

NOTE

27-05-2020

Our reference:

Case nr. 2020 - 52574

National matters from Denmark, IALA COUNCIL SESSION 71

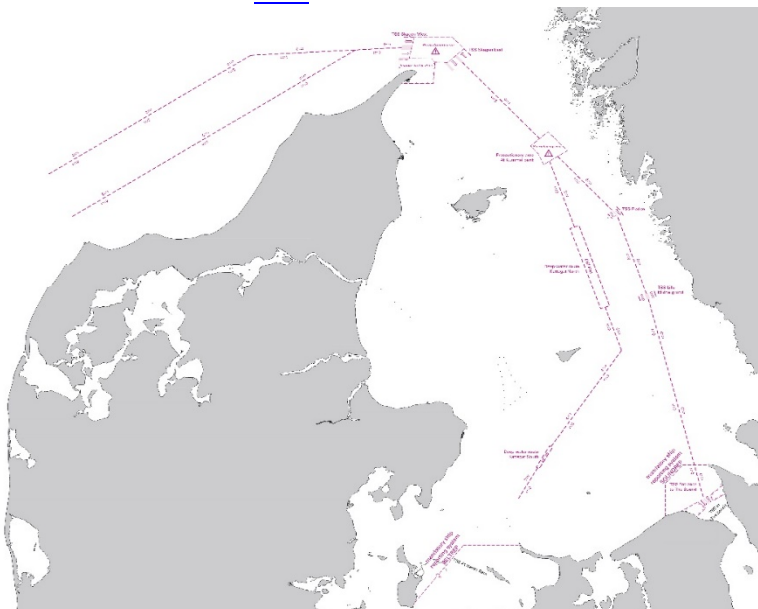
Denmark would like to inform the IALA Council of new shipping routes, which will become effective from July 1 2020.

The current Kattegat shipping route, Route T, was established over 40 years ago. About 70,000 ships a year pass through Kattegat and Skagerrak on their way to or from the Baltic Sea and several of these have significant draught.

On July 1, 2020, new shipping routes will be established in the waters Kattegat and Skagerrak. The new shipping routes are established to create more predictable traffic patterns and to guide the ships on routes that separate oncoming ship traffic better, thus increasing the safety of navigation and the protection of the environment. In some sections, so-called traffic separation schemes are introduced, which will simplify sailing and help prevent ship collisions. The new routing measures will be marked with a number and traditional Aids to Navigation as well as four virtual AtoN's.

The establishment of the new shipping routes are the result of a collaboration between governmental agencies in Sweden and Denmark, and IMO Maritime Safety Committee approved the routes in May 2018.

Below is a picture of the new routes and an information leaflet is enclosed with further details on the new routes. Additional information about the routes can also be found [here](#).



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NEW SHIPPING ROUTES IN DANISH AND SWEDISH WATERS

C71-7.4



From 1 July 2020

The International Maritime Organization (IMO) has decided to establish new routing measures in Skagerrak and Kattegat along the Danish and Swedish coasts from 1 July 2020 at 00:00 local time.

The intention is to create more predictable traffic patterns for the benefit of the safety of navigation in the area, and to reduce the large number of ships in the existing Route T by establishing a new recommended route – Route S – along the Swedish coast.

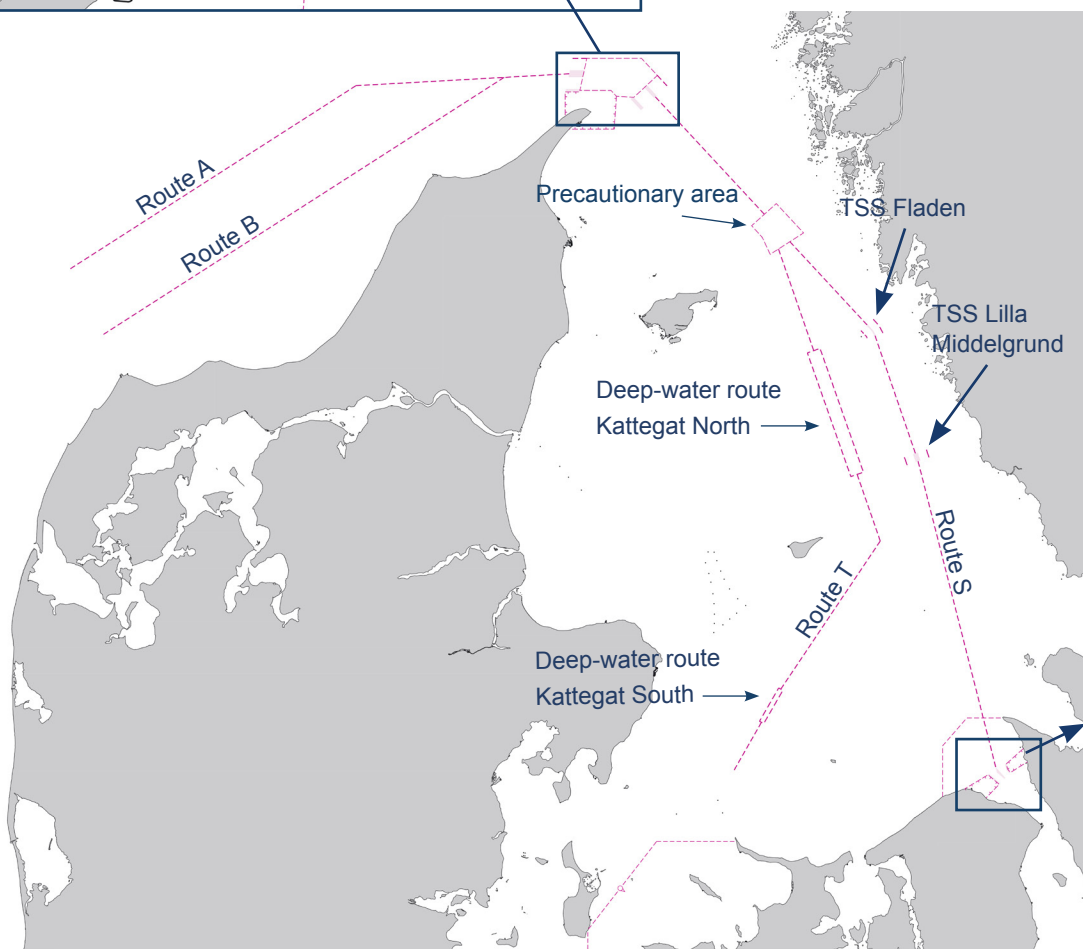
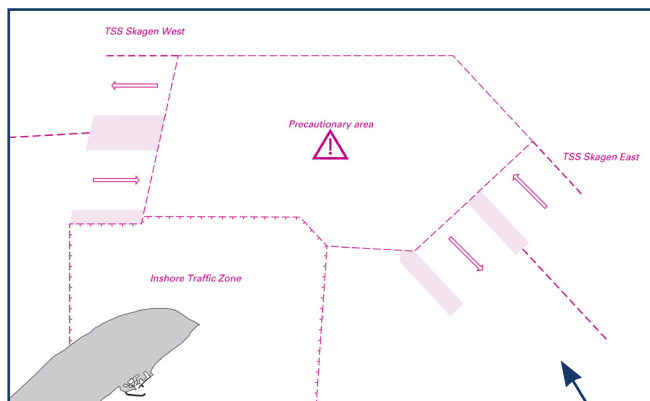
The ship traffic in the area off Skagen will, with the establishment of new traffic separation schemes and associated precautionary area, be more aligned and structured with a lower risk of collision and grounding.

What is new?

- Recommended Route A and recommended Route B, west of Skagen, Denmark
- Traffic separation schemes (TSS) with associated precautionary area and inshore traffic zone north of Skagen, Denmark
- Recommended Route S along the west coast of Sweden
- Minor changes in the existing Route T in Kattegat
- A precautionary area at the junction between the recommended Route T and the recommended Route S
- Two deep-water routes within the recommended Route T
- Three TSS and two associated inshore traffic zones within the recommended Route S.



Area off Skagen



The recommended Route A holds, according to available charts, a minimum water depth of 23 metres and recommended Route B holds a minimum water depth of 14 metres.

Route S, the route between Skagen and the entrance to the Sound, is recommended for ships with a draught of 10 metres or less.

The existing Route T will change slightly. This route is recommended for all traffic between Skagen and the Great Belt and for ships with a draught of 10 metres or more, to and from the entrance to the Sound.

At Route T, two deep-water routes – “Kattegat North” and “Kattegat South” – are established. They are recommended for ships with a draught of 10 metres or more. The minimum water depth in these routes is 19 metres.

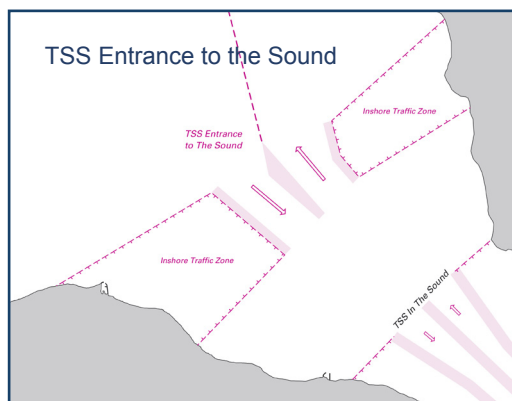
Northbound vessels not restricted by their draught are recommended to use the area east of the deep-water routes.

Southbound vessels not restricted by their draught are recommended to use the area west of the deep-water routes.

Which rules apply for traffic separation schemes (TSS)?

The International Regulations for Preventing Collisions at Sea (COLREG), more specifically Rule 10, apply to the water in and around a traffic separation scheme. In short, Rule 10 states:

- A vessel shall proceed in the appropriate traffic lane in the general direction of traffic flow for that lane.
- A vessel shall so far as practicable avoid crossing traffic lanes, but if obliged to do so shall cross on a heading as nearly as practicable at right angles to the general direction of traffic flow.
- A vessel navigating in areas near the terminations of traffic separation schemes shall do so with particular caution.
- A vessel of less than 20 metres in length or a sailing vessel shall not impede the safe passage of a power-driven vessel following a traffic lane.



Glossary

Inshore traffic zone: A designated area between a traffic lane and the coast. Inshore traffic zones may be used by vessels with a length less than 20 metres.

Recommended route: A suggested route for vessels in transit.

Routeing system: A system of routeing measures, for example recommended routes and traffic separation schemes, aimed at reducing the risk of casualties.

Traffic separation scheme: An area where opposing streams of traffic are separated into different traffic lanes.

Notice to Mariners: The official publication for corrections of navigational charts.

Precautionary area: An area where a vessel must navigate with particular caution.

New editions of charts

Concerning paper charts:

In April 2020, the Danish Hydrographic Office will publish a new Chart 121 together with new editions of Chart 92, 100, 101, 102, 122, 123, 124, 128, 129

and 131. At the same time, the Swedish Hydrographic office will publish new editions of Chart 2, 8, 74, 92, 93, 922, 924, 925 and 931.

Concerning ENC (Electronic Navigational Charts):

At the end of May 2020, the Danish and Swedish Hydrographic Offices will release new editions of ENCs, which are affected by the implementation of the new routeing measures.

The elements of the routeing measure system will be encoded with the start date 1st of July 2020.

The routeing measures will not appear on the ship's ECDIS until this date. Some ECDIS have ability to roll the display back or forward in time, and thereby mariners will be able to view the new routing system for planning purposes before the implementation.

Caution

For the introduction of the new routes, physical adjustments will be necessary at sea, and virtual AIS Aids to Navigation will also be deployed. Before and during the placing of buoys etc., marine traffic will be informed through Notices to Mariners (NtMs) and navigational warnings from the maritime administrations in Denmark and Sweden.