

RESOLUTION A.339(IX)

Revoked by A.620(15)

Adopted on 12 November 1975
Agenda item 7(c)

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

THE ASSEMBLY,

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

BEING ALSO AWARE of the urgent need to protect the vulnerable Baltic Sea Area which has been designated a special area against pollution,

NOTING that, due 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 ALSO that at several places this passage will be difficult to navigate,

TAKING NOTE of

- Resolution 5 on Intentional Pollution of the Sea and Accidental Spillages adopted by the International Conference on Marine Pollution, London 1973;
- Resolution A.159(ES.IV) – Recommendation on Pilotage; and
- Resolution A.156(ES.IV) – Recommendation on the Carriage of Electronic Position-Fixing Equipment,

RECOMMENDS:

- (a) that ships over 40,000 tons deadweight when passing through the entrances to the Baltic Sea, in view of the fact that 17 metres 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 metres due to unknown and moving obstructions, should:
 - (i) 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 metres less than charted as mentioned above and additionally taking into account the possible changes in the indicated depth of water due to meteorological or other effects,
 - (ii) participate in the radio position reporting system operated by the Government of Denmark,
 - (iii) in certain areas in Store Baelt (Hatter Rev, Vengeancegrund and in the narrow route east of Langeland), when constrained by their draught, show the signal prescribed in Rule 28 in the International Regulations for Preventing Collisions at Sea, 1972;
- (b) that ships with a draught of 13 metres or more should furthermore:
 - (i) be equipped with a VHF radiotelephone installation, fitted with appropriate frequencies,

- (ii) have on board suitable electronic fixing equipment to make use of hyperbolic systems which will provide sufficient fixing accuracy for navigating in this area,
 - (iii) use for the passage the pilotage services locally established by the coastal States,
 - (iv) 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 to 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;
- (c) that a routing system be established so that the ships referred to and complying with the recommendations contained in paragraphs (a) and (b) above can safely navigate into the Baltic.