

ANNEX 24

RESOLUTION MEPC.136(53)

Adopted on 22 July 2005

**DESIGNATION OF THE BALTIC SEA AREA
AS A PARTICULARLY SENSITIVE SEA AREA**

THE MARINE ENVIRONMENT PROTECTION COMMITTEE,

BEING AWARE of the ecological, social, economic, cultural, scientific and educational value of the Baltic Sea Area, as well as its vulnerability to damage by international shipping traffic and activities in the area and the steps taken by Denmark, Estonia, Finland, Germany, Latvia, Lithuania, Poland and Sweden to address that vulnerability,

NOTING that the Guidelines for the Identification and Designation of Particularly Sensitive Sea Areas adopted under resolution A.927(22) set out procedures for the designation of particularly sensitive sea areas,

HAVING CONSIDERED the proposal from Denmark, Estonia, Finland, Germany, Latvia, Lithuania, Poland and Sweden to designate the Baltic Sea Area (as defined in paragraph 1.1 of Annex 1 to this resolution) as a Particularly Sensitive Sea Area,

HAVING AGREED that criteria for identification of a Particularly Sensitive Sea Area provided in resolution A.927(22) are fulfilled for the Baltic Sea Area (as defined in paragraph 1.1 of Annex 1 to this resolution),

1. DESIGNATES the Baltic Sea Area as defined in paragraph 1.1 of Annex 1 to this resolution as a Particularly Sensitive Sea Area; and
2. INVITES Member Governments to note the establishment of associated protective measures defined in Annex 2. The associated protective measures and their dates of entry into force are expected to be adopted by the Assembly at its twenty-fourth session in November/December 2005.

ANNEX 1

DESCRIPTION OF THE BALTIC SEA AREA PARTICULARLY SENSITIVE SEA AREA

1 Description of the area

1.1 The PSSA Baltic Sea Area comprises the Baltic Sea proper, the Gulf of Bothnia, the Gulf of Finland and the entrance to the Baltic Sea bounded by the parallel of the Skaw in the Skagerrak at 57° 44.8' N, as defined in regulation 10(1)(b) of Annex I of MARPOL 73/78, excluding those marine areas within the sovereignty of the Russian Federation, or subject to the sovereign rights and jurisdiction of the Russian Federation as referred to in Article 56 of the United Nation Convention on the Law of the Sea. The designation of the PSSA Baltic Sea Area shall not prejudice the sovereignty or such sovereign rights and jurisdiction of the Russian Federation under international law.

2 Significance of the Area

2.1 The Baltic Sea Area is a globally unique and sensitive brackish-water ecosystem. It is geologically young, semi-enclosed and shallow. The exchange of water with the North Sea is limited and slow, resulting in long residence time of water as well as low and varying levels of salinity. The climate ranges from sub-arctic to temperate and large parts of the Baltic Sea are annually ice-covered. All these factors have resulted in a marine environment with low biodiversity. Despite the low number of marine species, the area hosts a unique mix of marine, freshwater and a few true brackish-water species. The Baltic marine and coastal areas consist of globally important breeding grounds, nurseries, shelters and food sources for coastal birds and waterfowl. The diversity of coastal biotopes is high and characterized by many threatened aquatic and terrestrial species. The disappearance of single-key species could seriously impede the functioning of the whole system. Hence, the Baltic marine ecosystem is considered as particularly vulnerable to man-made disturbances.

2.2 The PSSA Baltic Sea Area is vulnerable to damage by international shipping activities. The Baltic Sea Area has some of the densest maritime traffic in the world. During recent decades the traffic in the area has not only increased but the nature of the traffic has also changed rapidly. One tendency is the increase in the transportation of oil and other harmful substances by ships, which also increases the potential for water pollution. A spill could have disastrous effects on the vulnerable nature of the area such as fish spawning areas and breeding, nursery and resting areas for birds and marine mammals.

2.3 More than 2,000 ships are en route in the area on an average day, not including ferries, smaller fishing vessels or leisure craft. Of these 2,000 ships around 200 are oil tankers, some carrying a cargo of 150,000 tons.

ANNEX 2

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

Reference chart: German Chart No: 40 (6th Edition, 1998)

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'.220 N	014° 07'.086 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

NEW TRAFFIC SEPARATION SCHEME NORTH OF RÜGEN

Reference chart: German Chart No: 40 (6th Edition, 1998)

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 Bornholmsgat;
- 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 |

(d) A traffic lane for westbound traffic is situated between the separation zone and the North traffic separation line.

(e) A traffic lane for eastbound traffic is situated between the separation zone and the South traffic separation line.

AMENDMENT TO THE TRAFFIC SEPARATION SCHEME OFF GOTLAND ISLAND

RULE CONCERNING MAXIMUM DRAUGHT

The following note shall be added to the traffic separation scheme “Off Gotland Island”:

Note:

Maximum draught in the traffic separation scheme is 12 metres. All ships bound to or from the northeastern Baltic Sea with a draught of more than 12 metres are recommended to use the deep-water route Off Gotland Island.

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

Reference chart: German Chart No: 163 (11th Edition, 2003)

Note: This chart is based on World Geodetic System 1984 Datum (WGS-84)

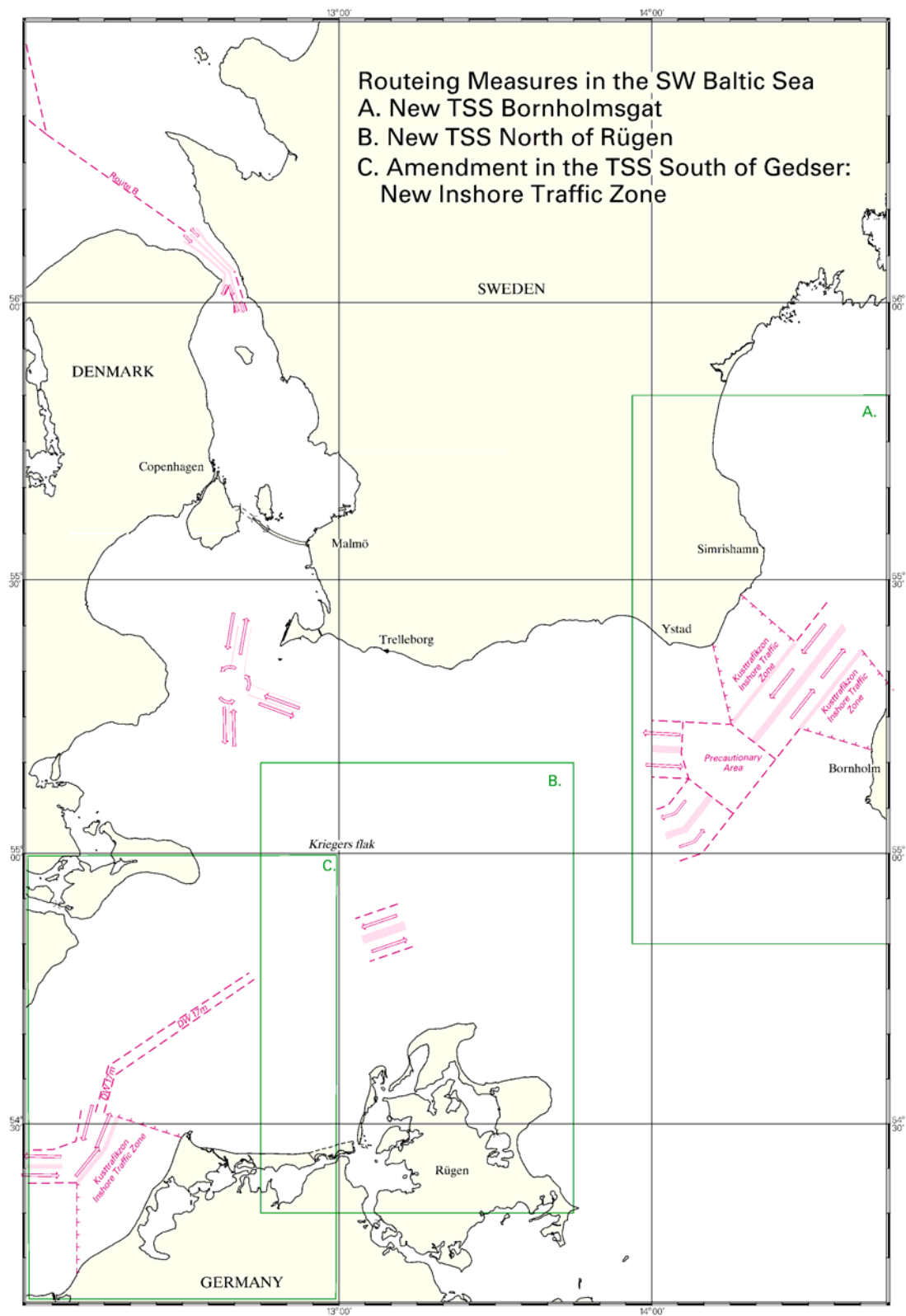
The new inshore traffic zone is situated between the TSS south of Gedser and the German coast.

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



B DEEP WATER ROUTE OFF GOTLAND ISLAND

Reference charts: Swedish Chart Nos.7 and 8 (2001)

Description of the deep-water route

The deep-water route is established 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 and south of the island of Gotland bound to or from the northeastern part of the Baltic Sea, with a draught exceeding 12 metres are recommended to use the deep-water route.

C AREAS TO BE AVOIDED IN THE SOUTHERN BALTIC SEA SOUTH OF THE ISLAND OF GOTLAND

(Reference chart: Swedish chart No.8 (2001))

Description of the areas to be avoided

For environmental protection of these sensitive areas, all ships with a gross tonnage of 500 or more, should avoid the areas.

The co-ordinates listed below are in WGS-84

(a) Hoburgs Bank

The area bounded by a line connecting the following geographical positions will be designated as an area to be avoided:

(1)	56° 49'.523 N	018° 38'.769 E
(2)	56° 40'.234 N	018° 45'.078 E
(3)	56° 24'.062 N	018° 36'.202 E
(4)	56° 22'.774 N	018° 08'.433 E
(5)	56° 34'.962 N	018° 06'.198 E

(b) Norra Midsjöbanken

The area bounded by a line connecting the following geographical positions will be designated as an area to be avoided:

(1)	56° 07'.873 N	017° 38'.408 E
(2)	56° 02'.172 N	017° 13'.172 E
(3)	56° 10'.097 N	017° 13'.682 E
(4)	56° 15'.016 N	017° 25'.612 E

Note: All vessels with a gross tonnage of 500 or more should avoid the areas.

