



HELCOM Recommendation 41/2

Supersedes HELCOM Recommendation 23/3

Adopted 4 March 2020

having regard to Article 20, Paragraph 1b)
of the Helsinki Convention

ENHANCING THE USE OF PILOTS IN ROUTE T AND THE SOUND IN ORDER TO CONTRIBUTE TO SAFE NAVIGATION

THE COMMISSION,

RECALLING the adoption by the HELCOM Extraordinary Ministerial Meeting on 10 September 2001 of the “Declaration on the safety of navigation and emergency capacity in the Baltic Sea Area” (HELCOM Copenhagen Declaration), in particular Paragraph II “To enhance the use of pilotage in Route T and the Sound”,

MINDFUL that the Baltic Sea Area has been designated as a special area under Annexes I (oil), II (noxious liquid substances carried in bulk), IV (Sewage) and V (garbage) and as a SO_x and NO_x emission control area under Annex VI (air pollution) of the International Convention for the Prevention of Pollution from Ships, 1973, as modified by the Protocol of 1978 relating hereto,

CONSCIOUS of the sensitivity of the marine environment of the Baltic Sea Area and of the importance it represents to the people living around it, for economic, social, recreational and cultural reasons,

AWARE of the need to protect this shared resource for the benefit of present and future generations through the implementation of an integrated approach as envisaged in the concept of sustainability,

RECOGNIZING that if harmful substances are introduced to this vulnerable sea they will remain there for a long time,

NOTING with satisfaction the joint endeavours of the Baltic Sea States already undertaken as well as the work carried out within the International Maritime Organization and the European Community,

EXPRESSING concern as to the growing density of maritime traffic in the Baltic Sea area and the accidents which have taken place,

ACKNOWLEDGING the difficulties the Baltic Sea area presents to navigation due to narrow straits, shallow depths, archipelago areas and ice cover during the winter period,

WITHOUT PREJUDICE TO international agreements and legislation of the European Community,

BEING CONVINCED of the need for additional measures in order to ensure the safety of navigation in the Baltic Sea Area,

RECOMMENDS that the Governments of the Contracting Parties establish a system whereby ships covered by IMO SN.1/Circ.263, upon departure from a port in the Baltic region are reminded that they are recommended to use a pilot,

RECOMMENDS FURTHER that the Governments of the Contracting Parties implements the above mentioned measures as soon as possible, but no later than 1 January 2003 and report on the implementation of this Recommendation in accordance with Article 16, Paragraph 1 of the Helsinki Convention.

RECOMMENDATION ON NAVIGATION THROUGH THE ENTRANCES TO THE BALTIC SEA

The International Maritime Organization (IMO) has acknowledged that the entrances to the Baltic Sea are difficult to navigate, and that large ships and ships carrying dangerous goods constitute a potential danger of pollution of the entrances and the entire Baltic Sea Area. Consequently, the IMO has approved IMO SN.1/Circ. 263 calling upon masters of certain ships to make use of the pilot services provided when navigating through the entrances to the Baltic Sea.

In September 2001, the Ministers responsible for maritime shipping and the environment in the Baltic Sea States' and a representative of the European Community agreed during a HELCOM Extraordinary Ministerial Meeting that the masters of ships covered by the above-mentioned IMO instrument should be informed of these recommendations.

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 of 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.