. PROPOSED NEW TRAFFIC SEPARATION SCHEME NORTH OF RÜGEN

Reference chart: German Chart No: 40

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;
- One intermediate traffic separation zone 1 mile wide

The direction (T) of navigation is:

- TSS south lane: 071° eastbound course towards Bornholmshgat
- TSS north lane: 251° westbound course towards Kadettrennen

The co-ordinates listed below are in WGS-84

Description of the new traffic separation scheme north of Rügen:

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

- | | | |
|-----|---------------|---------------|
| (1) | 54° 54'.426 N | 13° 11'.332 E |
| (2) | 54° 52'.799 N | 13° 03'.121 E |

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

- | | | |
|-----|---------------|---------------|
| (3) | 54° 51'.590 N | 13° 13'.030 E |
| (4) | 54° 52'.535 N | 13° 12'.465 E |
| (5) | 54° 50'.908 N | 13° 04'.252 E |
| (6) | 54° 49'.962 N | 13° 04'.818 E |

(c) South traffic separation line connecting following positions:

- | | | |
|-----|---------------|---------------|
| (7) | 54° 49'.699 N | 13° 14'.161 E |
| (8) | 54° 48'.071 N | 13° 05'.948 E |

C. AMENDMENT TO THE TRAFFIC SEPARATION SCHEME SOUTH OF GEDSER. NEW INSHORE TRAFFIC ZONE

Reference chart: German Chart No: 163

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.

The co-ordinates listed below are in WGS-84

Description of the new inshore traffic zone south of Gedser:

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

- | | | |
|-----|---------------|---------------|
| (1) | 54° 28'.407 N | 12° 29'.940 E |
| (2) | 54° 30'.761 N | 12° 17'.531 E |
| (3) | 54° 27'.161 N | 12° 15'.131 E |
| (4) | 54° 23'.332 N | 12° 09'.700 E |
| (5) | 54° 12'.883 N | 12° 09'.700 E |

ANNEX 2

PROPOSED NEW DEEP WATER ROUTE EASTERN BALTIC SEA

Reference charts: Swedish Chart Nos.7 and 8

Description of the deep-water route

The deep-water route is planned to go between the existing TSS Off Köpu peninsula and the proposed TSS 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:

The co-ordinates listed below are in WGS-84

(1)	59° 05'.846 N	021° 27'.876 E
(2)	58° 59'.781 N	021° 42'.939 E
(3)	58° 12'.543 N	020° 22'.543 E
(4)	57° 58'.270 N	020° 24'.409 E
(5)	57° 22'.158 N	019° 41'.730 E
(6)	57° 18'.891 N	019° 52'.946 E
(7)	56° 22'.640 N	018° 42'.820 E
(8)	56° 17'.230 N	018° 51'.800 E
(9)	56° 00'.300 N	017° 40'.040 E
(10)	55° 53'.850 N	017° 43'.750 E
(11)	55° 39'.324 N	015° 11'.608 E
(12)	55° 35'.183 N	015° 29'.979 E
(13)	55° 27'.545 N	014° 33'.615 E
(14)	55° 22'.339 N	014° 40'.279 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 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 of the island of Gotland with a draught exceeding 12 metres shall use the deep-water route instead of the traffic separation scheme south of the island of Gotland.

ANNEX 3

**PROPOSED AMENDMENT TO THE TRAFFIC SEPARATION SCHEME
OFF GOTLAND ISLAND**

RULE CONCERNING MAXIMUM DRAUGHT

Following note shall be added to the traffic separation scheme "Off Gotland Island":

Note:

Maximum draught in traffic separation scheme is 12 metres. All ships with a draught of more than 12 metres shall use the proposed new deep-water route in the Baltic Sea south of Norra Midsjöbanken and Hoburgs Bank.
