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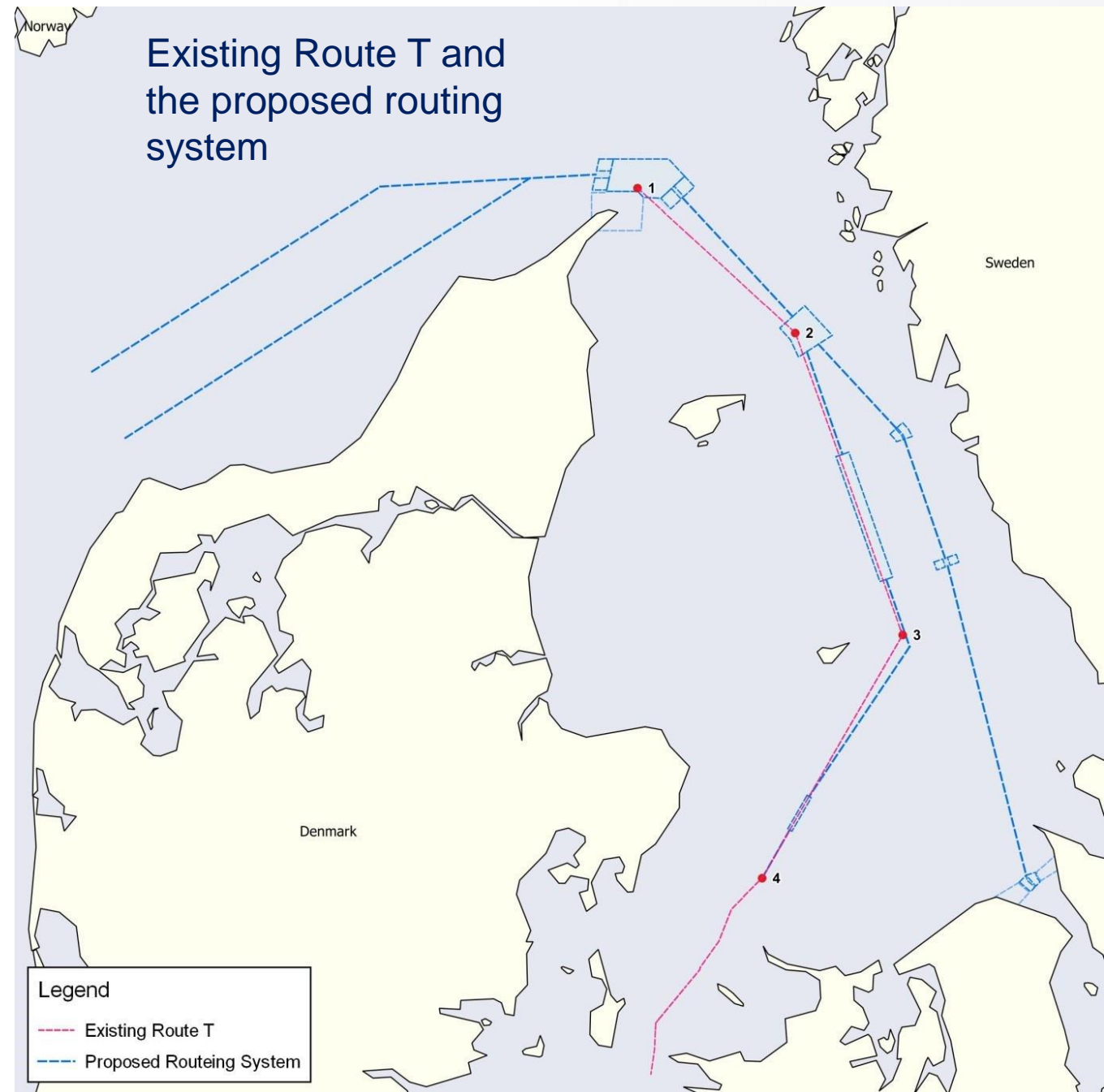
- Under today's conditions of navigation in Skagerrak and Kattegat ship traffic face unnecessary challenges without any assisting routing systems.
- Denmark and Sweden have developed new routing measures
- This will lead ship traffic via new routes that will guide and separate two-way ship traffic better than today and thus make navigation considerably more predictable and safe.

Reference:

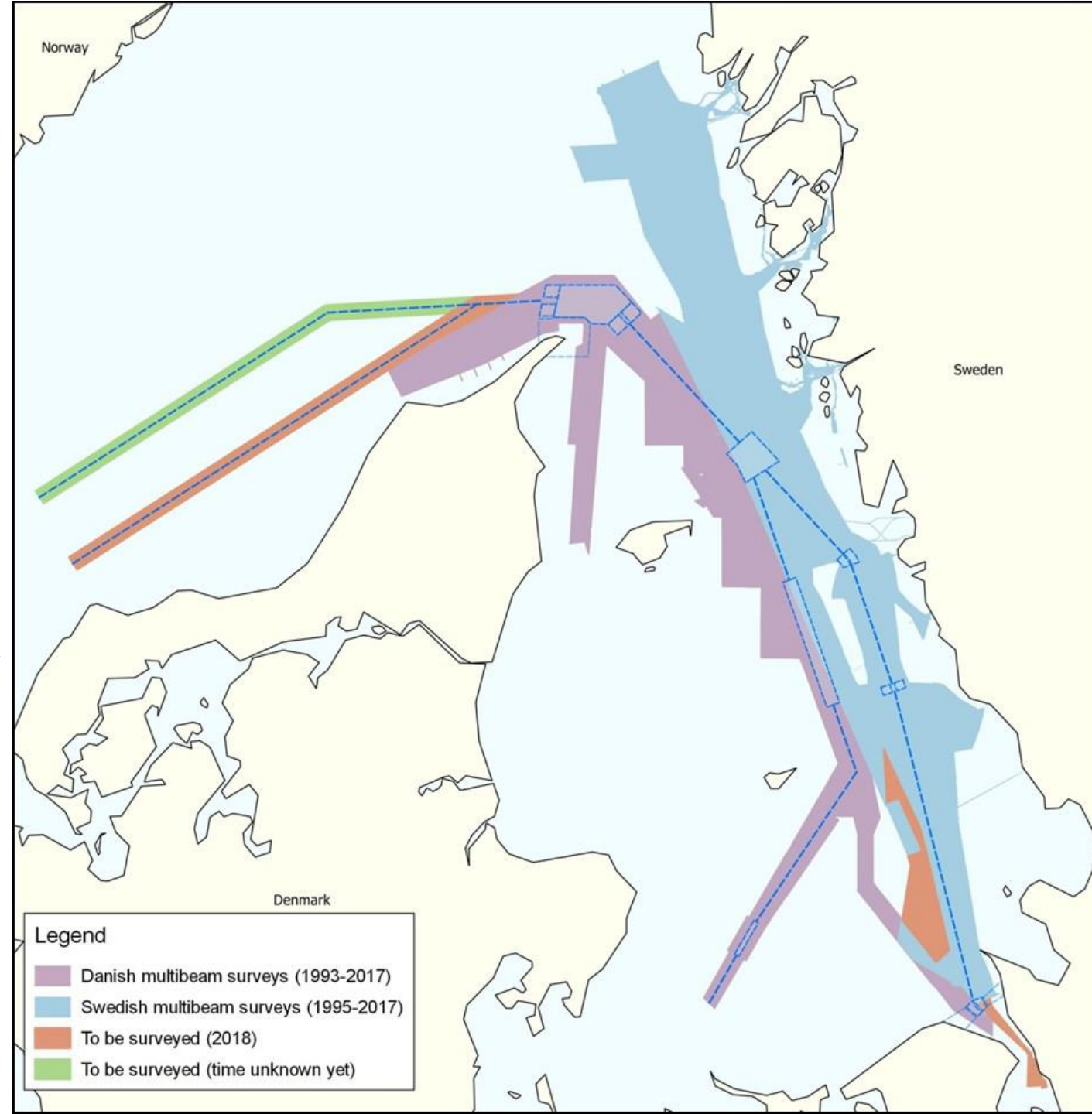
IMO NCSR 5/3/3

IMO NCSR 5/3/4

IMO NCSR 5/3/5



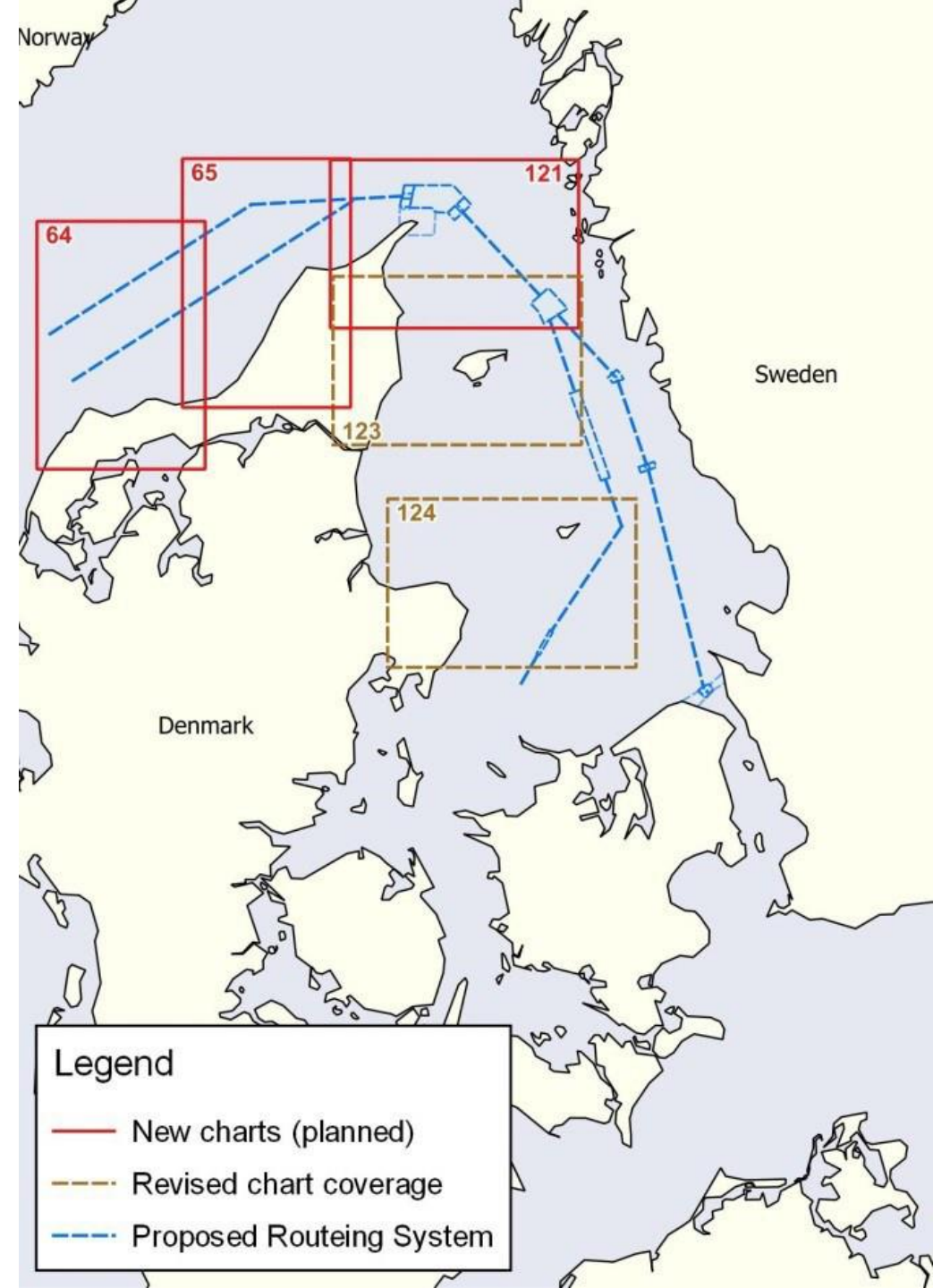
- Recommended route B has been surveyed in 2018.
- Recommended Route A will be surveyed in 2019.
- Hydrographic information will be updated in existing and new paper and electronic charts covering Skagerrak upon completion of the surveys.
- The implementation date of the routeing measures will be 1 July 2020.





DGA are making new ENC's in Coastal Band (DK3) with 30 and 50 m depth curves.

DGA are making 3 new charts in 1:100.000 and adjustment of chart 123 and 124 also in 1:100.000.





# NEW SHIPPING ROUTES IN KATTEGAT AND SKAGERRAK

**From 1 July 2020**

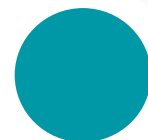
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The International Maritime Organization (IMO) has decided to establish new routing measures in Skagerrak and Kattegat from 1 July 2020.

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

- Traffic separation schemes (TSS) with associated precautionary area and in-shore traffic zone north of Skagen, Denmark
- Recommended route S outside the west coast of Sweden
- Slightly changes in the existing route T in Kattegat

New folder  
under  
preparation



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

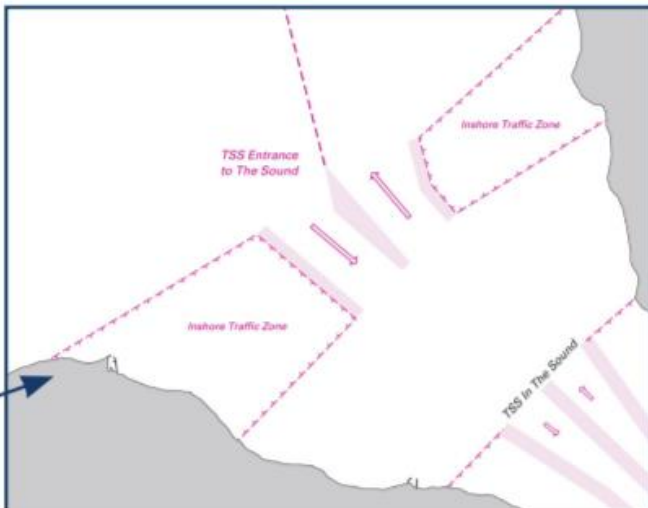
The existing Route T will change slightly, and this route is recommended for all traffic between Skagen and the Great Belt and for ships with a draught of 10 meters or more, to and from the entrance to the Sound.

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

### Which rules apply for traffic separation schemes (TSS)?

The International Regulations for Preventing Collisions at Sea (COLREG), most 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.



# Will be available in the beginning of 2020

