

ANNEX 9

**RESOLUTION MSC.72(69)
(adopted on 19 May 1998)**

**ADOPTION, DESIGNATION AND SUBSTITUTION OF
ARCHIPELAGIC SEA LANES**

THE MARITIME SAFETY COMMITTEE,

RECALLING Article 28(b) of the Convention on the International Maritime Organization concerning the functions of the Committee,

RECALLING ALSO regulation V/8 of the International Convention for the Safety of Life at Sea (SOLAS), 1974, concerning the adoption by the Organization of ships' routing systems, and article 53 of the United Nations Convention on the Law of the Sea (UNCLOS), concerning the adoption, designation and substitution of archipelagic sea lanes,

RECALLING FURTHER resolution A.858(20), which authorizes the Committee to perform, on behalf of the Organization, the function of adoption and amendment of traffic separation schemes, routing measures other than traffic separation schemes, including designation and substitution of archipelagic sea lanes, and ship reporting systems,

TAKING INTO ACCOUNT the General Provisions for the adoption, designation and substitution of archipelagic sea lanes, adopted by resolution MSC.71(69),

HAVING CONSIDERED the recommendation of the Sub-Committee on Safety of Navigation at its forty-third session,

1. **ADOPTS**, in accordance with SOLAS regulation V/8, resolution MSC.71(69) and UNCLOS article 53, the Partial System of Archipelagic Sea Lanes in Indonesian Archipelagic Waters, as set out in the Annex to the present resolution;
2. **RECOMMENDS** that any associated rules and regulations adopted governing the use of archipelagic sea lanes by the Government of Indonesia shall be consistent with UNCLOS, including article 42;
3. **REQUESTS** the Secretary-General to bring this resolution and its Annex to the attention of Members of the Organization and Contracting Governments to the 1974 SOLAS Convention.

ANNEX

**PARTIAL SYSTEM OF ARCHIPELAGIC SEA LANES
IN INDONESIAN ARCHIPELAGIC WATERS**

Part I

SEA LANE I: SOUTH CHINA SEA - NATUNA SEA - KARIMATA STRAIT - WESTERN JAVA SEA
- SUNDA STRAIT - INDIAN (HINDIA) OCEAN

(Reference Charts: Publisher, Chart number and scale, points reflected on chart)

Indonesian Navy Hydrographic Office Chart No. 2, September 1988, corrected to 17 February 1997,
1:4,000,000, (I-1) - (I-15), Bessel 1841

Indonesian Navy Hydrographic Office Chart No. 38, February 1989, corrected to 11 May 1996,
1:1,000,000, (I-1) - (I-7), Bessel 1841

Indonesian Navy Hydrographic Office Chart No. 66, June 1990, corrected to 15 September 1997,
1:1,000,000, (I-8) - (I-15), Bessel 1841

Indonesian Navy Hydrographic Office Chart No. 147, March 1993, corrected to 6 March 1993,
1:500,000, (I-1) - (I-2), Bessel 1841

Indonesian Navy Hydrographic Office Chart No. 148, December 1995, corrected to 9 December 1995,
1:500,000, (I-3) - (I-4), WGS 84

Indonesian Navy Hydrographic Office Chart No. 149, September 1981, corrected to 15 February 1992,
1:500,000, (I-5) - (I-8), Bessel 1841

Indonesian Navy Hydrographic Office Chart No. 78, March 1995, corrected to 15 September
1997, 1:200,000, (I-9) - (I-12), Bessel 1841

Indonesian Navy Hydrographic Office Chart No. 71, March 1995, corrected to 11 March 1995 1:200,000,
(I-13) - (I-15), WGS 72

Description of the archipelagic sea lane

The axis line connects the following geographical positions:

(I-1) 03° 35'.00 N; 108° 51'.00 E

(I-2) 03° 00'.00 N; 108° 10'.00 E

(I-3) 00° 50'.00 N; 106° 16'.33 E

(I-4) 00° 12'.33 S; 106° 44'.00 E

(I-5) 02° 01'.00 S; 108° 27'.00 E

(I-6) 02° 16'.00 S; 109° 19'.50 E

(I-7) 02° 45'.00 S; 109° 33'.00 E

(I-8) 03° 46'.75 S; 109° 33'.00 E

(I-9) 05° 12'.50 S; 106° 54'.50 E

(I-10) 05° 17'.25 S; 106° 44'.50 E

(I-11) 05° 17'.25 S; 106° 27'.50 E

(I-12) 05° 15'.00 S; 106° 12'.50 E

(I-13) 05° 57'.25 S; 105° 46'.33 E

(I-14) 06° 18'.50 S; 105° 33'.25 E

(I-15) 06° 24'.75 S; 104° 41'.42 E

Notes for the use of this archipelagic sea lane:

- (a) Geographical positions (I-1) to (I-3) define the axis line from the South China Sea through the Natuna Sea.
- (b) Geographical positions (I-3) to (I-5) define the axis line from the Natuna Sea to the Karimata Strait.
- (c) Geographical positions (I-5) to (I-7) define the axis line through the Karimata Strait.
- (d) Geographical positions (I-7) to (I-12) define the axis line through the western Java Sea.
- (e) Geographical positions (I-12) to (I-15) define the axis line through the Sunda Strait into Indian (Hindia) Ocean.

SEA LANE IA: SPUR FROM NORTH OF P. MERAPAS TO POINT (I-3)

(Reference Charts: Publisher, Chart number and scale, points reflected on chart)

Indonesian Navy Hydrographic Office Chart No. 38, February 1989, corrected to 11 May 1996, 1:1,000,000, (IA-1) - (I-3), Bessel 1841

Indonesian Navy Hydrographic Office Chart No. 2, September 1988, corrected to 17 February 1997, 1:4,000,000, (IA-1) - (I-3), Bessel 1841

Description of the archipelagic sea lane

The axis line connects the following geographical positions:

(IA-1) 01° 52'.00 N; 104° 55'.00 E

(I-3) 00° 50'.00 N; 106° 16'.33 E

Notes for the use of this archipelagic sea lane:

- (a) Geographical positions (IA-1) to (I-3) define the axis line from the Singapore Strait through the Natuna Sea.

PART II

SEA LANE II: CELEBES (SULAWESI) SEA - MAKASAR STRAIT - LOMBOK STRAIT - INDIAN (HINDIA) OCEAN

(Reference Charts: Publisher, Chart number and scale, points reflected on chart)

Indonesian Navy Hydrographic Office Chart No. 2, September 1988, corrected to 17 February 1997, 1:4,000,000, (II-1) - (II-8), Bessel 1841

Indonesian Navy Hydrographic Office Chart No. 121, October 1993, corrected to 7 July 1997, 1:1,000,000, (II-1) - (II-4), Bessel 1841

Indonesian Navy Hydrographic Office Chart No.111, August 1997, corrected to 4 August 1997, 1:1,000,000 (II-4) - (II-8), Bessel 1841

Indonesian Navy Hydrographic Office Chart No. 128, October 1997, corrected to 20 October 1997, 1:500,000, (II-4) - (II-5), WGS 72

Indonesian Navy Hydrographic Office Chart No. 113, July 1988, corrected to 2 July 1988, 1:500,000, (II-6) - (II-8), WGS 72

Indonesian Navy Hydrographic Office Chart No. 291, June 1996, corrected to 20 July 1996, 1: 200,000, (II-7)-(II-8) ,WGS 72

Description of the archipelagic sea lane

The axis line connects the following geographical positions:

(II-1) 00° 57'.00 N; 119° 33'.00 E

(II-2) 00° 00'.00; 119° 00' 00.E

(II-3) 02° 40'.00 S; 118° 17'.00 E

(II-4) 03° 45'.00 S; 118° 17'.00 E

(II-5) 05° 28'.00 S; 117° 05'.00 E

(II-6) 07° 00'.00 S; 116° 50'.00 E

(II-7) 08° 00'.00 S; 116° 00'.00 E

(II-8) 09° 01'.00 S; 115° 36'.00 E

Notes for the use of this archipelagic sea lane:

- (a) Geographical positions (II-1) to (II-2) define the axis line from the Celebes (Sulawesi) Sea to the Makasar Strait.
- (b) Geographical positions (II-3) to (II-6) define the axis line between Borneo (Kalimantan) and Celebes (Sulawesi) islands.
- (c) Geographical positions (II-6) to (II-7) define the axis line through the Bali Sea.
- (d) Geographical positions (II-7) to (II-8) define the axis line through Lombok Strait to the Indian (Hindia) Ocean

PART III

SEA LANE IIIA: PACIFIC OCEAN - MALUKU SEA - SERAM SEA - BANDA SEA - OMBAI STRAIT
- SAWU SEA - INDIAN (HINDIA) OCEAN

(Reference Charts: Publisher, Chart number and point numbers and scale, points reflected on chart)

Indonesian Navy Hydrographic Office Chart No. 3, March 1985, corrected to 13 October 1997, 1:4,000,000, (IIIA-1) - (IIIA-11), Bessel 1841

Indonesian Navy Hydrographic Office Chart No. 403, September 1996, corrected to 14 September 1996, 1: 500,000, (IIIA-1) - (IIIA-3), Bessel 1841

Indonesian Navy Hydrographic Office Chart No. 357, December 1985, corrected to 17 February 1997, 1:1,000,000, (IIIA-1) - (IIIA-3), Bessel 1841

Indonesian Navy Hydrographic Office Chart No. 142, May 1991, corrected to 24 August 1996, 1:1,000,000, (IIIA-4) - (IIIA-8), Bessel 1841

Indonesian Navy Hydrographic Office Chart No. 366, July 1993, corrected to 15 September 1997, 1:1,000,000, (IIIA-10) - (IIIA-13), Bessel 1841

Indonesian Navy Hydrographic Office Chart No. 367, August 1993, corrected to 7 July 1997, 1:1,000,000, (IIIA-9) - (IIIA-10), Bessel 1841

Indonesian Navy Hydrographic Office Chart No. 112, June 1991, corrected to 10 June 1995, 1:1,000,000, (IIIA-9) - (IIIA-13), Bessel 1841

Indonesian Navy Hydrographic Office Chart No 363, January 1990, corrected to 15 June 1996, 1:1,000,000, (IIIA-3) - (IIIA-6), Bessel 1841

Indonesian Navy Hydrographic Office Chart No 404, October 1993, corrected to 13 November 1993, 1: 500,000, (IIIA-4)-(IIIA-5), Bessel 1841

Description of the archipelagic sea lane

The axis line connects the following geographical positions:

(IIIA-1) 03° 27'.00 N; 127° 40'.50 E

(IIIA-2) 01° 40'.00 N; 126° 57'.50 E

(IIIA-3) 01° 12'.00 N; 126° 54'.00 E

(IIIA-4) 00° 09'.00 N; 126° 20'.00E

(IIIA-5) 01° 53'.00 S; 127° 02'.00 E

(IIIA-6) 02° 37'.00 S; 126° 30'.00 E

(IIIA-7) 02° 53'.00 S; 125° 30'.00 E

(IIIA-8) 03° 20'.00 S; 125° 30'.00 E

(IIIA-9) 08° 25'.00 S; 125° 20'.00 E

(IIIA-10) 09° 03'.00 S; 123° 34'.00 E

(IIIA-11) 09° 23'.00 S; 122° 55'.00 E

(IIIA-12) 10° 12'.00 S; 121° 18'.00 E

(IIIA-13) 10° 44'.50 S; 120° 45'.75 E

Notes for the use of this archipelagic sea lane:

- (a) Geographical positions (IIIA-1) to (IIIA-5) define the axis line from the Pacific Ocean through the Maluku Sea.
- (b) Geographical positions (IIIA-5) to (IIIA-7) define the axis line through the Seram Sea.
- (c) Geographical positions (IIIA-7) to (IIIA-9) define the axis line through the western Banda Sea to the Ombai Strait.
- (d) Geographical positions (IIIA-9) to (IIIA-13) define the axis line through the Ombai Strait and Sawu Sea between Sumba and Sawu Islands to Indian (Hindia) Ocean.

SEA LANE III E : SPUR FROM POINT IIIA-2 - IIIE-2

(Reference Charts: Publisher, Chart number and scale, points reflected on chart)

Indonesian Navy Hydrographic Office Chart No. 3, March 1985, corrected to 13 October 1997, 1:4,000,000, (IIIA-2) - (IIIE-2), Bessel 1841

Indonesian Navy Hydrographic Office Chart No. 403, September 1996, corrected to 14 September 1996, 1:500,000, (IIIA-2) - (IIIE-2), Bessel 1841

Indonesian Navy Hydrographic Office Chart No. 357, December 1985, corrected to 17 February 1997, 1:1,000,000, (IIIA-2) - (IIIE-1), Bessel 1841

Description of the archipelagic sea lane

The axis line connects the following geographical positions:

(IIIA-2) 01° 40'.00 N; 126° 57'.50 E

(IIIE-1) 04° 12'.10 N; 126° 01'.00 E

(IIIE-2) 04° 32'.20 N; 125° 10'.40 E

Notes for the use of this archipelagic sea lane:

- (a) Geographical positions (IIIA-2) to (IIIE-2) define the axis line from the Maluku Sea to the Celebes (Sulawesi) Sea.

SEA LANE IIIB: SPUR FROM POINT IIIA-8 - IIIB-2; BANDA SEA - LETI STRAIT - TIMOR SEA
(Reference Charts: Publisher, Chart number and scale, points reflected on chart)

Indonesian Navy Hydrographic Office Chart No. 3, March 1985, corrected to 13 October 1997, 1:4,000,000, (IIIA-8) - (IIIB-2), Bessel 1841

Indonesian Navy Hydrographic Office Chart No. 142, May 1991, corrected to 24 August 1996, 1:1,000,000, (IIIA-8) - (IIIB-1), Bessel 1841

Indonesian Navy Hydrographic Office Chart No. 367, August 1993, corrected to 7 July 1997, 1:1,000,000, (IIIB-2), Bessel 1841

Indonesian Navy Hydrographic Office Chart No146, October 1993, corrected to 1 April 1995, 1:1,000,000, (IIIB-2), Bessel 1841

Description of the archipelagic sea lane

The axis line connects the following geographical positions:

(IIIA-8) 03° 20'.00 S; 125° 30'.00 E

(IIIB-1) 04° 00'.00 S; 125° 40'.00 E

(IIIB-2) 08° 31'.00 S; 127° 33'.00 E

Notes for the use of this archipelagic sea lane:

- (a) Geographical positions (IIIA-8) to (IIIB-2) define the axis line through the Banda Sea and Leti Strait to the Timor Sea.

SEA LANE IIIC: SPUR FROM POINT IIIA-8 - IIIC-2; BANDA SEA - ARAFURU SEA

(Reference Charts: Publisher, Chart number and scale, points reflected on chart)

Indonesian Navy Hydrographic Office Chart No. 3, March 1985, corrected to 13 October 1997, 1:4,000,000, (IIIA-8) - (IIIC-2), Bessel 1841

Indonesian Navy Hydrographic Office Chart No. 142, May 1991, corrected to 24 August 1996, 1:1,000,000, (IIIA-8) - (IIIB-1), Bessel 1841

Indonesian Navy Hydrographic Office Chart No. 367, August 1993, corrected to 7 July 1997 1:1,000,000, (IIIC-1) - (IIIC-2), Bessel 1841

Indonesian Navy Hydrographic Office Chart No146, October 1993, corrected to 1 April 1995, 1:1,000,000, (IIIC-1)-(IIIC-2), Bessel 1841

Description of the archipelagic sea lane

The axis line connects the following geographical positions:

(IIIA-8) 03° 20'.00 S; 125° 30'.00 E

(IIIB-1) 04° 00'.00 S; 125° 40'.00 E

(IIIC-1) 06° 10'.00 S; 131° 45'.00 E

(IIIC-2) 06° 44'.00 S; 132° 35'.00 E

Notes for the use of this archipelagic sea lane:

- (a) Geographical positions (IIIA-8) to (IIIC-2) define the axis line through the Banda Sea to the Arafuru Sea.

SEA LANE IIID: SPUR FROM POINT IIIA-11 - IIID-1 ; SAWU SEA - SEA BETWEEN SAWU AND ROTI ISLANDS - INDIAN (HINDIA) OCEAN

(Reference Charts: Publisher, Chart number and scale, points reflected on chart)

Indonesian Navy Hydrographic Office Chart No. 3, March 1985, corrected to 13 October 1997, 1:4,000,000, (IIIA-11) - (IIID-1), Bessel 1841

Indonesian Navy Hydrographic Office Chart No. 112, June 1991, corrected to 10 June 1995, 1:1,000,000, (IIIA-11) - (IIID-1), Bessel 1841

Indonesian Navy Hydrographic Office Chart No. 366, July 1993, corrected to 15 September 1997, 1:1,000,000, (IIIA-11) - (IIID-1), Bessel 1841

Description of the archipelagic sea lane

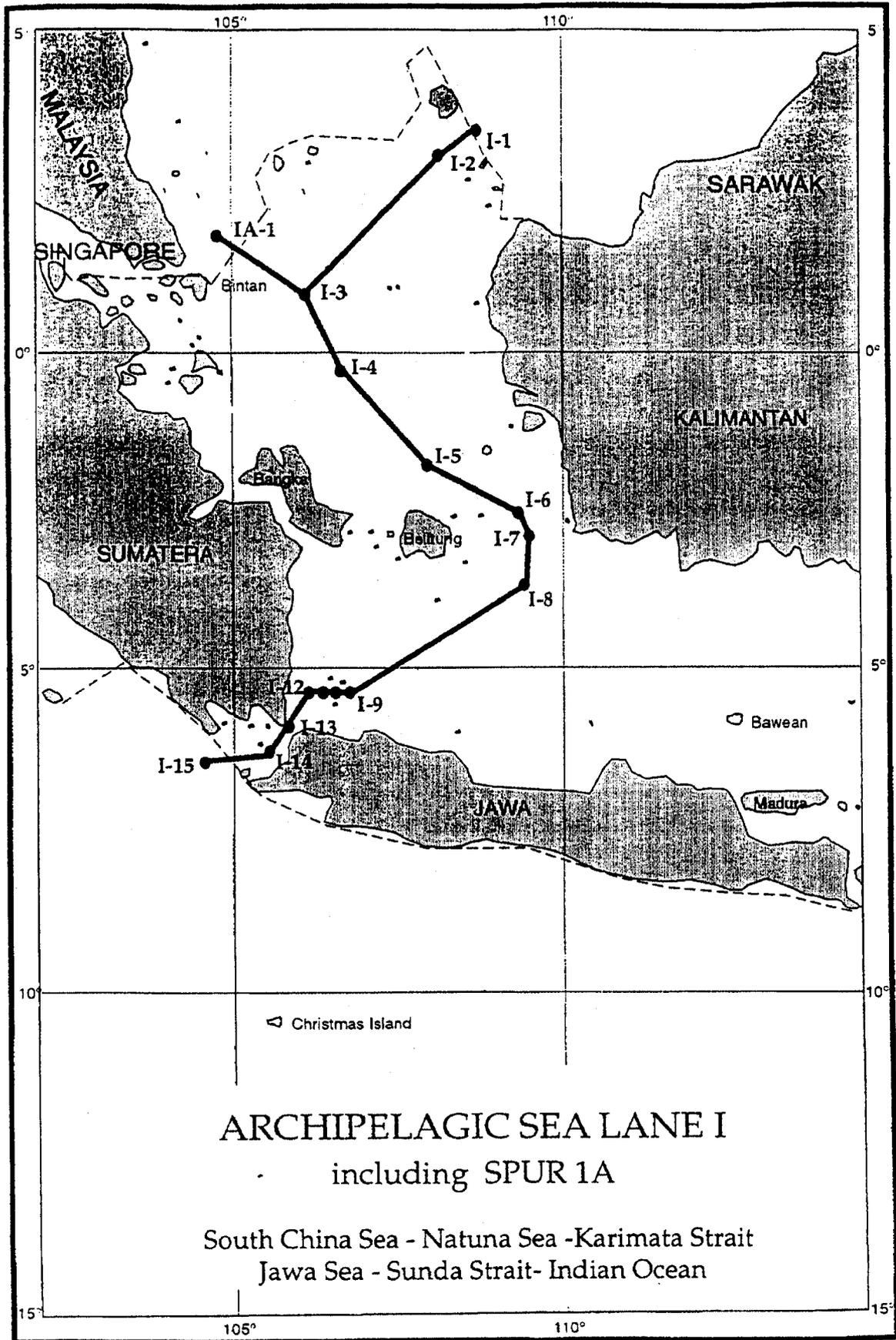
The axis line connects the following geographical positions:

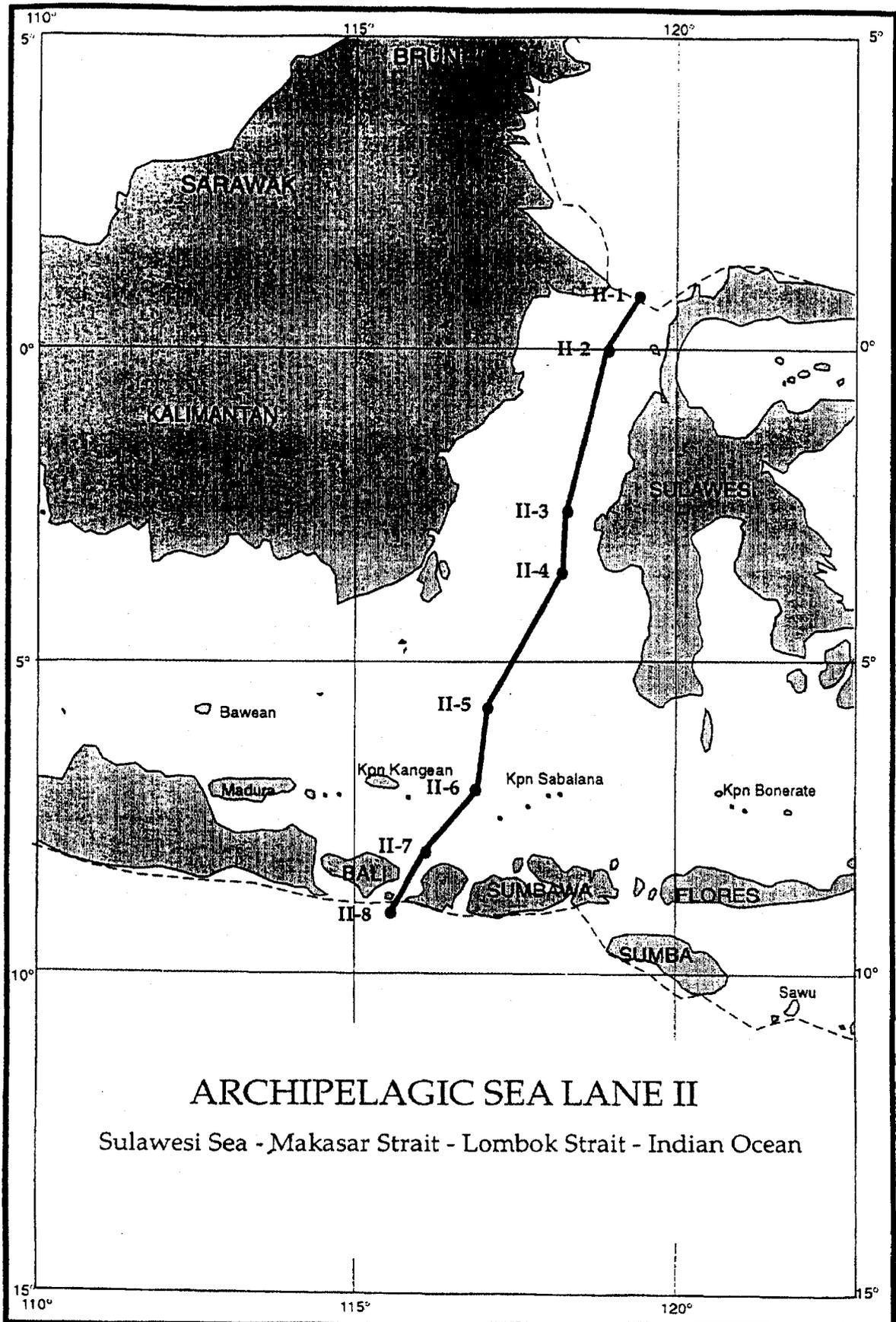
(IIIA-11) 09° 23'.00 S; 122° 55'.00 E

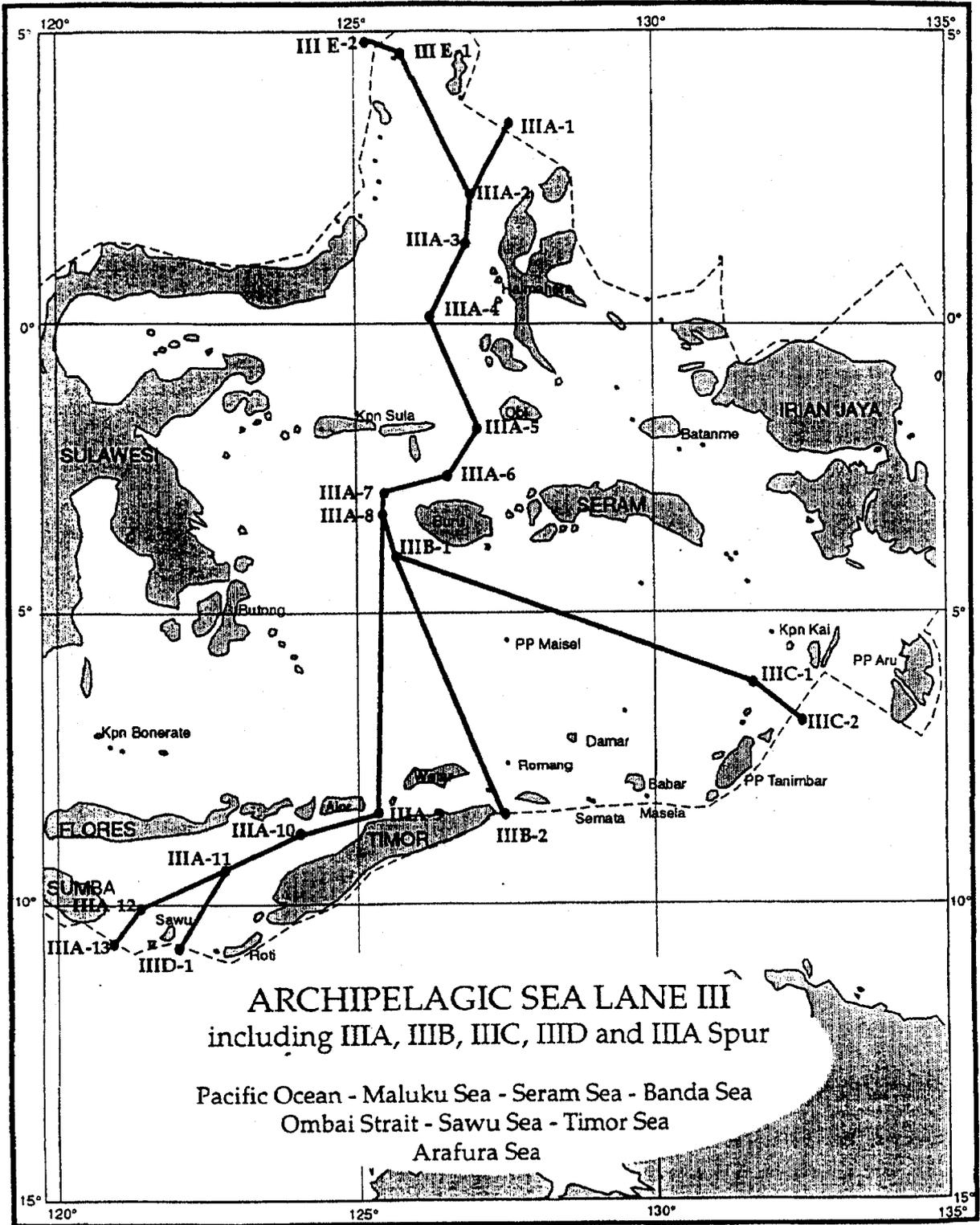
(IIID-1) 10° 58'.00 S; 122° 11'.00 E

Notes for the use of this archipelagic sea lane:

- (a) Geographical positions (IIIA-11) to (IIID-1) define the axis line from the Sawu Sea to the Sea between Sawu and Roti Islands to the Indian (Hindia) Ocean.







ANNEX 12

**RESOLUTION MSC.138(76)
(adopted on 5 December 2002)**

**RECOMMENDATION ON NAVIGATION THROUGH
THE ENTRANCES TO THE BALTIC SEA**

THE MARITIME SAFETY COMMITTEE,

RECALLING Article 28(b) of the Convention on the International Maritime Organization concerning the functions of the Committee,

RECALLING ALSO regulation V/10 of the International Convention for the Safety of Life at Sea (SOLAS), 1974, as amended, concerning the adoption by the Organization of ships' routing systems,

RECALLING FURTHER resolution A.858(20) which, *inter alia*, authorizes the Committee to perform the function of adopting routing measures other than traffic separation systems on behalf of the Organization,

TAKING INTO ACCOUNT the General Provisions on Ships' Routing adopted by the Organization by resolution A.572(14), as amended,

TAKING NOTE OF:

- (a) resolution 5 on Intentional pollution of the sea and accidental spillages adopted by the International Conference on Marine Pollution, 1973;
- (b) resolution A.159(ES.IV) - Recommendation on pilotage;
- (c) SOLAS chapter V, regulation 19 on Carriage requirements for shipborne navigational systems and equipment;
- (d) previous resolutions A.579(14) - Recommendation on use of pilotage services in the Sound and A.620(15) - Recommendation on navigation through the entrances to the Baltic Sea, which have been superseded by this resolution;
- (e) the established routing system (Route T) through the entrances to the Baltic Sea; and
- (f) the established ship reporting system in the Great Belt Traffic (GBT) area,

BEING AWARE of the close relationship between safety of navigation and the prevention of pollution from ships,

NOTING that, at several places, the entrances to the Baltic Sea are difficult to navigate,

NOTING ALSO that, owing to the risk of grounding or collision and the strong sea current, the navigation of large ships through the entrances to the Baltic Sea constitutes a potential danger of pollution of the entrances and of the entire Baltic Sea area,

NOTING FURTHER that loaded oil and chemical tankers, gas carriers and ships carrying a cargo of irradiated nuclear fuel, plutonium and high-level radioactive wastes (INF-cargoes) constitute a potential danger of pollution of the entrances to the Baltic Sea and a potential hazard to international shipping,

HAVING CONSIDERED the recommendations of the Sub-Committee on Safety of Navigation at its forty-eighth session,

1. ADOPTS, in accordance with SOLAS regulation V/10, the Recommendation on navigation through the entrances to the Baltic Sea, as given in Annexes 1 and 2 to the present resolution;
2. DECIDES that the said Annexes will enter into force at 0000 hours UTC on 1 December 2003;
3. REQUESTS the Secretary-General to bring this resolution and its Annexes to the attention of Member Governments and Contracting Governments to the 1974 SOLAS Convention.

ANNEX 1

**RECOMMENDATION ON NAVIGATION THROUGH
THE ENTRANCES TO THE BALTIC SEA**

ROUTE - T

1 Ships over 40,000 tonnes deadweight, when passing through the entrances to the Baltic Sea, in view of the fact that 17 m is the maximum obtainable depth without dredging in the area north-east of Gedser and that the charted depths, even under normal conditions, may be decreased by as much as 2 m owing to unknown and moving obstructions, should:

- .1 not pass the area unless they have a draught with which it is safe to navigate through the area, taking into account the possibility of depths being as much as 2 m less than charted, as mentioned above, and additionally taking into account the possible changes in the indicated depth of water caused by meteorological or other effects;
- .2 participate in the ship reporting system (SHIPPOS) operated by the Government of Denmark; and
- .3 exhibit the signal prescribed in rule 28 of the International Regulations for Preventing Collisions at Sea, 1972, as amended, in certain areas in the Store Baelt (Hatter Rev, Vengeancegrund and in the narrow route east of Langeland), when constrained by their draught.

2 Ships with a draught of 11 m or more should, furthermore:

- .1 use for the passage the pilotage services locally established by the coastal States; and
- .2 be aware that anchoring may be necessary owing to the weather and sea conditions in relation to the size and draught of the ship and the sea level and, in this respect, take special account of the information available from the pilot and from radio navigation information services in the area.

3 Ships irrespective of size or draught, carrying a shipment of irradiated nuclear fuel, plutonium and high-level radioactive wastes on board ships (INF-cargoes) should:

- .1 participate in the ship reporting system (SHIPPOS) operated by the Government of Denmark; and
- .2 use for the passage the pilotage services locally established by the coastal States.

4 Shipowners and masters should consider the full potential of the new and improved navigation equipment introduced in the revised SOLAS chapter V, including Electronic Chart Display and Information System (ECDIS) when navigating in these narrow waters.

ANNEX 2

**RECOMMENDATION ON NAVIGATION THROUGH
THE ENTRANCES TO THE BALTIC SEA**

THE SOUND

1 Loaded oil tankers with a draught of 7 m or more, loaded chemical tankers and gas carriers, irrespective of size, and ships carrying a shipment of irradiated nuclear fuel, plutonium and high-level radioactive wastes (INF-cargoes), when navigating the Sound between a line connecting Svinbaadan Lighthouse and Hornbaek Harbour and a line connecting Skanör Harbour and Aflandshage (the southernmost point of Amager Island) should:

- .1 use the pilotage services established by the Governments of Denmark and Sweden; and
- .2 be aware that anchoring may be necessary owing to the weather and sea conditions in relation to the size and draught of the ship and the sea level and, in this respect, take special account of the information available from the pilot and from radio navigation information services in the area.

2 Ship owners and masters should consider the full potential of the new and improved navigation equipment introduced in the revised SOLAS chapter V, including Electronic Chart Display and Information System (ECDIS) when navigating in these narrow waters.
