



**LITHUANIAN TRANSPORT SAFETY  
ADMINISTRATION MARITIME DEPARTMENT  
HYDROGRAPHY DIVISION**

# **NOTICES TO MARINERS**

## **SHIPPING REGULATIONS**

**Edition No. 1**

**31 MARCH 2023**

The 2023 edition of the publication “Shipping Regulations” (hereinafter referred to as – Publication) is published in accordance with the provisions for the collection and compilation of hydrographic data and publication, dissemination and keeping up to date of all nautical information required for safe navigation according to the International Convention for the Safety of Life at Sea (SOLAS), 1974.

The material of the Publication is compiled according to the Law on Maritime Safety of the Republic of Lithuania, Klaipeda State Seaport Shipping Rules, by the Law of the Klaipeda State Seaport of the Republic of Lithuania, by Mandatory directions of Klaipeda State Seaport Harbour Master, Butinge Oil Terminal Shipping Rules, and other applicable regulatory acts.

There is a form of Navigational Warning Note included at the end of this Publication (Appendix 6). On discovery of obstacles, any changes to navigational conditions, damaged or malfunction of navigational equipment, discrepancies in the official charts and/or publications should be reported to the Hydrography Division of the Maritime Department of the Lithuanian Transport Safety Administration (hereinafter referred to as – the Administration). Contact details enclosed.

The term Port used in the Shipping Regulations means Klaipeda State Seaport.

Positions are given in WGS84 coordinate system.

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## 1. GENERAL PROVISIONS

Publication contains information related to safe navigation in the Lithuanian territorial sea, the exclusive economic zone, seaports of the Republic of Lithuania and Butinge Oil Terminal (hereinafter referred to as – waters of the Republic of Lithuania).

Navigational safety information is published through the international NAVTEX service and is available on the Administration's website <https://hydro.eltsa.lt/nw/en.html>.

This Publication replaces the published publication “Shipping Regulations” 1.0/2022.

All foreign ships are free to navigate through the territorial sea of the Republic of Lithuania observing the principle of uninterrupted innocent passage and using sea lanes and recommended routes, where applicable, without prejudice to the interests and security of the Republic of Lithuania.

All Lithuanian flagged ships have a freedom of navigation in waters of the Republic of Lithuania complying with the requirements of regulatory enactments.

The freedom of navigation in certain areas of waters of the Republic of Lithuania may be temporarily restricted or prohibited to all ships during the military exercises or because of other security reasons. Information on restrictions is promulgated beforehand in the NAVTEX system, Maritime Safety Information (MSI) broadcasts (see Paragraph 5) and in the “Notices to Mariners”.

In the case of the emergency, anchoring or drifting within waters of the Republic of Lithuania captain, ship-owner, operator, charterer, or agent shall immediately notify Maritime Rescue Coordination Centre of the Navy of the Lithuanian Armed Forces (see Paragraph 3).

Electronic navigational charts of waters of the Republic Lithuania compiled by the Hydrography Division of the Maritime Department of Administration shall be considered as equivalent to nautical paper charts if they are used in relevant certified electronic chart display and information systems (hereinafter referred to as – ECDIS systems). Administration compiles the electronic navigational charts, navigational publications, and their updates. Only the latest editions of charts after their correction and updates in accordance with the navigation data published in the Administration's monthly publication "Notices to Mariners" are suitable to use for navigation.

## 2. THE BOUNDARY OF THE TERRITORIAL SEA, CONTIGUOUS ZONE, EXCLUSIVE ECONOMIC ZONE, AND CONTINENTAL SHELF OF THE REPUBLIC OF LITHUANIA

Lithuanian territorial sea, the contiguous zone, the exclusive economic zone, and the continental shelf defined by the area of the Baltic Sea, which is valid for full or partial jurisdiction of Lithuania (Appendix 1). This allows for more efficient operation and control of natural resources, protection of the environment from pollution, ensuring the safety of navigation and control of the state border.

**The normal baseline along the coast of the Baltic Sea** is a line joining the coordinates established by the Government of the Republic of Lithuania at sea, from which the breadth of the territorial sea of the Republic of Lithuania measured (see Table 1).

**The territorial sea of the Republic of Lithuania** is a 12-nautical-mile zone of the Baltic Sea along the coast of the Republic of Lithuania with borders with the Republic of Latvia in the North and the Russian Federation in the South. Boundaries of both countries are determined by the international treaties of the Republic of Lithuania and generally recognized principles and norms of international law.

The Lithuanian territorial sea is bounded by the normal baseline, by bilateral agreements with the Republic of Latvia and the Russian Federation from North and South, in the West along the lines, in the limit determined in accordance with the Lithuanian State border and Protection Act and the provisions of the Convention (see Tables 1, 2, 3, 4).

Table 1. The normal baseline along the coast of the Baltic Sea

Point No	Position	
	Latitude	Longitude
1.	56° 04.15'N	21° 03.86'E
2.	55° 55.25'N	21° 02.69'E
3.	55° 43.63'N	21° 04.56'E
4.	55° 37.78'N	21° 06.40'E
5.	55° 32.55'N	21° 05.91'E
6.	55° 23.17'N	21° 02.08'E
7.	55° 16.85'N	20° 57.22'E

Table 2. The state boundary with the Russian Federation (The southern limit of the territorial sea)

Point No	Position	
	Latitude	Longitude
7.	55° 16.85'N	20° 57.22'E
14.	55° 23.04'N	20° 39.23'E

Table 3. The state boundary with the Republic of Latvia (The northern limit of the territorial sea)

Point No	Position	
	Latitude	Longitude
1.	56° 04.15'N	21° 03.86'E
8.	55° 02.73'N	20° 42.58'E

Table 4. The outer limit of the territorial sea

Point No	Position	
	Latitude	Longitude
8.	56° 02.73'N	20° 42.58'E
9.	55° 54.93'N	20° 41.36'E
10.	55° 43.51'N	20° 43.33'E
11.	55° 38.14'N	20° 45.23'E
12.	55° 33.90'N	20° 44.91'E
13.	55° 27.33'N	20° 42.33'E
14.	55° 23.04'N	20° 39.23'E

**The contiguous zone of the Republic of Lithuania** - part of the exclusive economic zone of the Republic of Lithuania, adjacent to the territorial sea of the Republic of Lithuania at distance of 24 nautical miles from the territorial sea baseline of the Republic of Lithuania (see Table 5).

The purpose of the contiguous zone is the prevention of customs, taxes, sanitation and other violations, the pursuit of "hot traces".

Tables 5. The coordinates of the limit of the contiguous zone of the Republic of Lithuania

Point No	Position	
	Latitude	Longitude
15.	56° 02.50'N	20° 21.15'E
16.	55° 54.56'N	20° 20.04'E
17.	55° 43.32'N	20° 22.11'E
18.	55° 38.44'N	20° 24.05'E
19.	55° 35.19'N	20° 23.89'E
20.	55° 31.44'N	20° 22.50'E
21.	55° 29.49'N	20° 21.37'E

**The exclusive economic zone of Lithuania, coinciding with the continental shelf**, is bounded from the shore to the outer boundary of the territorial sea, from the southern and northern boundaries of the bilateral and trilateral treaties to the west, along the lines of the Swedish EEZ. The exclusive economic zone shall be subject to the special legal regime laid down in Part V of the Convention on the Law of the Sea (UNCLOS), according to which all the rights and jurisdictions of the coastal State and the rights and freedoms of other States are determined by the relevant provisions of the UNCLOS Convention.

The coordinates of the bounding points of the exclusive economic zone and continental shelf of the Republic of Lithuania are provided in Tables 6, 7, 8.

Table 6. The boundary of the exclusive economic zone and continental shelf between the Republic of Lithuania and the Russian Federation

Point No	Position	
	Latitude	Longitude
14.	55° 23.04'N	20° 39.23'E
22.	55° 38.18'N	19° 55.47'E
23.	55° 55.42'N	19° 02.81'E
24.	55° 55.92'N	19° 01.27'E

Table 7. The boundary of the exclusive economic zone and continental shelf between the Republic of Lithuania and the Kingdom of Sweden

Point No	Position	
	Latitude	Longitude
24.	55° 55.92'N	19° 01.27'E
25.	55° 57.30'N	19° 03.98'E
26.	55° 58.87'N	19° 04.82'E
27.	56° 02.43'N	19° 05.60'E
28.	56° 02.73'N	19° 05.78'E

Table 8. The boundary of the exclusive economic zone and continental shelf between the Republic of Lithuania and the Republic of Latvia

Point No	Position	
	Latitude	Longitude
8.	56° 02.73'N	20° 42.58'E
28.	56° 02.73'N	19° 05.78'E

### 3. MARITIME RESCUE AND COORDINATION CENTRE

Maritime Rescue Coordination Centre (hereinafter referred to as the MRCC) is a subdivision of the Navy of the Lithuanian Armed Forces. The MRCC operates 24 hours a day. It is located at N. Uosto g. 24, LT-92244 Klaipeda.

#### General emergency number 112

MRCC duty officer

Phones: + **370 46 391 257** (24/7), + **370 46 391 258**(24/7)

+ **370 46 218 107** (reserve)

Fax + **370 46 391259**

Radio contact: VHF – **channel 16**, call sign “**Klaipeda Rescue**”

Air band – **121, 5 MHz**

DSC – **MMSI No 002770330**

A1 DSC zone – **channel 70**

A2 DSC zone – **2187.5 kHz**

INMARSAT-C – **telex 427799011**

E-mail [mrcc@mil.lt](mailto:mrcc@mil.lt)

Lithuanian Search and Rescue Responsibility Region adjoins Search and Rescue Responsibility Regions of neighbouring countries of the Republic of Latvia, the Russian Federation (region of Kaliningrad) and the Kingdom of Sweden. The farthest point of the region lies 107 miles away westwards off the entrance of the Port.

Tasks of the MRCC:

- shall be to perform organizing, coordinating, and managing of search and rescue in the search and rescue area;
- shall be to perform organizing, coordinating, and managing removal of spills of oil and other hazardous substances as well as liquidation of other pollution incidents in the sea area.

Functions of the MRCC:

- monitoring the emergency frequencies for shipping 24 hours a day;
- organization and coordination of Search and Rescue (SAR) operations in area that involves open sea, harbour waters of the Port and Curonian Lagoon;
- organization and coordination of oil pollution containment operations in area of responsibility;
- in accordance with situation request assistance from Lithuanian Navy, Air force, the Port Authority, Coastguard, Fire department, ambulance, municipalities other state institutions and even neighbouring countries;
- make decisions whether terminate or prolong the operation.

In all cases the MRCC shall be quickly and compulsorily informed if the ship's crew and property are under threat while the vessel proceeds within the sea area under the jurisdiction of the Republic of Lithuania.

#### **4. PROVISION OF PLACES OF REFUGE FOR SHIPS IN EMERGENCY**

Identification data of competent authorities in charge for evaluation of situation and decision making for ship in emergency on admission and chosen place of refuge.

##### **Maritime Rescue and Coordination Centre of the Navy of the Lithuanian Armed Forces**

Officer on duty (24/7)

Phones: + 370 46 391 257, + 370 46 391 258

Fax + 370 46 391 259

E-mail [mrcc@mil.lt](mailto:mrcc@mil.lt)

Main contact person – Head of MRCC.

Phone + 370 46 391 254

##### **State Enterprise Klaipeda State Seaport Authority**

Main contact person – Harbour Master of the Port.

Phone + 370 46 499 688.

Mob. phone + 370 658 95 039.

##### **Maritime Department of the Lithuanian Transport Safety Administration**

Vessel Traffic Monitoring Officer on duty (24/7):

Address: J. Janonio str. 24, LT-92251, Klaipeda.

Mob. phone + 370 618 12 591

E-mail [vtm@ltsa.lt](mailto:vtm@ltsa.lt)

##### **Department of environmental protection under the Ministry of the environment, Marine Environmental Protection Agency**

Main contact person – Head of Marine Environmental Protection Agency

Mob. phone + 370 686 10 162

Alternative contact person – Deputy Head of Marine Environmental Protection Agency.

Mob. phone + 370 686 10 159

## 5. MARITIME SAFETY INFORMATION

Maritime safety information means navigational and meteorological warnings, meteorological forecasts and other urgent safety-related messages broadcast to ships.

Navigational warnings (NW), notices to mariners (NtM) are issued by the Hydrography Division of the Maritime Department of the Administration and available on the website <https://ltsa.lrv.lt> of the Administration in Lithuanian and English.

NW: <https://hydro.eltsa.lt/nw/en.html>

NtM: <https://hydro.eltsa.lt/portal/apps/sites/#/hidrografine-veikla/pages/pranesimai-jurininkams-2023>

There are all valid publications such as “Shipping regulations”, “List of lights”, “Maritime buoyage system” available on the web site.

Meteorological forecasts for waters of the Republic of Lithuania are available <http://www.meteo.lt/en/sea-forecasts>.

Meteorological forecasts in the Port and the Curonian Lagoon are available on the Klaipeda State Seaport Authority’s website [www.portofklaipeda.lt](http://www.portofklaipeda.lt) in Lithuanian, English, and Russian.

The Vessel Traffic Service (hereinafter referred to as VTS) shall notify the captains of the vessels about dangerous hydrometeorological conditions through VHF channels 9 and 16, whereas the The Seaport Maintenance Division of the Seaport Authority (hereinafter referred to as SMD) shall notify the users of the Port’s quays and ship agents.

## 6. SEAPORTS AND THEIR APPROACHES

### 6.1. Klaipeda state seaport

Klaipeda State Seaport Authority is located at J. Janonio str. 24, LT-92251 Klaipeda.

Phone + **370 46 499 799**

Fax + **370 46 499 777**

E-mail [info@port.lt](mailto:info@port.lt)

Web site [www.portofklaipeda.lt](http://www.portofklaipeda.lt)

#### 6.1.1. General provisions

6.1.1.1. **Klaipeda State Seaport** (hereinafter referred to as the Port) consists of port land, harbour waters, harbour infrastructure, railway tracks located in the port area and other port facilities.

6.1.1.2. The Port land and harbour waters are managed, used, and disposed of by the State Enterprise Klaipeda State Seaport Authority (hereinafter referred to as the Seaport Authority) in trust.

6.1.1.3. The Port shall be open to domestic and international shipping.

6.1.1.4. The Minister of Transport shall approve Regulations for Klaipeda State Seaport Operations (hereinafter referred to as Regulations) and the Port Shipping Rules. The said Regulations shall be binding to all natural and legal persons, organizations and their subdivisions located, working, or operating in the Port.

6.1.1.5. The Harbour Master shall ensure the Port operations pertaining to navigation. The manager of the Seaport Authority shall appoint and dismiss the Harbour Master.

6.1.1.6. Ships equipped with nuclear power plants or carrying nuclear weapons shall be denied entry into the Port.

6.1.1.7. Ships with military and state status of foreign states, operating for non-commercial purposes, may enter the port in accordance with the procedure established by the Government of the Republic of Lithuania.

6.1.1.8. In the Port, passenger services shall be rendered, cargoes, postal dispatches and parcels shall be handled, ships shall be attended to, transportation, and forwarding and warehousing operations shall be performed in places specially intended for the purpose only.

6.1.1.9. In the Port, priority shall be given to attending liner ships.

6.1.1.10. Ship managers shall be obliged to pay port dues for using the port facilities. The Government of the Republic of Lithuania shall establish the types of port dues, their maximum amounts, and the principles of application of the dues.

6.1.1.11. The Seaport Authority shall be entitled to temporarily terminate or limit attendance to vessels or acceptance of passengers, cargoes, and postal dispatches in the Port due to natural calamities, catastrophes, accidents, quarantine, strike, embargo, and other circumstances of similar nature. Such a decision by the Seaport Authority shall be made public.

#### 6.1.2. Harbour waters of the Port

6.1.2.1. **Harbour waters** is a water area the boundaries whereof are defined by the Government of the Republic of Lithuania.

6.1.2.2. The maximum speed of 8 knots of the vessels is established throughout harbour waters of the Port. The maximum permissible speed of the vessel may be changed by instruction of the on-duty operator of VTS to ensure the requirements of safe navigation.

6.1.2.3 No speed limitations shall apply for the vessels sailing for rescue purposes on instruction of the Harbour Master and the warships sailing for a combat mission if this does not pose danger for

human and property safety. Such vessels shall have the right of priority to sail in the harbour waters of the Port and through the shipping canal.

6.1.2.4. A two-way vessel traffic is permitted in the shipping canal of the Port, except the turning points of the shipping canal and entrance to Malku Bay.

6.1.2.5. The vessels smaller than 24 metres may sail only beyond the shipping canal and cross it perpendicularly if this manoeuvre is finished not closer than 500 metres to the approaching vessel. Upon receipt of the VTS permit, these vessels may sail on the outskirts of the shipping canal, without causing any hindrances to the ships that are able to sail only in the canal.

6.1.2.6. Vessels that are not equipped with radar shall not be permitted to navigate in the harbour waters of the Port at a visibility of less than 0,5 nautical miles.

6.1.2.7. Under conditions of the wind with the speed exceeding 20 m/s, no sailing of any vessel, their mooring, unmooring, and re-mooring are permitted without a separate permit of the Harbour Master, save for the vessels sailing in the internal harbour waters of the Port indicated in Clause 6.1.2.5. herein.

6.1.2.8. All the vessels must sail within safe distance from the liquefied natural gas floating storage (hereinafter referred to as LNG) facility and LNG carrying vessel, unless provided otherwise in the mandatory instruction of the Harbour Master.

6.1.2.9. All the vessels must sail with minimum distance of 25 metres from the vessels supplying LNG fuel, and they must sail at minimum speed that allows control of the vessel.

6.1.2.10. Leisure, sport vessels, sailing yachts, small and fishing vessels are prohibited:

- to sail in the eastern part of the harbour waters of the Port located between the bearings of the navigation canal and the berths of the port Authority, except for cases when permission from the VTS has been received;
- to sail between the Kiaules Nugara Island and quays No. 147–152;
- to sail at the distance of less than 20 metres from the quays No. 123–126 at the Port territory.

6.1.2.11. **Inner harbour waters of the Port bounded by:**

- in the North – a line, joining heads of port old moles;
- in the East – the coast line;
- in the South – the line, joining following positions:

No	Position	
1.	55°37.94'N	21°08.07'E
2.	55°38.03'N	21°09.47'E

- in the West – the eastern coastline of Curonian Spit, excepting 30 metres of water zone along the coast.

6.1.2.12. **Outer limit of the Port bounded by:**

No	Position	
1.	55°48.00'N	20°45.00'E
2.	55°48.00'N	21°03.97'E
3.	55°43.52'N	21°04.98'E
4.	55°43.40'N	21°05.42'E
5.	55°43.32'N	21°05.63'E
6.	55°43.28'N	21°05.63'E
7.	55°43.32'N	21°05.02'E
8.	55°39.00'N	21°06.02'E
9.	55°40.47'N	20°50.00'E
10.	55°41.28'N	20°45.00'E

### 6.1.3. Anchorage areas of the Port

**Anchoring areas of the Port.** Shipmasters of the anchored vessels must ensure to maintain listening watch on VHF channels 16 and 9. When the wind speed exceeds 15 m/s, or when the vessel receives a VTS warning, shipmasters of the anchored vessels must heave up the anchors and sail to the open sea. At a westerly wind exceeding 15 m/s, the vessels that, experience difficulties to remain outside due to construction or design of the vessel as reported by the shipmaster may exercise priority to enter port.

Responsibility for property (anchors, etc.) lost at the outer road and the inner harbour waters through the fault of the shipmaster shall rest with the owner of such property. Sunken property shall be recovered or removed in accordance with the procedure set forth in the Law on Klaipeda State Seaport of the Republic of Lithuania.

Anchorage	Positions		Bottom	Notes
Area No 1 (northern)	55° 48.00'N	20° 50.00'E	Slime	Minimal depth – 34 m
	55° 48.00'N	20° 53.20'E		
	55° 45.80'N	20° 52.20'E		
	55° 45.80'N	20° 50.00'E		
Area No 2 (southern)	55° 43.70'N	20° 50.00'E	Sand	Minimal depth – 39 m
	55° 43.70'N	20° 52.00'E		
	55° 41.80'N	20° 52.00'E		
	55° 41.80'N	20° 50.00'E		
Anchorage area of LNG	55° 48.00'N	20° 45.00'E	Sand, clay	Minimal depth – 37 m
	55° 48.00'N	20° 50.00'E		
	55° 45.80'N	20° 50.00'E		
	55° 45.80'N	20° 45.00'E		

To guarantee safety of the vessel carrying LNG, the protection area of 5 nautical miles is established westwards from the western boundary of the external harbourage.

### 6.1.4. Navigation channel of the Port

**Navigation channel** is a part of harbour waters, marked by navigational marks and leading lines according to lateral buoyage system, beginning from Safe water light-buoy No. 1 up to southern part of inner harbour area. Two-way ship traffic is permitted in the Navigation channel of the Port, except turns of the navigation channel and entry to Malku Ilanka.

The vessels (with appropriate technical characteristics) shall be issued with the VTS instruction to sail in the places other than the shipping canal for the purposes of control of the vessel traffic. The vessel able to sail in the shipping canal shall have the right of priority in respect of other vessels located outside the canal. The vessels may cross the shipping canal perpendicularly if this manoeuvre is finished not closer than 500 metres until the approaching vessel. All vessels sailing in the places other than the shipping canal shall follow the requirements of the Convention on International Regulations for Preventing Collisions at Sea (1972) hereinafter referred to as the COLREG-72.

### 6.1.5. Pilot boarding place

No	Position	
1.	55° 43.89'N	20° 59.79'E

### 6.1.6. Vessel traffic service

**Vessel traffic service** (hereinafter referred to as VTS) is a subdivision of the Harbour Master of the Seaport Authority.

VTS operates 24 hours a day.

Phone + **370 46 499 691**, + **370 46 499 672**

Fax + **370 46 499 729**

Radio contact by VHF **channel 9**, call sign “**Klaipeda Radio-5**”

E-mail [let@port.lt](mailto:let@port.lt)

The VTS shall control vessel traffic at the entire harbour waters of the Port. Any movement of ships shall be subject to a VTS permit, except for the vessels referred to in the provisions of 6.1.2.5.

The VTS performs the following functions:

- radiolocation control over vessel traffic;
- radiolocation control over vessels staying at the anchorage area;
- provides navigational, hydro meteorological and other information to the vessels, users of port berths and other involved parties;
- remote pilotage by employing radiolocation facilities.

To ensure the safety of a vessel and the port, vessels shall be subject to remote pilotage by VTS in the following cases, irrespective of the fact whether the pilot is aboard the vessel or not:

- when the visibility is less than 0,5 M;
- vessels carrying dangerous or polluting cargo;
- vessels with the maximum permissible draught;
- when a complicated navigational situation has occurred.

VTS orders shall be strictly followed with regards to:

- order of priority of sailing;
- sailing route and speed;
- anchorage area;
- avoidance of danger.

The shipmaster of the vessel that uses VTS service shall ensure reliable communication on VHF channel 9 (unless another channel is indicated by the VTS). All conversations between the vessel and VTS as well as the situation in the harbour waters are being recorded; audio and video recording shall be kept for 30 days.

Use of VTS services do not relieve the shipmaster from responsibility to ensure safe navigation and security of the vessel.

### 6.1.7. The Port maintenance division

**The Port maintenance division** (hereinafter referred to as PMD) is a subdivision of the Harbour Master of the Seaport Authority.

PMD operates 24 hours a day.

Phone + **370 46 499 635**, + **370 46 499 704**

Fax + **370 46 499 671**

Radio contact by VHF **channel 10**, call sign “**Klaipeda radio-32**”

E-mail [operator@port.lt](mailto:operator@port.lt)

After having registered a terminated sailing, the captains of the vessels must notify PMD through the VHF channel 10 (the call sign “Klaipeda radio-32”) when calling at (departing from) the Port.

## 6.2. Butinge oil terminal

Pipeline and Terminal Operations Division of Butinge Oil Terminal, a part of ORLEN Lithuania, is located at Terminalo kelias 2, LT-00325 Palanga.

Phone + **370 443 93 460**

E-mail [butinge@orlenlietuva.lt](mailto:butinge@orlenlietuva.lt)

Web site [www.orlenlietuva.lt](http://www.orlenlietuva.lt)

Dispatcher office of Terminal

Phone + **370 443 93 459**

E-mail [terminalcontrolroom@nafta.lt](mailto:terminalcontrolroom@nafta.lt)

Radio contact by VHF **channel 71**, call sign “**Terminal control**”.

### 6.2.1. General provisions

6.2.1.1. **Butinge Oil Terminal** (hereinafter referred to as the Terminal) is a territory, consisting of the land domain attributed to the Terminal with buildings, oil storage tanks, pipelines, all related equipment, and the Terminal waters with navigation marks.

6.2.1.2. The Terminal does not constitute a part of any port of the Republic of Lithuania and has an independent status. Terminal is being managed and used by Public Company ORLEN Lithuania.

6.2.1.3. **SPM** – a single point mooring buoy.

6.2.1.4. The purpose of the Terminal is to accumulate, store, pump, and prepare for transportation crude oil and oil products that are being imported, exported, or carried by transit via **SPM**.

### 6.2.2. The Terminal waters area

6.2.2.1. **The Terminal waters** is a sea territory of 1000 metres radius around SPM and 300 metres on both sides off the safety zone of the pipeline (see item 2.2.7).

6.2.2.2. The entrance to the Terminal waters is safe when visibility is more than 0,5 M.

6.2.2.3. Navigation and maneuvers of ships (including mooring), which enter or leave the Terminal waters, are only allowed within the anchorage area, the navigation channel, and the Terminal waters upon the permission of the Control Room of the Terminal. The anchoring is permissible only within anchorage area.

6.2.2.4. Navigation, maneuvers, fishing, or such other activities, which are not related to operations of the Terminal, are prohibited within the Terminal waters, the navigation channel, or the anchorage area, except the ships coming for loading or discharging at the Terminal and leaving it, as well as service boats.

Name	Position		Bottom
SPM	56° 02.79'N	20° 57.61'E	Pebbles, sand
Pipeline	56° 03.59'N 56° 02.79'N	21° 04.08'E 20° 57.61'E	Pebbles, mud, sand
Safety zone of the pipeline	56° 02.99'N 56° 03.77'N 56° 03.39'N 56° 02.65'N	20° 57.88'E 21° 04.02'E 21° 04.08'E 20° 58.08'E	Pebbles, mud, sand

### 6.2.3. Anchorage area of the Terminal

**Anchorage area** is a sea territory for anchoring of ships, which are waiting for a permission to enter the Terminal waters.

The shipmaster must use mooring and loading expert services (loading masters) when navigating from the anchorage area to the SPM and back.

Name	Position		Bottom	Notes
Anchorage area of the Terminal	55° 58.99'N	20° 47.63'E	Sand, moraine	Minimal depth – 24 m
	55° 57.14'N	20° 49.17'E		
	55° 56.14'N	20° 45.37'E		
	55° 57.99'N	20° 43.83'E		

### 6.2.4. Navigation channel of the Terminal

**Navigation channel of the Terminal** is a sea territory, which bands the anchorage area with the Terminal waters.

No	Position		Bottom	Notes
1.	55° 59.73'N	20° 44.48'E	Sand, gravel	Minimal depth – 17 m
2.	56° 03.05'N	20° 57.48'E		
3.	56° 02.51'N	20° 57.78'E		
4.	55° 59.19'N	20° 44.93'E		

### 6.2.5. Pilot boarding place

No	Position	
1.	56° 01.50'N	20° 53.00'E

### 6.3. Sventoji seaport

Municipality Company "Sventoji Seaport Authority" of Palanga is located at Sventoji str. 14, LT-00306 Palanga.

The navigation in the seaport of Sventoji is currently suspended until further notice.

#### 6.3.1. General provisions

6.3.1.1. The seaport of Sventoji (hereinafter referred to as the Port of Sventoji) shall constitute state property of the Republic of Lithuania.

6.3.1.2. Harbour waters of Sventoji, land territory and port infrastructure are operated by the right of trusteeship, managed by the Sventoji Seaport Authority (hereinafter referred to as the Authority). The Authority is Palanga municipality enterprise established by a decree of the Government of the Republic of Lithuania. The rights and obligations are governed by the Minister of Transport.

6.3.1.3. The Authority administers devolved functions of state enterprise the Authority according to the Law on the State Seaport of Sventoji.

#### 6.3.2. Boundaries of outer harbour waters of the Port of Sventoji (Outer Road)

No	Position		Bottom
1.	56° 02.50'N	21° 00.00'E	Clay, mud, sand
2.	56° 02.50'N	21° 04.30'E	
3.	56° 00.00'N	21° 04.40'E	
4.	56° 00.00'N	21° 00.00'E	

#### 6.3.3. Anchorage area of the Port of Sventoji

No	Position		Bottom	Notes
1.	56° 01.00'N	21° 00.00'E	Clay, gravel, grit, pebbles, boulders	Minimal depth – 10,1 m
2.	56° 01.00'N	21° 02.00'E		
3.	56° 00.00'N	21° 02.00'E		
4.	56° 00.00'N	21° 00.00'E		

## 7. RECOMMENDED ROUTES

### 7.1. West fairway of Approaches of the Port KLP-01

No	Position of route center point		Course	Distance	Width
	Latitude	Longitude			
1.	55° 40.62'N	19° 48.61'E			4 M
			084.8°-264.8°	34,9 M	
2.	55° 44.03'N	20° 50.00'E			
			092.5°-272.5°	8,5 M	
3.	55° 43.68'N	21° 05.02'E			

### 7.2. Southwest fairway of Approaches of the Port KLP-02

No	Position of route center point		Course	Distance	Width
	Latitude	Longitude			
1.	55° 33.77'N	20° 09.00'E	066.4°-246.4°	25,4 M	4 M
2.	55° 44.03'N	20° 50.00'E			

### 7.3. Entrance fairway of the Terminal BUT-01

No	Position of route center point		Course	Distance	Width
	Latitude	Longitude			
1.	56° 00.00'N	20° 46.84'E	065.1°-245.1°	6,7 M	4 M
2.	56° 02.79'N	20° 57.61'E			

### 7.4. Fairway to Approaches of the Terminal BUT-02

No	Position of route center point		Course	Distance	Width
	Latitude	Longitude			
1.	55° 43.05'N	20° 32.00'E	026.3°-206.3°	13,3 M	4 M
2.	55° 54.98'N	20° 42.43'E			

### 7.5. Fairway to Approaches of the Terminal BUT-03

No	Position of route center point		Course	Distance	Width
	Latitude	Longitude			
1.	56° 02.58'N	20° 32.73'E	144.4°-324.4°	23,1 M	4 M
2.	55° 43.88'N	20° 56.66'E			

Schemes of the recommended shipping routes in waters of the Republic of Lithuania and shipping routes division into hydrographic survey categories are presented in Appendix 2.

## 8. MILITARY PRACTICE AREAS

Due to the danger to safe navigation shipping may be temporarily restricted at military exercises periods in the military practice areas. Information on military exercises is promulgated via NAVTEX and provided on the Administration’s website.

Military exercises of the Lithuanian Armed Forces are organised at the areas approved by the Minister of Transport of the Republic of Lithuania.

Scheme of the military practice areas is presented in Appendix 2.

### 8.1. Area Southwards off the Port – danger area EYD 17 Juodkrante

Nr.	Koordinatės	
1.	55° 36.98'N	20° 45.88'E
2.	55° 38.53'N	21° 00.55'E
3.	55° 37.67'N	21° 06.37'E
4.	55° 38.13'N	21° 09.00'E
5.	55° 31.40'N	21° 13.30'E
6.	55° 24.98'N	20° 59.88'E
7.	55° 21.98'N	20° 45.88'E
8.	55° 24.98'N	20° 41.88'E
9.	55° 33.98'N	20° 41.88'E

Lower limit: over water – from sea level, over land – from ground (GND); upper limit: 26250 FT (8137,5 m) from Mean Sea Level (MSL).

Danger area is intended for firings.

### 8.2. Area Southwards off the Port – danger area EYD 18 Nida

No	Position	
1.	55° 36.98'N	20° 45.88'E
2.	55° 33.98'N	20° 59.88'E
3.	55° 24.98'N	20° 59.88'E
4.	55° 21.98'N	20° 45.88'E
5.	55° 24.98'N	20° 41.88'E
6.	55° 33.98'N	20° 41.88'E

Lower limit – from sea level, upper limit – 26250 FT (8137,5 m) from Mean Sea Level (MSL).

Danger area is intended for firings.

## 9. FORMER MINED AREAS

Former Mined Areas opened for navigation. It is not advised to anchor, trawl, dredge or conduct other operations near the seabed, as danger of possible mines and other explosives exists in these areas.

Scheme of the former mined areas is presented in Appendix 2.

### 9.1. Area North-westwards off approaches to the Port

No	Position	
1.	56° 02.64'N	19° 35.10'E
2.	56° 02.52'N	20° 16.81'E
3.	56° 02.31'N	20° 17.94'E
4.	55° 58.91'N	20° 17.44'E
5.	55° 52.01'N	20° 53.74'E
6.	55° 47.99'N	20° 52.60'E
7.	55° 47.99'N	20° 45.00'E
8.	55° 47.03'N	20° 45.00'E
9.	56° 00.41'N	19° 34.54'E

Area extends further in the Republic of Latvia waters.

### 9.2. Area Westwards off approaches to the Port

No	Position	
1.	55° 55.92'N	19° 01.27'E
2.	55° 57.30'N	19° 03.98'E
3.	55° 57.91'N	19° 04.31'E
4.	55° 50.71'N	19° 28.94'E
5.	55° 47.17'N	19° 27.94'E

Area extends further in the Republic of Poland, the Russian Federation and the Kingdom of Swedish waters.

### 9.3. Area Northwards off seaway channel of the Port

Area bounded by coastline and line connecting points:

No	Position		Comments
1.	55° 44.19'N	21° 05.12'E	Shore
2.	55° 44.42'N	20° 55.93'E	
3.	55° 47.91'N	20° 55.93'E	
4.	55° 47.91'N	21° 04.02'E	Shore

**9.4. Area Southwards off seaway channel of the Port**

Area bounded by coastline and line connecting points:

No	Position		Comments
1.	55° 39.41'N	21° 06.27'E	Shore
2.	55° 39.41'N	20° 55.93'E	
3.	55° 43.40'N	20° 55.93'E	
4.	55° 43.40'N	21° 05.61'E	Shore

**9.5 Area North-westwards off the Lighthouse of Nida**

Area bounded by radius 2,5 M of circle, centered on

No	Position	
1.	55° 24.91'N	20° 37.43'E

and line between points of sea boundary of the Republic of Lithuania:

No	Position	
1.	55° 25.17'N	20° 33.07'E
2.	55° 22.83'N	20° 39.84'E

Area extends further in the Russia Federation waters.

## 10. FORMER MILITARY PRACTICE AREA

It is not advised to anchor, trawl or conduct other operations near the seabed, as danger of possible mines and other explosives exists in this area.

Scheme of the former military practice area is presented in Appendix 2.

**Former Military Practice Area** – area Westwards between Juodkrante and the lighthouses of Nida.

Area bounded by coastline and line connecting points:

No	Position		Comments
1.	55° 24.18'N	21° 02.76'E	shore
2.	55° 24.18'N	20° 59.10'E	
3.	55° 20.70'N	20° 57.30'E	
4.	55° 22.68'N	20° 44.46'E	
5.	55° 35.40'N	20° 51.30'E	
6.	55° 32.76'N	21° 05.94'E	shore

## 11. EXPLOSIVES DUMPING GROUND

Anchoring, trawling, carrying out underwater explosions and other underwater works are prohibited in this area.

Scheme of the explosive's dumping ground is presented in Appendix 2.

**Explosives dumping ground** – area North-westwards off the Port bounded by coordinates:

No	Position	
1.	55° 55.92'N	19° 01.27'E
2.	55° 57.30'N	19° 03.98'E
3.	55° 58.87'N	19° 04.82'E
4.	56° 02.43'N	19° 05.60'E
5.	56° 02.73'N	19° 05.78'E
6.	56° 02.73'N	19° 15.00'E
7.	55° 56.00'N	19° 15.00'E

Area extends further in the Republic of Latvia and the Kingdom of Swedish waters.

## 12. SPOIL GROUND AREAS

Depths in Spoil Ground Area may be less than charted.

Scheme of the spoil ground areas is presented in Appendix 2.

**12.1. Spoil Ground No III** – area South-westwards off entrance of the Port bounded by coordinates:

No	Position	
1.	55° 40.12'N	20° 48.82'E
2.	55° 37.97'N	20° 50.12'E
3.	55° 37.13'N	20° 46.35'E
4.	55° 39.25'N	20° 44.92'E

**12.2. Spoil Ground No IV** – area North-westwards off entrance of the Port bounded by coordinates:

No	Position	
1.	55° 48.0'N	20° 55.0'E
2.	55° 48.0'N	20° 57.0'E
3.	55° 46.0'N	20° 57.0'E
4.	55° 46.0'N	20° 55.0'E

**12.3. Spoil Ground No V** – area Westwards off entrance of the Port bounded by coordinates:

No	Position	
1.	55° 42.70'N	20° 47.77'E
2.	55° 42.70'N	20° 49.87'E
3.	55° 43.92'N	20° 49.87'E
4.	55° 43.92'N	20° 47.77'E

### 13. ENVIRONMENTALLY SENSITIVE SEA AREAS

National protected areas have been established to preserve the important habitats of nature conservation in the Lithuanian waters.

The Baltic Sea Area was designated as a Particularly Sensitive Sea Area (hereinafter referred to as - PSSA) by IMO's Resolution MEPC.136 (53) “Designation of the Baltic Sea Area as a Particularly Sensitive Sea Area”, adopted on 22 July 2005. A PSSA is an area that needs special protection through IMO actions because of its significance for recognized ecological, socio-economic, or scientific attributes which may be damaged by international shipping activities. PSSA are part of areas named Environmentally Sensitive Sea Areas (hereinafter referred to as - ESSA) that are used as a generic term describing all areas considered sensitive for a variety of environmental reasons.

Scheme of the environmentally sensitive areas is presented in Appendix 2.

#### 13.1. ESSA biosphere polygons

The Republic of Lithuania has restricted the ESSA districts: Biosphere polygon of Sambian plateau, Biosphere polygon of Klaipeda–Ventspils plateau and Biosphere polygon of Baltic Sea.

In ESSA biosphere polygons are prohibited:

1. to perform economic or other activities if that would change water content chemically, long term hydrodynamic processes (except when these processes have been caused by passing vessels), conditions of underwater habitats, or otherwise would importantly worsen the protection status of natural habitation of wintering seabirds;
2. to handle and disrupt sea bottom, to perform dumping activities or otherwise change the habitations if that would significantly worsen protection status of 1170 reefs having the importance of European Union, places of regular accumulations of protected wintering seabirds Velvet scoters (*Melanitta fusca*) having the importance of European Union, populations of Auks (*Alca torda*) and Long-tailed ducks (*Clangula hyemalis*) and their places of wintering and migratory accumulations;
3. hunting seabirds;
4. to perform construction activities below and above water level if that would significantly worsen the protection status of values listed in clause 2.
5. fishing by surface nets with a mesh size of 50 mm and more - from 1st of November to 30th of April;
6. fishing by bottom-set nets of mesh size equal to or larger than 50 mm at a depth of more than 20 metres from the water surface to the upper boundary of the net shall be fished in Biosphere polygon of Sambian plateau and Biosphere polygon of Klaipeda–Ventspils plateau, this limitation applies from 1 November until 30 April;
7. it is prohibited to fish with bottom trawls in the part of Biosphere polygon of Klaipeda–Ventspils plateau, which enters the territorial sea of the Republic of Lithuania.
8. fishing with static nets with mesh sizes of 50 mm or more in Biosphere polygon of Baltic Sea from 1 November until 30 April, at a depth of less than 15 metres from the surface of the water to the top of the nets.

13.1.1. **Biosphere polygon of Sambian plateau** is bounded by coordinates:

No	Position	
1.	55° 33.37'N	20° 09.82'E
2.	55° 36.45'N	20° 16.50'E
3.	55° 24.95'N	20° 41.83'E
4.	55° 22.80'N	20° 43.79'E
5.	55° 21.57'N	20° 43.52'E
6.	55° 23.04'N	20° 39.23'E
7.	55° 29.49'N	20° 21.37'E

13.1.2. **Biosphere polygon of Klaipeda–Ventspils plateau** is bounded by coordinates:

No	Position	
1.	56° 02.58'N	20° 28.25'E
2.	56° 02.72'N	20° 42.58'E
3.	56° 02.77'N	20° 43.28'E
4.	55° 57.98'N	20° 43.82'E
5.	55° 56.13'N	20° 45.37'E
6.	55° 48.00'N	20° 56.00'E
7.	55° 48.00'N	20° 48.40'E
8.	55° 58.60'N	20° 30.13'E

13.1.3. **Biosphere polygon of Baltic Sea** is bounded by coordinates:

No	Position	
1.	55° 33.27'N	21° 03.65'E
2.	55° 33.01'N	20° 54.00'E
3.	55° 27.02'N	20° 47.99'E
4.	55° 25.21'N	20° 52.18'E
5.	55° 22.79'N	20° 49.75'E
6.	55° 22.80'N	20° 43.79'E
7.	55° 21.57'N	20° 43.52'E
8.	55° 17.53'N	20° 55.23'E
9.	55° 18.27'N	20° 55.93'E
10.	55° 21.49'N	20° 58.43'E
11.	55° 24.20'N	21° 00.25'E
12.	55° 25.54'N	21° 01.00'E
13.	55° 26.74'N	21° 01.60'E
14.	55° 30.00'N	21° 02.83'E
15.	55° 31.62'N	21° 03.33'E

### 13.2. Talasological (Marine) Reserves

Protected areas established in the Baltic Sea shall be prohibited from any activity that would impair the status of protected wintering and migratory water bird populations or natural marine habitats. It is forbidden to hunt waterfowl in these areas, and fishing with static nets during their migration and wintering.

#### 13.2.1. Karkle Talasological (Marine) Reserve

Karkle Talasological Reserve - a unique marine complex with high biodiversity on the Lithuanian coast, sea bream biotopes with mussel communities, seaweed colonies, spawning and feeding areas, European Community importance 1170 Reef habitat, protected Siberian gulls, crayfish, large dwarf and small eagles for wintering and migration accumulations, riverbeds.

Karkle Talasological Reserve is bounded by the coastline and the line joining the points:

No	Position		Comments
1.	55° 53.08'N	21° 03.21'E	shore
2.	55° 53.02'N	21° 00.67'E	
3.	55° 46.98'N	21° 01.83'E	
4.	55° 46.16'N	21° 02.26'E	
5.	55° 46.46'N	21° 04.51'E	shore

#### 13.2.2. Baltic Sea Talasological Reserve

The Baltic Sea Talasological Reserve protects the valuable Baltic Sea coastal ecosystem between Giruliai and Manciskes.

The Baltic Sea Talasological Reserve is bounded by coordinates:

No	Position	
1.	55° 58.19'N	21° 04.20'E
2.	55° 59.33'N	21° 03.39'E
3.	55° 59.08'N	20° 52.21'E
4.	55° 56.14'N	20° 55.26'E
5.	55° 56.14'N	20° 56.06'E
6.	55° 54.04'N	20° 56.06'E
7.	55° 50.24'N	20° 58.29'E
8.	55° 48.40'N	20° 56.96'E
9.	55° 47.00'N	20° 58.30'E
10.	55° 46.98'N	21° 01.83'E
11.	55° 46.16'N	21° 02.26'E
12.	55° 46.46'N	21° 04.51'E

#### 13.2.3. The Curonian Spit National Park and Neringa Talasological Reserve

The intention of The Curonian Spit National Park and Neringa Talasological Reserve is to preserve the ecosystems of the underwater landscape of the shallow seacoast with habitats of European Community importance.

The Curonian Spit National Park and Neringa Talasological Reserve are bounded by coordinates:

No	Position	
1.	55° 43.61'N	21° 04.56'E
2.	55° 43.55'N	21° 03.23'E
3.	55° 40.53'N	21° 03.76'E
4.	55° 38.77'N	21° 03.95'E
5.	55° 37.24'N	21° 04.03'E
6.	55° 33.27'N	21° 03.65'E
7.	55° 31.62'N	21° 03.33'E
8.	55° 30.00'N	21° 02.83'E
9.	55° 26.74'N	21° 01.60'E
10.	55° 25.54'N	21° 00.99'E
11.	55° 24.20'N	21° 00.25'E
12.	55° 21.49'N	20° 58.43'E
13.	55° 18.27'N	20° 55.93'E
14.	55° 17.53'E	20° 55.23'E
15.	55° 16.85'N	20° 57.22'E

## 14. SUBMARINE CABLES

### 14.1. The submarine power cable Lithuania-Sweden. A safety zone of the submarine cable

The submarine power cable is laid through the following points:

No	Position		No	Position	
1.	55° 37.84'N	21° 06.57'E	12.	55° 47.43'N	20° 05.75'E
2.	55° 38.46'N	21° 01.80'E	13.	55° 48.44'N	19° 59.27'E
3.	55° 39.16'N	20° 57.40'E	14.	55° 49.17'N	19° 54.53'E
4.	55° 39.90'N	20° 52.89'E	15.	55° 50.08'N	19° 48.73'E
5.	55° 40.65'N	20° 48.34'E	16.	55° 50.80'N	19° 43.96'E
6.	55° 41.38'N	20° 43.83'E	17.	55° 51.55'N	19° 39.00'E
7.	55° 42.16'N	20° 39.01'E	18.	55° 52.24'N	19° 34.54'E
8.	55° 42.91'N	20° 34.51'E	19.	55° 53.58'N	19° 25.64'E
9.	55° 43.87'N	20° 28.35'E	20.	55° 55.08'N	19° 15.43'E
10.	55° 44.99'N	20° 21.26'E	21.	55° 56.39'N	19° 06.56'E
11.	55° 46.44'N	20° 12.12'E	22.	55° 56.89'N	19° 03.17'E

Anchoring, fishing, and any underwater works are prohibited within a safety zone extending 100 metres on both sides of the submarine cable.

### 14.2. The submarine communication cable Lithuania-Sweden (Sventoji-Sandvik)

The submarine communication cable is laid through following points:

No	Position	
1.	56° 01.52'N	21° 04.17'E
2.	56° 01.52'N	21° 03.61'E
3.	56° 01.51'N	21° 02.31'E
4.	56° 01.50'N	20° 50.66'E
5.	56° 01.52'N	20° 49.41'E
6.	56° 01.52'N	20° 41.00'E
7.	56° 02.69'N	20° 39.49'E

### 14.3. The submarine communication cable Lithuania-Latvia (Sventoji-Liepaja)

The submarine communication cable is laid through following points:

No	Position	
1.	56° 01.55'N	21° 04.16'E
2.	56° 01.65'N	20° 51.06'E
3.	56° 03.15'N	20° 48.98'E

## 15. HISTORIC SHIP-WRECKS

Cultural heritage objects - historic shipwrecks, together with the area designated by them are protected from illegal exploration and interference.

No	Name/ unique object code*	Depth	Position		Radius of the designated area
			Latitude	Longitude	
1.	L-1, code 38466	2,5 m	56° 02.65'N	21° 04.14'E	500 m
2.	L-2, code 38467	2,5 m	55° 56.42'N	21° 03.47'E	500 m
3.	L-13, code 38470	2 m	55° 57.96'N	21° 04.03'E	500 m
4.	L-14, code 38471	19,7 m	55° 52.77'N	20° 57.62'E	500 m
5.	L-18, code 38472	11 m	55° 42.98'N	21° 04.41'E	500 m
6.	L-19, code 33039	36 m	55° 51.09'N	20° 34.89'E	500 m
7.	L-22, code 38473	26 m	55° 38.78'N	21° 00.62'E	500 m
8.	L-23, code 38474	34 m	55° 31.76'N	20° 54.54'E	500 m
9.	L-26, code 38475	28 m	55° 40.83'N	20° 57.23'E	500 m
10.	L-39, code 44451	32 m	55° 38.45'N	20° 55.66'E	500 m
11.	Code 30314	11 m	55° 44.91'N	21° 01.26'E	350 m

For information on activities around historic shipwrecks and designated area and other information, please contact the Cultural Heritage Department under the Ministry of Culture:  
Phone +370 5 273 42 56, fax +370 5 272 40 58

E-mail [centras@kpd.lt](mailto:centras@kpd.lt)

Web site [www.kpd.lt](http://www.kpd.lt)

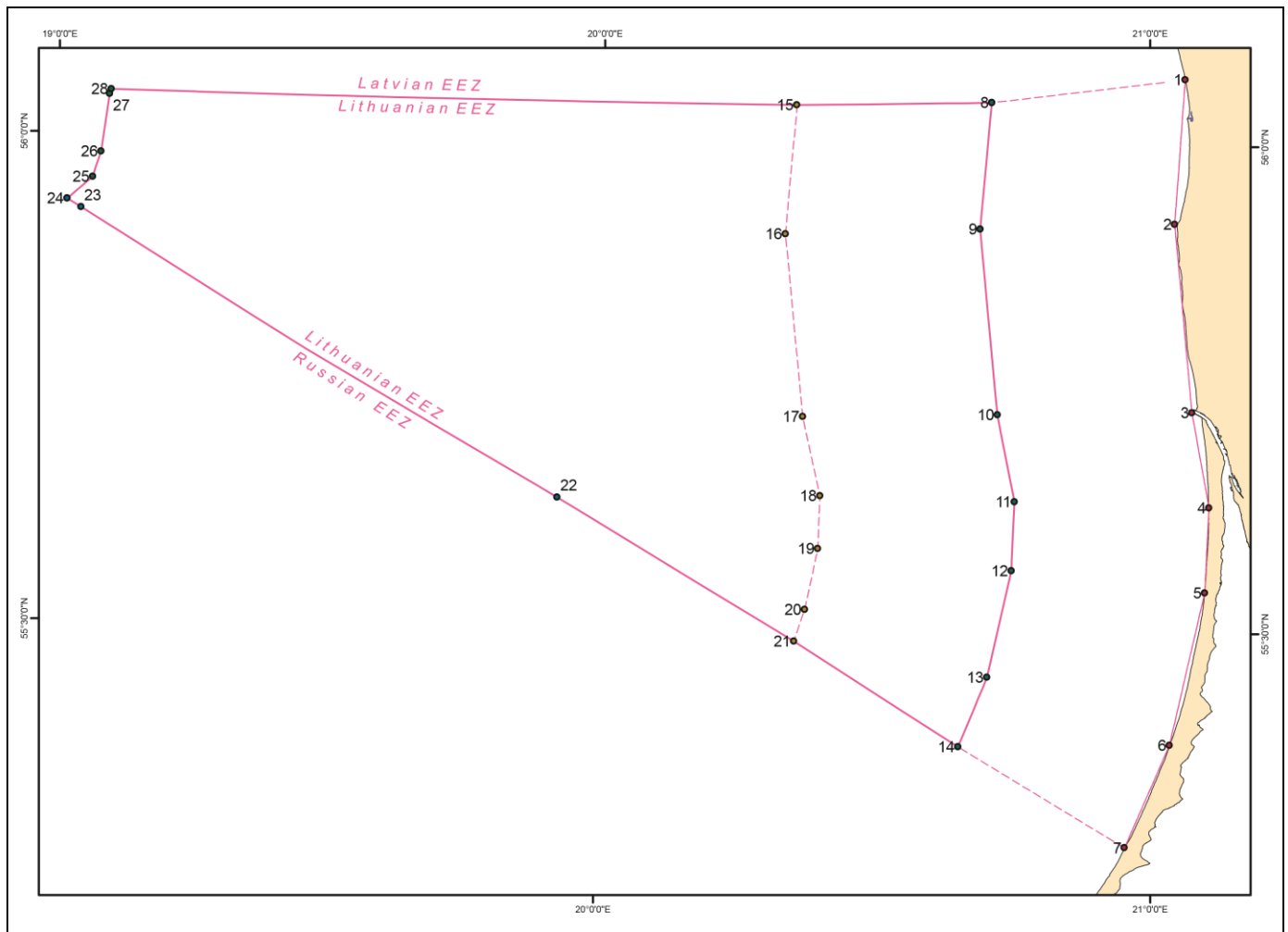
\*Unique object code is represented according to Registry of Heritage by Department of Cultural Heritage under the Ministry of Culture

## 16. APPENDIXES

### Appendix 1

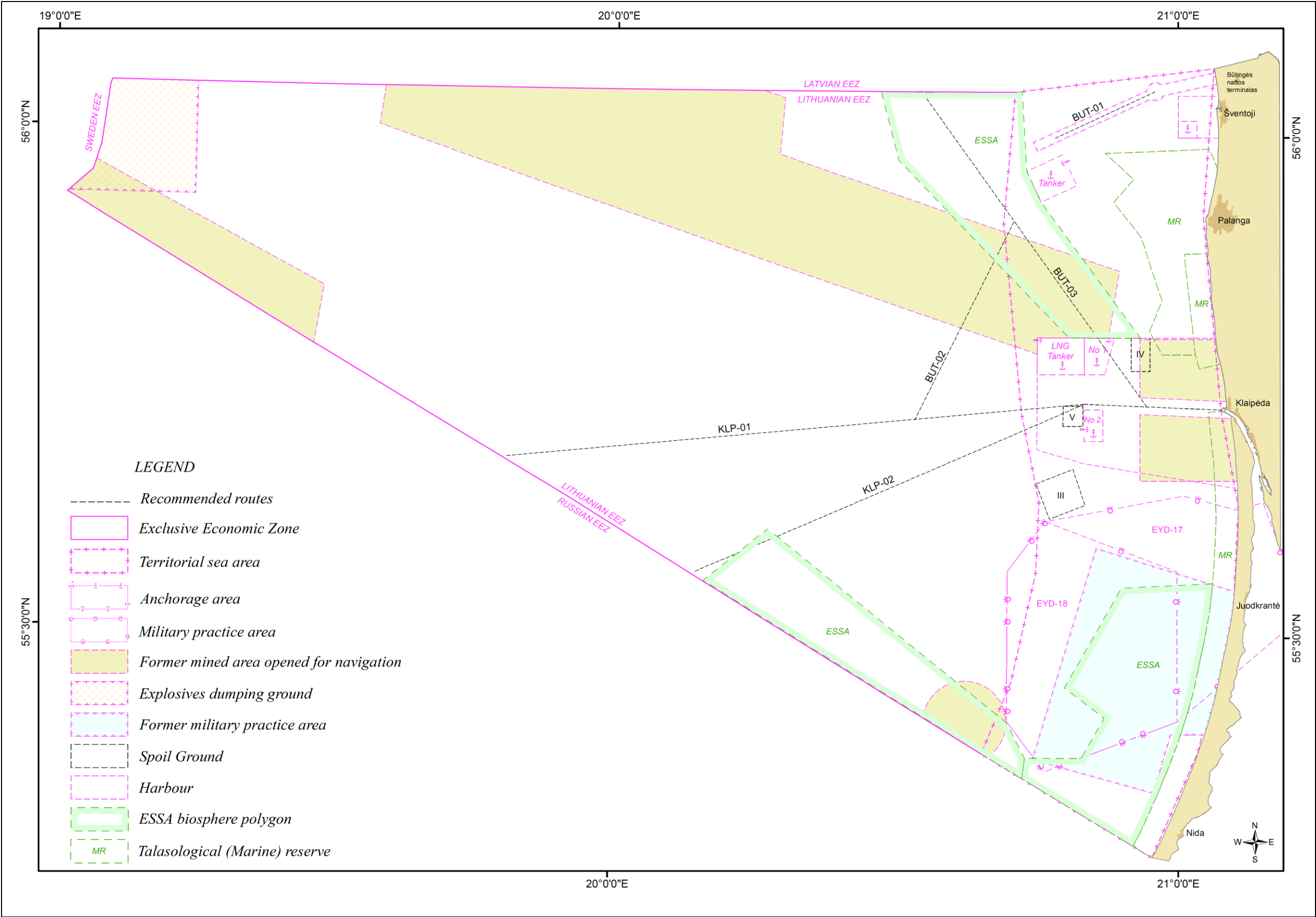
#### THE BOUNDARY OF THE TERRITORIAL SEA, CONTIGUOUS ZONE, EXCLUSIVE ECONOMIC ZONE, AND CONTINENTAL SHELF OF THE REPUBLIC OF LITHUANIA

**Scheme 1. The boundary of the territorial sea, contiguous zone, exclusive economic zone and continental shelf of the Republic of Lithuania**

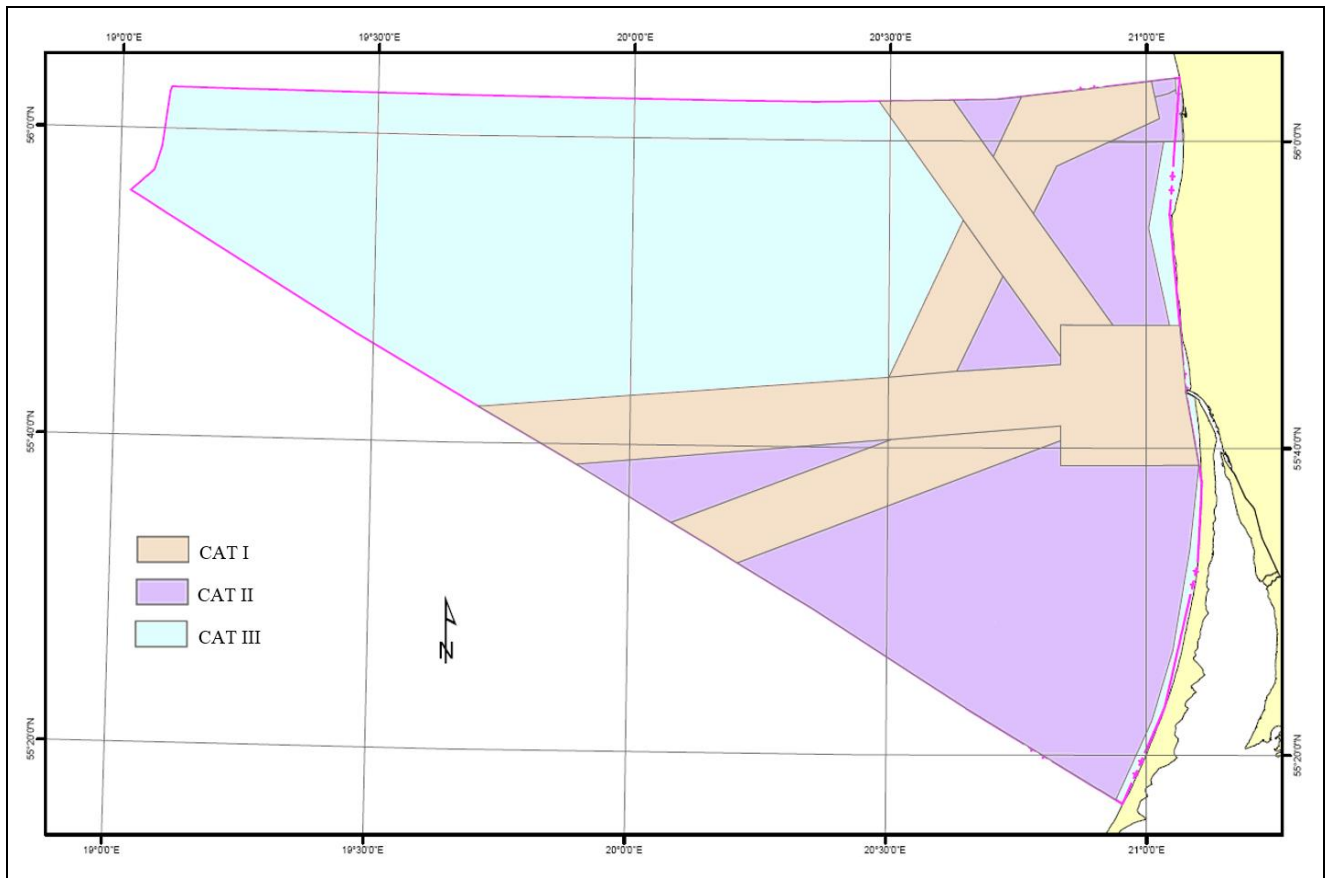


SCHEMES

Scheme 1. The recommended shipping routes, areas, and limits in Waters of the Republic of Lithuania



## Scheme 2. Shipping routes division into hydrographic survey categories



The division of shipping routes into priority categories of hydrographic survey corresponds to HELCOM (Baltic Marine Environment Protection Commission – Helsinki Commission) re-survey scheme.

In Scheme: CAT I – first category shipping routes,  
 CAT II – second category shipping areas,  
 CAT III – third category shipping areas.

Appendix 3

Extract from **THE LAW ON MARITIME SAFETY OF THE REPUBLIC OF LITHUANIA**

Extract from the **CHAPTER TWO**

**INSTITUTIONS FOR STATE MANAGEMENT OF MARITIME SAFETY**

Extract from the **Article 3. Organisation of State Management on Maritime Safety**

1. State management of maritime safety shall be performed by the Government of the Republic of Lithuania, the Ministry of Transport of the Republic of Lithuania, the Ministry of Social Security and Labour of the Republic of Lithuania, the Ministry of Health of the Republic of Lithuania, the Ministry of Justice the Republic of Lithuania, and the Lithuanian Transport Safety Administration (hereafter referred to as 'the Administration').

2. The Government adopts legislation in accordance with the competence assigned to it by this law, performs other functions established by this law.

3. The Ministry of Transport shall formulate state policy on maritime safety, as well as organize, coordinate and supervise its implementation, set forth maritime safety requirements, the procedure for implementing these requirements, international treaties of the Republic of Lithuania and European Union legislation on maritime safety in the Republic of Lithuania, except in cases where implementation procedure for international maritime safety requirements are established by the Ministry of Transport in conjunction with other institutions.

4. The Ministry of Social Security and Labour together with the Ministry of Transport shall adopt legal acts in seafarers' working conditions, safety and health, and the Ministry of Health together with the Ministry of Transport in seafarers' health care, shall organize, coordinate, and control (supervise) the implementation of these legal acts.

5. The Minister of Justice shall adopt legal acts in investigation of maritime accidents and incidents, preparation and submission of reports, safety recommendations, shall organize, coordinate and control (supervise) the implementation of these legal acts.

6. The Administration shall implement the state policy in the field of maritime safety and participate in the formation of this policy, shall establish technical and organizational requirements for safe navigation and perform other functions established by this Law.

Extract from the **Article 4. Administration**

1. The Administration is a budgetary institution under the Ministry of Transport.

2. Director of the Administration shall determine the positions of civil servants and employees working under employment contracts who are required to have a seafarer's rank. At work, the staff of the Administration shall wear civilian navy uniform, the samples of which and wearing rules shall be approved by the Minister of Transport.

3. The personnel referred to in Paragraph 2 of this Article may, every five years, be granted leave for a period of up to one year for upgrading of skills – sail to the sea. In this case, the personnel shall retain the formerly occupied positions, but shall not receive the fixed remuneration.

4. The Administration shall organise its activities related to implementation of international requirements for maritime safety according to the quality management system developed and evaluated in accordance with international quality management standards.

**Article 5. Functions of the Administration**

The Administration shall perform the following functions:

1) exercise control over the compliance with the international maritime safety requirements and maritime safety requirements set by the European Union legal acts as well as laws and other legal acts of the Republic of Lithuania;

2) register ships in the Register of Seagoing Ships of the Republic of Lithuania and issue ship's documents;

3) carry out control of foreign vessels and vessels flying the Lithuanian flag and issue the required documents;

4) grant accreditation to educational institutions of seafarers in the manner prescribed by the Minister of Transport and supervise their activities, examine seafarers, issue seafarers' qualification documents and sailors' books;

5) compose the nautical maps of the territorial sea waters of the Republic of Lithuania and exclusive economic zones, publish hydrographic measurements. Organize distribution of nautical maps, manuals and other navigation publications;

6) construct, operate and develop navigation equipment ensuring maritime safety in the waterways designated for general use, control their functioning, provide navigation information;

7) supervise how the port management companies and ship crews manage and transfer ship-generated waste and cargo residues to waste handling companies;

8) coordinate and organize removing the wreck in the territorial sea of the Republic of Lithuania;

9) monitor activities of the authorized ship classification societies, publicly announce on its website information about new authorised ship classification societies and about authorised ship classification societies whose right to carry out surveys of vessels has been suspended in the manner prescribed by the Minister of Transport;

10) certify entities which provide maritime safety related services and carry out supervision of certified activities;

11) perform the procedures of recognition of seafaring degree diplomas issued by competent authorities of other states in the manner prescribed by the Minister of Transport;

12) in cases provided for by law deal with offences of maritime safety requirements and impose administrative penalties;

13) carry out vessel traffic monitoring;

14) within its remit, submit proposals to the Ministry of Transport on the preparation of legal acts of the Republic of Lithuania in the field of maritime safety, submit proposals for drafting decisions or individual regulatory processes, coordinate, review and/or supplement draft decisions, analyse draft decisions, issue conclusions regarding prepared draft decisions and carry out targeted analysis;

15) perform other functions provided for by laws and other legal acts of the Republic of Lithuania.

### Extract from the **CHAPTER THREE**

#### **SHIP’S SEAWORTHINESS**

##### **Article 11. Delimitation of the Sailing Territory (Boundaries)**

Ship sailing territory and their boundaries shall be determined by the Administration or authorised ship classification societies, considering the permissible conditions for safe navigation specified in the ship’s documentation.

### Extract from the **CHAPTER SIXTEEN**

#### **WATERWAYS DESIGNATED FOR GENERAL USE, NAVIGATION EQUIPMENT**

##### Extract from the **Article 42. Ensuring Maritime Safety in General Waterways**

1. General waterways may be marked and denoted in nautical charts only after the completion of hydrographic and other explorations of these ways.

2. Navigational marking on general waterways shall be carried out by the Administration, and within the port territories and area - by the port management company.

3. The Administration shall organise publication and distribution of nautical charts, manuals and other nautical publications and dissemination of information on navigational changes in the Republic of Lithuania. On its website, the Administration must make public every known danger to shipping in the territorial sea, the exclusive economic zone and port areas of the Republic of Lithuania. The procedure of drafting, proofreading, publication and distribution of nautical charts, manuals and other nautical publications shall be established by the Minister of Transport.

Appendix 4

Extract from the **KLAIPEDA STATE SEAPORT SHIPPING RULES**

**SECTION VII  
REQUIREMENTS APPLICABLE TO NAVIGATION OF SHIPS**

48. The permissible draught of the vessels at zero water level shall be established by the order of the Harbour Master in accordance with the procedure approved by the Order of the Director General of the Seaport Authority.

49. The SMD inspectors and VTS pilots must control the draught of the departing vessels all the time in consideration to actual water level in the port, and to control the maximum permissible draught of the vessels.

50. The maximum speed of 8 knots of the vessels is established throughout water area of the port. When sailing through the places where the vessel-generated waves may pose danger, it is mandatory to sail at the minimum speed allowing control of the vessel. The maximum permissible speed of the vessel may be changed by instruction of the on-duty operator of VTS to ensure the requirements of safe navigation.

51. After having determined that the vessel will not be able to sail at the speed of 8 knots or slower, the captain of the vessel shall forthwith notify VTS, and the latter shall forthwith warn the users of the port's quays where dangerous cargoes are loaded and that will be passed by the vessel to suspend stevedoring of dangerous cargoes temporarily.

52. No speed limitations shall apply for the vessels sailing for rescue purposes on instruction of the Harbour Master and the warships sailing for a combat mission if this does not pose danger for human and property safety. Such vessels shall have the right of priority to sail in the harbour waters of the Port and through the shipping canal.

53. A two-way vessel traffic is permitted in the shipping canal of the Port, except the turning points of the shipping canal and entrance to Malku Bay.

54. The vessels shorter than 24 metres may sail only beyond the shipping canal and cross it perpendicularly if this manoeuvre is finished not closer than 500 metres until the approaching vessel. Upon receipt of the VTS permit, these vessels may sail on the outskirts of the shipping canal, without causing any hindrances to the ships that are able to sail only in the canal.

55. Under conditions of west wind with the speed exceeding 15 m/s, the vessels facing danger of manoeuvring in the open sea according to the notification of the Harbour Master due to technical characteristics shall have the priority right to call at the port.

56. The vessels that do not have a radar are prohibited from sailing in the harbour waters of the Port when visibility is less than 0.5 nautical mile.

57. Under conditions of the wind with the speed exceeding 20 m/s, no sailing of any vessels, their mooring, unmooring, and re-mooring are permitted without a separate permit of the Harbour Master, save for the vessels sailing in the internal harbour waters of the Port indicated in Clause 54 herein.

58. All the vessels must sail within safe distance from the floating LNG storage facility and LNG carrying vessel, unless provided otherwise in the mandatory instruction of the Harbour Master.

59. All the vessels must sail with minimum distance of 25 metres from the vessels supplying LNG fuel, and they have to sail at the minimum speed allowing control of the vessel.

60. The vessels (with appropriate technical characteristics) shall be issued with the VTS instruction to sail in the places other than the shipping canal for the purposes of control of the vessel traffic. The vessel able to sail in the shipping canal shall have the right of priority in respect of other vessels located outside the canal. The vessels may cross the shipping canal perpendicularly if this manoeuvre is finished not closer than 500 metres until the approaching vessel. All vessels sailing in the places other than the shipping canal shall follow the requirements of the Convention on International Regulations for Preventing Collisions at Sea (1972) hereinafter referred to as the COLREG-72).

61. The organizers of competitions, regattas of recreational crafts, sport crafts or yachts and other feasts held in the harbour waters of the Port must notify the Transport Safety Administration and the Maritime Rescue Coordination Centre of the Naval Forces of the Lithuanian Armed Forces at least two days in advance, upon receipt of the writing (including electronic) permission of the Harbour Master.

62. It is forbidden for recreational crafts, sport crafts, sailboats, small and fishing vessels:

62.1. to sail in the eastern part of the harbour waters of the Port located between the lines of the shipping canal and the quays of the Seaport Authority, except in cases when a permit granted by the VTS is available; and to sail within the distance closer than 60 metres from quays No. 28-33 of the terminal of the warships and cruise ships;

62.2. to sail between the Kiaulės Nugara island and quays No. 147–152;

62.3. to sail within the distance closer than 20 metres from quays No. 123–126 in the military area of the Port.

63. The vessels with the length up to 24 m that are subject to border and customs formalities of arrival (departure) must moor in the quay designated by the officers of Pagėgiai Coast Guard Team of the State Border Guard Service. The captains of such vessels must notify the border and customs officers about their arrival and departure.

64. The Seaport Authority shall break the ice in the harbour waters of the Port at its own expenses. Tugboats of the port with appropriate technical characteristics can be used as icebreakers.

## SECTION XIV RESTRICTIONS

136. It is forbidden in the port's water area:

- 136.1. to pour out or throw waste overboard; garbage and food waste can be stored in the vessel for the maximum period of 2 days if they are placed in closed and labelled containers;
- 136.2. to pollute the air with smoke and harmful gases, the concentration of which exceeds the maximum regulatory limits;
- 136.3. to keep valves of containers with waste and oil-contaminated water unclosed and unsealed;
- 136.4. to carry out operations with oil products without having made an entry in the logbook of operations with oil in the vessel, as well as to carry out operations with harmful substances without having made an entry in the logbook of the vessel;
- 136.5. to pollute the quay and the water area with oil products, garbage or waste;
- 136.6. to pour out the contaminated water through ducts of the vessel or to pump out contaminated ballast water;
- 136.7. to eliminate pollutants around the vessel by the crew itself without having notified the on-duty the port dispatcher;
- 136.8. to conceal any overboard spill of pollutants;
- 136.9. to swim, to sail in rowing boats and personal boats;
- 136.10. to fish in the shipping canal;
- 136.11. to moor at floating navigation signs and in places other than those specially designed for mooring;
- 136.12. to damage hydrotechnical and navigational devices, to fasten mooring ropes to elements of such devices or to equipment designed not for this purpose;
- 136.13. to use VHF communication channels 9, 10, 16, 71 and 72 and other frequencies used pursuant to the valid licenses issued by the Communications Regulatory Authority of the Republic of Lithuania for the conversations not related to navigation;
- 136.14. sailing and stay of the locally sailing and port service vessels in the quay if no working VHF radio station for maintenance of radio connection through maritime channels 9 and 16 is available on board;
- 136.15. to wash the deck in prejudice to the established environmental protection requirements (hazardous chemical substances, detergents or other additives are used, also when residues of powdery or other hazardous-to-environment residues are present on the deck), to paint the hull of the vessel (save for the vessel's signs necessary for navigational safety) without having agreed this with Klaipeda Board of the Environmental Protection Department under the Ministry of Environment and without having received the permit of the Harbour Master;
- 136.16. to use audio signals in the Port without the necessity;
- 136.17. to use the signalling measures not for their intended purpose;
- 136.18. to cross the shipping canal not in the way other than at the straight angle;
- 136.19. to load any items or install stationary equipment on the edge of the quay up to the first rail (at the distance of 2.5 metres from the edge of the quay if no rail is available), unless otherwise specified in the approved schemes of the quay loads;
- 136.20. to have the vessel staying in the quay when inclination of the vessel exceeds 5 degrees;
- 136.21. to moor or unmoor the vessels in the quay without a permit of the port dispatcher, VTS and the user of the port's quay;
- 136.22. to light the passing vessels during night hours;
- 136.23. to conceal damage to hydrotechnical and navigational equipment caused by the vessel or to interfere with execution of necessary documents;
- 136.24. to transfer cargoes and items from one vessel to another when the vessels are staying in the external harbourage without having agreed this with Pagėgiai Coast Guard Team of the State Border Guard Service, Klaipeda territorial customs and without having obtained a permit of the Seaport Authority;
- 136.25. for the vessel to sail by its own motion without valid documents issued by the authorized vessel classification company;
- 136.26. to load the vessel above its loading mark;
- 136.27. to sail overloaded vessels or to carry more persons (passengers) than specified in the documents of the vessel;
- 136.28. to command the vessel or to pilot the vessel being under influence of alcohol, narcotic, psychotropic or other psychoactive substances;
- 136.29. to sail into the sea without having formalised a terminated sailing in the SMD, if it is mandatory;
- 136.30. to command, pilot the vessel without documents confirming appropriate qualification of seamen;
- 136.31. the captain of the vessel cannot hand over control of the vessel to another person (including a pilot), except for the second officer;
- 136.32. to use the national flag that does not meet the requirements;
- 136.33. to perform trials of the vessel engine running when staying by the quay without a permit of the Harbour Master;
- 136.34. to launch and sail the boats of the vessel without a permit of VTS.

137. The following actions are forbidden without having agreed them with the Harbour Master in writing (including electronically):

- 137.1. to perform hydrotechnical and hydrographic works;
- 137.2. to perform underwater technical works;
- 137.3. to organize ship regattas, other sport or entertainment events;
- 137.4. to land and take off for hydroplanes;
- 137.5. to place any floating or stationary navigational and hydrographic objects;
- 137.6. to switch off, to change location or meaning of any navigational signs.

Appendix 5

**MANDATORY DIRECTIONS OF KLAIPEDA STATE SEAPORT HARBOUR MASTER**

**MANDATORY DIRECTION  
ON SAFE DISTANCE FROM THE FLOATING LNG STORAGE  
2021 April 27 No. KN-3**

According to Clause 58 of Klaipeda State Seaport Shipping Rules approved by the Minister of Transport of the Republic of Lithuania on 10 September 2008 by order No. 3-327 (wording of Order No. 3-708 of Minister of Transport and Communications of the Republic of Lithuania of 23 November 2020), I hereby direct that:

1. All the vessels must navigate at least 125 m of distance from the stationary LNG storage facility and LNG carrying vessel.
2. In case a vessel or a tugboat cannot follow the prescribed distance due to manoeuvring and inertial characteristics, she must notify the LNG terminal operator (VHF channel 15, call sign “Independence “), and VTS (VHF channel 9, call sign “Klaipeda Radio-5”) at least 30 minutes in advance.
3. The Port service vessels or vessels contracted by the Port performing activities closer than 125 m from LNG storage facility, must notify the LNG terminal operator (VHF channel 15, call sign “Independence “), and VTS (VHF channel 9, call sign “Klaipeda Radio-5”) at least 30 minutes in advance.

**MANDATORY DIRECTION  
ON NAVIGATING IN AREA OF RECONSTRUCTION OF BREAKWATERS’  
2021 May 6 No. KN-4**

According to and following the provisions of Law on Maritime Safety of the Republic of Lithuania and to ensure safe navigation in the water area of the Port during the reconstruction of the northern and southern breakwaters’, I hereby direct that:

1. Vessels navigating near work area must keep caution, pass at minimum speed if works are executed.
2. All the vessels must keep distance of at least 30 metres from the vessels engaged in breakwaters’ reconstruction and must not interfere with the manoeuvring of tugs and barges.
3. To ensure a sufficient area for safe manoeuvring of vessels engaged in breakwaters’ reconstruction, 300 metres in radius from the northern and southern breakwaters is established. Anchoring or drifting in this area is prohibited.

**MANDATORY DIRECTION  
ON NAVIGATING IN THE WATER AREA OF KLAIPEDA STATE SEAPORT IN DREDGING AREA  
2023 February 8 No. KN-4**

According to and following the provisions of Law on Maritime Safety of the Republic of Lithuania and to ensure safe navigation in the water area of the Port during the dredging works in the water area of the Port, I hereby direct that:

1. Vessels navigating near work area must keep caution, pass at minimum speed if works are executed.
2. All the vessels must keep distance of at least 30 metres from the vessels engaged in breakwaters’ reconstruction and must not interfere with the manoeuvring of tugs and barges.

Appendix 6

**Navigacinė žinia**  
***Navigational Warning Note***

Navigacinę žinią siųsti / *Navigation Warning Note send to:*

Lietuvos transporto saugos administracija Jūrų departamento Hidrografijos skyrius	<i>Lithuanian Transport Safety Administration Hydrography Division of Maritime Department</i>
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Adresas / <i>Address:</i>	Švitrigailos g. 42, 03209 Vilnius
Telefonas / <i>Phone:</i>	+ 370 5 278 5601
Faksas / <i>Fax:</i>	+ 370 5 213 2270
E-paštas / <i>E-mail:</i>	<a href="mailto:ltsa@ltsa.lt">ltsa@ltsa.lt</a> <a href="mailto:mardep@ltsa.lt">mardep@ltsa.lt</a>

Data / *Date:* \_\_\_\_\_ Laikas / *Time:* \_\_\_\_\_ UTC

Laivo pavadinimas ar siuntėjas / *Name of the Ship or Sender*

Kontaktinė informacija / *Contact details (Tel., faks., e-paštas / Tel., fax, e-mail)*

Objektas / *Subject*

Vieta / *Position:* \_\_\_\_\_

Platuma / *Latitude*

Ilguma / *Longitude*

Aprašas / *Details:*

Pranešėjas / *Reporter:* \_\_\_\_\_

Pranešimo formą atsisiųsti iš [>>>](#)  
Form can be downloaded from [>>>](#)

