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ROUTING SYSTEMS OTHER THAN
TRAFFIC SEPARATION SCHEMES

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1 In accordance with the procedures set out in Assembly resolution A.377(X) the Maritime Safety Committee at its fifty-first session (MSC 51/21, paragraph 5.8 and annex 5) adopted the new and amended routeing systems other than traffic separation schemes subject to confirmation by the fourteenth regular session of Assembly.

2 The routeing systems, attached hereto, which will be implemented on 15 December 1985 (deep-water route leading to IJmuiden) and on 1 December 1985 (area to be avoided in the region of the Bermuda Islands) are brought to the attention of Member Governments.

ANNEX 5

ROUTEING SYSTEMS OTHER THAN TRAFFIC SEPARATION SCHEMES

1 DEEP-WATER ROUTE

LEADING TO IJMUIDEN (new route)

(Reference chart: Netherlands 1450, 1350 and 1974)

Note: These charts are based on European DatumDescription of the deep-water route

The deep-water route is bounded by a line connecting the following geographical positions:

(1) 52°28'.15 N.,	4°32'.10 E.
(2) 52°28'.58 N.,	4°28'.34 E.
(3) 52°29'.09 N.,	4°24'.30 E.
(4) 52°29'.33 N.,	4°22'.08 E.
(5) 52°30'.28 N.,	4°13'.64 E.
(6) 52°30'.54 N.,	4°12'.31 E.
(7) 52°31'.78 N.,	3°48'.49 E.
(8) 52°27'.42 N.,	3°41'.33 E.
(9) 52°30'.01 N.,	4°12'.16 E.
(10) 52°29'.96 N.,	4°13'.55 E.
(11) 52°28'.90 N.,	4°23'.03 E.
(12) 52°27'.89 N.,	4°32'.02 E.

Notes1 Least water depth

The least water depths in the deep-water route are as follows:

- (a) between longitudes 3°45'.0E. and 4°12'.0E.
18.20 metres at mean LLWS
- (b) between longitudes 4°12'.0E. and 4°22'.0E.
17.90 metres at mean LLWS
- (c) between longitudes 4°22'.0E. and 4°32'.0E.
17.40 metres at mean LLWS.

2 Electronic navigational aids

A dedicated Decca indicator will be brought on board by the pilot to enable the vessel to be informed continuously and highly accurately about its deviation from and progress along the axis of the route.

3 Traffic centre IJmuiden

The traffic centre IJmuiden will organize the use of the dredged channel and will monitor the traffic up to a distance of about 20 miles. Information on the times and conditions when the dredged channel is navigable will be broadcast by the traffic centre IJmuiden on VHF channel 12 with a normal working range of 35 miles.

2 AREA TO BE AVOIDED

IN THE REGION OF THE BERMUDA ISLANDS

(Reference chart ; BA chart 360; Edition dated 15 April 1983)

Description of the area to be avoided

Because of the great danger of stranding on the extensive reefs fringing Bermuda to the west, north and north-east of the islands, and for reasons of environmental protection, all vessels carrying cargoes of oil or hazardous materials and all other vessels of more than 1,000 gross tons, whether or not bound for Bermuda ports, should avoid the area outside the reefs bounded by the lines connecting the following geographical positions:

- | | |
|--|--|
| (1) Gibb's Hill Lighthouse
(32°15'.1N., 64°50'.0W.) | (5) 32°39'.0N., 64°53'.0W. |
| (2) 32°08'.0N., 64°53'.0W. | (6) 32°39'.0N., 64°38'.0W. |
| (3) 32°12'.0N., 65°10'.0W. | (7) 32°32'.0N., 64°29'.0W. |
| (4) 32°24'.0N., 65°10'.0W. | (8) St. David's Lighthouse
(32°21'.8N., 64°39'.0W.) |

Note:

Mariners are warned to navigate with extreme care in the approaches to the Bermuda islands due to the extensive and dangerous fringing reefs. The only safe approach to the islands is from the south-east, preferably in daylight. The outer navigational aids may be unreliable.

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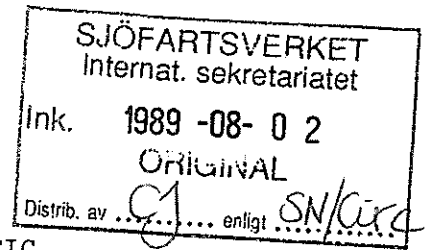
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ROUTEING SYSTEMS OTHER THAN TRAFFIC
SEPARATION SCHEMES

New areas to be avoided

1 At its fifty-seventh session, the Maritime Safety Committee (MSC 57/27, paragraph 10.2.4) adopted, subject to confirmation by the sixteenth Assembly in accordance with the provisions of resolution A.377(X), the attached two proposed areas to be avoided "In the region of the Aldabra Islands in the Seychelles" and "In the region of Mahe Island in the Seychelles".

2 The new areas will be implemented at 0000 hours UTC on 5 October 1989.

W/9488y/EWP

ANNEX 17

NEW AREAS TO BE AVOIDED

- 1 IN THE REGION OF THE ALDABRA ISLANDS IN THE SEYCHELLES
(Reference Chart: British Admiralty 758 July 1965 Edition)

Description of the area to be avoided

In order to avoid risk of pollution and damage to the environment in this area of unique wildlife, all vessels of more than 500 gross tons carrying cargoes of oil or hazardous materials should avoid the area contained within a circle of radius 30 nautical miles, centred at geographical position 09°36' S., 46°21' E.

- 2 IN THE REGION OF MAHE ISLAND IN THE SEYCHELLES
(Reference Charts: British Admiralty 721 September 1983 Edition
British Admiralty 740 July 1980 Edition)

Note: These charts are based on South East Island Datum

Description of the areas to be avoided

In order to avoid risk of pollution and damage to the environment, all vessels of more than 200 tons gross tonnage, whether or not bound for ports in the Seychelles, should avoid the area bounded by lines connecting the following geographical positions:

(a) West of Mahe

.1	04°40.8' S.,	55°32.2' E.
.2	04°49.5' S.,	55°34.5' E.
.3	05°06.8' S.,	55°08.5' E.
.4	04°42.0' S.,	53°52.0' E.
.5	04°00.0' S.,	54°22.0' E.
.6	03°40.0' S.,	54°58.0' E.
.7	03°40.0' S.,	55°25.0' E.
.8	04°33.5' S.,	55°25.9' E.

thence along the low water line on the west and south-east coasts of Mahe to the point of commencement; and

(b) East of Mahe

.1	05°10.0' S.,	57°13.0' E.
.2	05°50.0' S.,	57°00.0' E.
.3	05°50.0' S.,	56°24.0' E.
.4	05°12.0' S.,	55°36.0' E.
.5	04°49.0' S.,	55°41.5' E.
.6	04°31.0' S.,	55°40.0' E.
.7	04°26.0' S.,	55°32.0' E.
.8	03°42.0' S.,	55°38.0' E.
.9	03°45.0' S.,	56°02.0' E.

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ROUTEING SYSTEM "OFF FRIESLAND"

1 At its fifty-eighth session, the Maritime Safety Committee (MSC 58/25, paragraph 24.4) adopted the attached new routeing system "Off Friesland" (Annex 1) and "Recommended route for tankers from North Hinder to the German Bight and vice-versa" (Annex 2), which will be implemented at 0000 hours UTC on 1 December 1990.

2 For ease of navigation the Committee considered it preferable to show the entire new routeing system in the Southern North Sea on a single chart suitable for navigation through the area and invited IHO to request the Hydrographic Offices concerned to construct a chart covering all parts of the new routeing system.

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ANNEX 1Routeing system "Off Friesland"

Reference charts:

British Admiralty 1405, 1406, 1408, 1505, and 2182 A.

Netherlands Hydrographic Office 1014, 1035, 1037 (INT 1043, 1046, 1045)

German Hydrographic Office 50, 53 (INT 1045)

Note: These charts are based on European Datum (1950) (ED 50)

The routeing system "Off Friesland" consists of the following nine routeing measures:

- .1 a deep water route from North Hinder to the traffic separation scheme "Off Brown Ridge";
- .2 a traffic separation scheme "Off Brown Ridge";
- .3 a deep water route from the traffic separation scheme "Off Brown Ridge" to the traffic separation scheme "West Friesland";
- .4 a traffic separation scheme "West Friesland";
- .5 a precautionary area "Friesland Junction";
- .6 a traffic separation scheme "East Friesland";
- .7 a deep water route from the traffic separation scheme "Off Botney Grounds" to the precautionary area "Friesland Junction";
- .8 a traffic separation scheme "Off Botney Grounds"; and
- .9 a deep water route "From North Hinder to Indefatigable Bank" via DR1 lightbuoy.

Note 1:

Recommended route for tankers from North Hinder to the German Bight

The routeing measures 1, 2, 3, 4, 5, and 6 above coincide with the "Recommended route for tankers from North Hinder to the German Bight".

Note 2:

Least water depths

The deep water routes from North Hinder to the traffic separation scheme "Off Brown Ridge" and from the traffic separation scheme "Off Brown Ridge" to the traffic separation scheme "West Friesland" and the traffic lanes of the traffic separation schemes "Off Brown Ridge" and "West Friesland" were closely surveyed in the period 1981 to 1986. The least water depth found in these areas was more than 23 m at LLWS except for one wreck in geographical position 52°46'.17 N., 3°13'.83 E.

The least water depth over that wreck found by wire-sweeping was 20.0 m at LLWS.

See also note pertaining to the traffic separation scheme "Deutsche Bucht Lightvessel, Western Approach".

Note 3:

Least water depths

The deep water routes from the traffic separation scheme "Off Botney Grounds" to the precautionary area "Friesland Junction" and "From North Hinder to Indefatigable Bank" via DRI lightbuoy, the traffic lanes of the traffic separation scheme "Off Botney Grounds", the precautionary area "Friesland Junction" and the traffic separation scheme "East Friesland" were closely surveyed in the period 1981 to 1986. The least water depth found in these areas was more than 29 m at LLWS except for a few patches just north of the parallel 52° N., which have a least depth of 26.5 m at LLWS.

Description of the routeing system "Off Friesland"

Deep water route from North Hinder to the traffic separation scheme "Off Brown Ridge"

(a) The deep water route is bounded by a line connecting the following geographical positions:

- | | |
|-------------------------------|-------------------------------|
| (1) 52°55'.75 N., 3°14'.25 E. | (4) 52°01'.23 N., 2°42'.47 E. |
| (2) 52°09'.92 N., 2°35'.00 E. | (5) 52°09'.58 N., 2°43'.33 E. |
| (3) 51°54'.88 N., 2°33'.60 E. | (6) 52°54'.17 N., 3°22'.00 E. |

Traffic separation scheme "Off Brown Ridge"

- (b) A separation zone is bounded by a line connecting the following geographical positions:

(7) 53°03'.14 N., 3°21'.85 E. (9) 52°54'.81 N., 3°18'.87 E.
(8) 52°55'.11 N., 3°17'.38 E. (10) 53°02'.84 N., 3°23'.34 E.

- (c) A traffic lane for northbound traffic is established between the separation zone in paragraph (b) above and a line connecting the following geographical positions:

(6) 52°54'.17 N., 3°22'.00 E. (11) 53°2'.20 N., 3°26'.48 E.

- (d) A traffic lane for southbound traffic is established between the separation zone in paragraph (b) above and a line connecting the following geographical positions:

(12) 53°03'.78 N., 3°18'.71 E. (1) 52°55'.75 N., 3°14'.25 E.

Deep water route from traffic separation scheme "Off Brown Ridge" to the traffic separation scheme "West Friesland"

- (e) The deep water route is bounded by a line connecting the following positions:

(11) 53°02'.20 N., 3°26'.48 E. (13) 53°22'.94 N., 3°28'.40 E.
(12) 53°03'.78 N., 3°18'.71 E. (14) 53°19'.89 N., 3°39'.74 E.

Traffic separation scheme "West Friesland"

- (f) A separation zone is bounded by a line connecting the following geographical positions:

(15) 53°42'.99 N., 3°42'.12 E. (19) 53°46'.73 N., 4°20'.00 E.
(16) 53°22'.12 N., 3°31'.47 E. (20) 53°56'.69 N., 4°36'.00 E.
(17) 53°20'.67 N., 3°36'.85 E. (21) 53°59'.22 N., 4°36'.00 E.
(18) 53°31'.12 N., 3°44'.72 E. (22) 53°57'.60 N., 4°15'.17 E.

- (g) A traffic lane for northeast bound traffic is established between the separation zone in paragraph (f) above and a line connecting the following geographical positions:

(14) 53°19'.89 N., 3°39'.74 E. (24) 53°45'.90 N., 4°23'.32 E.
(23) 53°30',00 N., 3°47'.37 E. (25) 54°00'.00 N., 4°46'.00 E.

- (h) A traffic lane for southwest bound traffic is established between the separation zone in paragraph (f) above and a line connecting the following geographical positions:

(26) 53°57'.20 N., 4°10'.02 E. (13) 53°22'.94 N., 3°28'.40 E.
(27) 53°43'.39 N., 3°38'.81 E.

Precautionary area "Friesland Junction"

(i) A precautionary area is established directly to the north of the "West Friesland" traffic separation scheme. The area is bounded by a line connecting the following geographical positions:

- | | |
|--------------------------------|-------------------------------|
| (26) 53°57'.20 N., 4°10'.02 E. | (29) 54°5'.59 N., 4°59'.32 E. |
| (25) 54°00'.00 N., 4°46'.00 E. | (30) 54°2'.57 N., 4°20'.92 E. |
| (28) 54°01'.14 N., 5°00'.34 E. | (31) 54°1'.91 N., 4°08'.96 E. |

Traffic separation scheme "East Friesland"

(j) A separation zone is bounded by a line connecting the following geographical positions:

- | | |
|-------------------------------|-------------------------------|
| (32) 54°2'.62 N., 5°00'.00 E. | (35) 54°8'.97 N., 6°01'.33 E. |
| (33) 54°4'.21 N., 5°20'.00 E. | (36) 54°5'.69 N., 5°19'.66 E. |
| (34) 54°8'.00 N., 6°01'.90 E. | (37) 54°4'.11 N., 4°59'.66 E. |

(k) A traffic lane for eastbound traffic is established between the separation zone in paragraph (j) above and a line connecting the following geographical positions:

- | | |
|-------------------------------|------------------------------|
| (28) 54°1'.14 N., 5°00'.34 E. | (38) 54°6'.10 N., 6°3'.00 E. |
|-------------------------------|------------------------------|

(l) A traffic lane for westbound traffic is established between the separation zone in paragraph (j) above and a line connecting the following geographical positions:

- | | |
|--------------------------------|-------------------------------|
| (39) 54°10'.90 N., 6°00'.20 E. | (29) 54°5'.59 N., 4°59'.32 E. |
| (40) 54°07'.17 N., 5°19'.32 E. | |

Note: The positions (38), (34), (35) and (39) coincide with the positions (15), (11), (8) and (14) of the "Deutsche Bucht Lightvessel, Western Approach" traffic separation scheme.

Deep water route from the traffic separation scheme "Off Botney Ground" to the precautionary area "Friesland Junction"

(m) The deep water route is bounded by a line connecting the following geographical positions:

- | | |
|--------------------------------|--------------------------------|
| (26) 53°57'.20 N., 4°10'.02 E. | (42) 54°00'.46 N., 3°43'.01 E. |
| (41) 53°55'.24 N., 3°44'.88 E. | (31) 54°01'.91 N., 4°08'.96 E. |

Traffic separation scheme "Off Botney Ground"

(n) A separation zone is bounded by a line connecting the following geographical positions:

- | | |
|--------------------------------|--------------------------------|
| (43) 53°57'.19 N., 3°44'.18 E. | (47) 53°36'.28 N., 2°58'.85 E. |
| (44) 53°55'.10 N., 3°27'.47 E. | (48) 53°43'.71 N., 3°03'.66 E. |
| (45) 53°41'.57 N., 3°08'.91 E. | (49) 53°56'.66 N., 3°18'.18 E. |
| (46) 53°35'.30 N., 3°03'.12 E. | (50) 53°58'.50 N., 3°43'.71 E. |

- (o) A traffic lane for west, southwest and southbound traffic is established between the separation zone in paragraph (n) above and a line connecting the following geographical positions:

(42) 54°00'.46 N., 3°43'.01 E. (52) 53°44'.40 N., 3°01'.40 E.
(51) 53°58'.61 N., 3°17'.32 E. (53) 53°36'.81 N., 2°56'.50 E.

- (p) A traffic lane for north, northeast and eastbound traffic is established between the separation zone in paragraph (n) above and a line connecting the following geographical positions:

(54) 53°34'.76 N., 3°05'.49 E. (56) 53°53'.13 N., 3°28'.02 E.
(55) 53°40'.71 N., 3°11'.00 E. (41) 53°55'.24 N., 3°44'.88 E.

Deep water route "From North Hinder to Indefatigable Bank" via DRL lightbuoy

- (r) The deep water route is bounded by a line connecting the following geographical positions:

(53) 53°36'.81 N., 2°56'.50 E. (59) 52°18'.20 N., 2°44'.00 E.
(57) 53°04'.80 N., 2°36'.00 E. (60) 53°04'.00 N., 2°44'.00 E.
(58) 52°18'.20 N., 2°36'.00 E. (61) 53°29'.54 N., 3°00'.67 E.
(3) 51°54'.88 N., 2°33'.60 E. (54) 53°34'.76 N., 3°05'.49 E.
(4) 52°01'.23 N., 2°42'.47 E.

APPENDIX

List of aids to navigation supporting the routing system
"OFF FRIESLAND" adopted by the Maritime Safety Committee at its
fifty-eighth session

These aids to navigation will be available on the date of implementation of the new routing system (1 December 1990).

<u>No</u>	<u>Ref. Description of Scheme</u>	<u>Type of Aid</u>
101	Charted platform K14-FA-1	Racon X- and S band
102	Charted platform K9C-A	Racon X- and S band
103	Between positions 8 and 9	Lightbuoy
104	Position 6	--"
105	Between positions 7 and 10	--"
106	Position 12	--"
107	Position 14	--"
108	Position 17	--"
109	Position 23	--"
110	Position 19	--"
111	Position 25	--"
112	54°00'35N 04°21'41E	--"
113	Between positions 32 and 37	--"
114	Between positions 33 and 36	--"
115	Halfway separation zone at mer. 5°40',00E	--"
116	Between positions 43 and 50	--"
117	Position 42	--"
118	Position 51	--"
119	Position 56	--"
120	Position 52	--"
121	Position 55	--"
122	Between positions 46 and 47	--"
123	Position 54	--"
124	Position 15	--"
125	Halfway positions 15 and 22 at mer. 4°00',00E	--"

Note: Full further details of the above-mentioned aids to navigation will be promulgated through regular channels (Hydrographic Offices/Notices to Mariners).

ANNEX 2**RECOMMENDED ROUTE FOR TANKERS FROM NORTH HINDER
TO THE GERMAN BIGHT AND VICE-VERSA***

Reference charts:

British Admiralty 1405, 1406, 1408, 1505, and 2182 A.

Netherlands Hydrographic Office 1014, 1035, 1037 (INT 1043, 1046, 1045)

German Hydrographic Office 50, 53 (INT 1045)

Note: These charts are based on European Datum (ED 50)

Description of the recommended route

See annex 1, routing measures 1, 2, 3, 4, 5 and 6 (Descriptions from (a) to (1)).

Application

The route is recommended for use by the following classes of ships of 10,000 tons gross tonnage and upwards:

- (a) tankers carrying oils mentioned in appendix I, Annex I to the International Convention for the Prevention of Pollution from Ships (MARPOL), 1973, as modified by the Protocol of 1978 relating thereto (MARPOL 73/78); and
- (b) ships carrying in bulk liquid substances classed in categories A and B mentioned in appendices I and II, Annex II, to the International Convention for the Prevention of Pollution from Ships (MARPOL), 1973, as modified by the Protocol of 1978 relating thereto (MARPOL 73/78).

Use of the route

- (a) The classes of ships referred to above are recommended to use the route or part of it:
 - (i) when sailing from North Hinder to North Sea ports of the Federal Republic of Germany and of the Netherlands northwards of latitude 53° N. and vice-versa;
 - (ii) when sailing between North Sea ports of the Netherlands and/or the Federal Republic of Germany, except in the case of adjacent port areas;

* This recommended route for tankers coincides with the eastern route of the routing system "Off Friesland" and replaces the "Two-way route for tankers from North Hinder to the German Bight" is cancelled from 0000 hrs UTC on 1 December 1990.

- (b) The traffic separation scheme "Deutsche Bucht Lightvessel, Western Approach" should be used in continuation of the route.
- (c) Ships should use the appropriate traffic lanes of the traffic separation schemes forming part of the route; ships should follow the recommended direction of traffic flow in the precautionary areas (indicated by dashed open-outlined arrows in the charts) and ships should, as far as practicable, keep to the starboard side of the deep water routes forming part of the route.

Joining and leaving the route

The classes of ships referred to above when joining or leaving the route:

- (a) should do so at the nearest point of the route to the port of destination or departure which permits a safe passage to or from that port;
- (b) should be aware that oil and gas production facilities and mobile offshore drilling units may be encountered in the proximity of the route; safety zones of 500 m (0.27 nautical mile) diameter are established around all offshore structures;
- (c) must adhere to the appropriate rules of the Collision Regulations.

Note: It is recommended that an efficient electronic position-fixing device appropriate for the area should be carried on board. Numerous offshore structures situated within the limits of the separation zones and/or situated in the proximity of the route are equipped with X- and S-band RACONS.

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ROUTEING SYSTEMS OTHER THAN TRAFFIC SEPARATION SCHEMES

New deep-water route and areas to be avoided

1 At its fifty-ninth session, the Maritime Safety Committee (MSC 59/33, paragraph 10.7) adopted, subject to confirmation by the seventeenth regular session of the Assembly in accordance with the provisions of resolution A.377(X), the attached (MSC 59/33, annex 21) deep-water route "In the Southern Approach to Chesapeake Bay" and three areas to be avoided "Off the California Coast", "Off the Florida Coast" and "In the region of the Shetland Islands" and the proposed precautionary areas "In the Northern Approaches to Yell Sound" and "In the South-Eastern Approaches to Yell Sound".

2 The new deep-water route and the above three areas to be avoided will be implemented at 0000 hours UTC on 16 November 1991.

ANNEX 21

ROUTEING SYSTEMS OTHER THAN TRAFFIC SEPARATION SCHEMES

1 DEEP-WATER ROUTE "IN THE SOUTHERN APPROACH TO CHESAPEAKE BAY"

(Reference charts: United States 12221, 57th edition, 1989 edition)

Note: These charts are based on North American 1983 datum.Description of the deep-water route

A deep-water route is established in the southern approach of the traffic separation scheme "In the Approaches to Chesapeake Bay" between the separation lines which connect the following geographical positions of the traffic separation scheme (see annex 20):

(6)	36°55'.11 N.,	75°55'.23 W.	(9)	36°49'.52 N.,	75°46'.94 W.
(7)	36°52'.35 N.,	75°52'.12 W.	(10)	36°52'.18 N.,	75°52'.29 W.
(8)	36°49'.70 N.,	75°46'.80 W.	(11)	36°54'.97 N.,	75°55'.43 W.

Notes: (a) It is recommended that the following ships use the deep-water route when bound for Chesapeake Bay from sea or to sea from Chesapeake Bay:

Deep draught ships (draughts defined as greater than 13.5 m/45 ft in fresh water) and naval aircraft carriers;

(b) It is recommended that a ship using the deep-water route:

- .1 announces its intention on VHF-FM channel 16 as it approaches Chesapeake Bay Southern Approach Lighted Whistle Buoy CB on the south end or Chesapeake Bay Junction Lighted Buoy CBJ, on the north end of the route;
- .2 avoids, as far as practicable, overtaking other ships operating in the deep-water route;
- .3 keeps as near to the outer limit of the route which lies on the starboard side as is safe and practicable.

(c) All other ships approaching the Chesapeake Bay traffic separation scheme should use the appropriate inbound or outbound traffic lane of the traffic separation scheme "In the Approaches to Chesapeake Bay".

2 AREAS TO BE AVOIDED

2.1 "OFF THE CALIFORNIA COAST"

(Reference chart: United States 18720, 1990 edition)

Note: These charts are based on North American 1983 datum.

Description of the areas to be avoided

In order to avoid risk of pollution in the area designated as the Channel Islands National Marine Sanctuary, all ships, except those bound to and from ports on one of the islands within the area, engaged in the trade of carrying cargo, including but not limited to tankers and other bulk carriers and barges, should avoid the following areas:

- (a) In the region of the San Miguel, Santa Rosa, Santa Cruz and Anacapa Islands off the coast of southern California

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

- | | | | | | |
|-----|--------------|--------------|-----|--------------|--------------|
| (1) | 33°58'.7 N., | 119°12'.8 W, | (5) | 34°10'.4 N., | 120°39'.5 W, |
| (2) | 33°54'.0 N., | 119°17'.0 W. | (6) | 34°14'.0 N., | 120°31'.3 W. |
| (3) | 33°46'.3 N., | 120°07'.8 W, | (7) | 34°10'.0 N., | 119°56'.4 W, |
| (4) | 33°59'.0 N., | 120°39'.5 W. | (8) | 34°01'.4 N., | 119°18'.6 W. |

- (b) In the region of the Santa Barbara Island off the coast of southern California

The area contained within a circle of radius 7.5 nautical miles, centred on the following geographical position, is designated as an area to be avoided:

- (9) 33°28'.6 N., 119°02'.2 W.

2.2 "OFF THE FLORIDA COAST"

(Reference charts: United States 11420, 1988 edition, 11460, 1988 edition)

Note: These charts are based on North American 1983 datum.

Description of the areas to be avoided

In order to avoid risk of pollution and damage to the environment of these sensitive areas, all ships carrying cargoes of oil and hazardous materials and all other ships greater than 50 m in length should avoid the following areas:

- (a) In the vicinity of the Florida Keys

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

- | | | | | | |
|------|---------------|---------------|------|---------------|---------------|
| (1) | 25°45'.00 N., | 080°06'.10 W. | (12) | 24°33'.60 N., | 081°26'.00 W. |
| (2) | 25°38'.70 N., | 080°02'.70 W. | (13) | 24°38'.20 N., | 081°07'.00 W. |
| (3) | 25°22'.00 N., | 080°03'.00 W. | (14) | 24°43'.20 N., | 080°53'.20 W. |
| (4) | 25°00'.20 N., | 080°13'.40 W. | (15) | 24°46'.10 N., | 080°46'.15 W. |
| (5) | 24°37'.90 N., | 080°47'.30 W. | (16) | 24°51'.10 N., | 080°37'.10 W. |
| (6) | 24°29'.20 N., | 081°17'.30 W. | (17) | 24°57'.50 N., | 080°27'.50 W. |
| (7) | 24°22'.30 N., | 081°43'.17 W. | (18) | 25°09'.90 N., | 080°16'.20 W. |
| (8) | 24°28'.00 N., | 081°43'.17 W. | (19) | 25°24'.00 N., | 080°09'.10 W. |
| (9) | 24°28'.70 N., | 081°43'.50 W. | (20) | 25°31'.50 N., | 080°07'.00 W. |
| (10) | 24°29'.80 N., | 081°43'.17 W. | (21) | 25°39'.70 N., | 080°06'.85 W. |
| (11) | 24°33'.10 N., | 081°35'.15 W. | (22) | 25°45'.00 N., | 080°06'.10 W. |

(b) In the vicinity of Key West Harbour

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

- | | | | |
|--------------------|---------------|--------------------|---------------|
| (23) 24°27'.95 N., | 081°48'.65 W. | (27) 24°29'.35 N., | 081°53'.40 W. |
| (24) 24°23'.00 N., | 081°53'.50 W. | (28) 24°29'.35 N., | 081°50'.00 W. |
| (25) 24°26'.60 N., | 081°58'.50 W. | (29) 24°27'.95 N., | 081°48'.65 W. |
| (26) 24°27'.75 N., | 081°55'.70 W. | | |

(c) Surrounding the Marquesas Keys

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

- | | | | |
|--------------------|---------------|--------------------|---------------|
| (30) 24°26'.60 N., | 081°59'.55 W. | (37) 24°36'.15 N., | 081°51'.78 W. |
| (31) 24°23'.00 N., | 082°03'.50 W. | (38) 24°34'.40 N., | 081°50'.60 W. |
| (32) 24°23'.00 N., | 082°27'.80 W. | (39) 24°33'.44 N., | 081°49'.73 W. |
| (33) 24°34'.50 N., | 082°37'.50 W. | (40) 24°31'.20 N., | 081°52'.10 W. |
| (34) 24°43'.00 N., | 082°26'.50 W. | (41) 24°28'.70 N., | 081°56'.80 W. |
| (35) 24°38'.31 N., | 081°54'.06 W. | (42) 24°26'.60 N., | 081°59'.55 W. |
| (36) 24°37'.91 N., | 081°53'.40 W. | | |

(d) Surrounding the Tortugas Islands

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

- | | | | |
|--------------------|---------------|--------------------|---------------|
| (43) 24°32'.00 N., | 082°53'.50 W. | (48) 24°42'.80 N., | 082°43'.90 W. |
| (44) 24°32'.00 N., | 083°00'.05 W. | (49) 24°39'.50 N., | 082°43'.90 W. |
| (45) 24°39'.70 N., | 083°00'.05 W. | (50) 24°35'.60 N., | 082°46'.40 W. |
| (46) 24°45'.60 N., | 082°54'.40 W. | (51) 24°32'.00 N., | 082°53'.50 W. |
| (47) 24°45'.60 N., | 082°47'.20 W. | | |

2.3 "IN THE REGION OF THE SHETLAND ISLANDS"

(Reference charts: British Admiralty 1119, 1989 edition, 1233, 1989 edition and 3292, 1986 edition)

Note: These charts are based on Ordnance Survey of Great Britain (1936) datum.

Description of the areas to be avoided and precautionary areas

In order to avoid the risk of oil pollution and severe damage to the environment and economy of Shetland, all ships of more than 5,000 gross tons should avoid the area bounded by lines connecting the following geographical positions:

(a) North of Shetland

- | | |
|------------------|-------------|
| (1) 60°39'.5 N., | 01°09'.3 W. |
| (2) 60°58'.2 N., | 01°09'.3 W. |
| (3) 61°01'.5 N., | 00°59'.5 W. |
| (4) 61°01'.5 N., | 00°48'.0 W. |

- (5) 60°56'.5 N., 00°27'.0 W.
- (6) 60°36'.8 N., 00°25'.5 W.
- (7) 60°34'.2 N., 00°48'.0 W.
- (8) 60°33'.8 N., 00°53'.5 W.
- (9) Thence up to the eastern side of Colgrave sound to
60°35'.8 N., 00°55'.4 W.
- (10) 60°36'.8 N., 00°58'.0 W.
- (11) 60°38'.4 N., 00°58'.8 W. hence along the coast line
to position (1)

(b) West of Shetland

In order to avoid the risk of oil pollution and severe damage to the environment and economy of Shetland, all ships of more than 5,000 gross tons should avoid the area bounded by lines connecting the following geographical positions:

- (12) 59°51'.2 N., 01°16'.5 W.
- (13) 59°42'.7 N., 01°26'.0 W.
- (14) 60°00'.5 N., 02°20'.3 W.
- (15) 60°08'.0 N., 02°32'.0 W.
- (16) 60°42'.5 N., 01°44'.0 W.
- (17) 60°42'.5 N., 01°22'.0 W.
- (18) 60°40'.0 N., 01°17'.0 W.
- (19) 60°37'.3 N., 01°17'.9 W.

(c) Precautionary area in the Northern Approaches to Yell Sound

A precautionary area is established in the northern approaches to Yell Sound. The area is bounded by a line connecting the following geographical positions:

- (20) 60°58'.2 N., 01°09'.3 W.
- (21) 60°39'.5 N., 01°09'.3 W.
- (22) 60°40'.0 N., 01°17'.0 W.
- (23) 60°42'.5 N., 01°22'.0 W.
- (24) 60°42'.5 N., 01°44'.0 W.

(d) Precautionary area in the South Eastern Approaches to Yell Sound

A precautionary area is established in the south-eastern approaches to Yell Sound. The area is bounded by a line connecting the following geographical positions:

- (25) 60°27'.4 N., 01°02'.4 W.
- (26) 60°25'.5 N., 00°23'.0 W.9
- (27) 60°36'.8 N., 00°25'.5 W.
- (28) 60°34'.2 N., 00°48'.0 W.
- (29) 60°33'.8 N., 00°53'.5 W.
- (30) Thence up to the eastern side of Colgrave Sound to
60°35'.8 N., 00°55'.4 W.
- (31) 60°36'.8 N., 00°58'.0 W.

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IMO

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ROUTEING SYSTEMS OTHER THAN TRAFFIC SEPARATION SCHEMES

New area to be avoided and recommended directions of traffic

1 At its sixtieth session, the Maritime Safety Committee adopted, subject to confirmation by the eighteenth regular session of the Assembly in accordance with the provisions of resolution A.377(X), the attached (MSC 60/21, annex 5) area to be avoided "In the Region of Fasht Buldani" and other routeing measures "Recommended directions of traffic flow in the German Bight".

2 The new area to be avoided and recommended directions of traffic flow will be implemented at 0000 hours UTC on 8 October 1992.

ANNEX

ROUTEING SYSTEMS OTHER THAN TRAFFIC SEPARATION SCHEMES

1 AREA TO BE AVOIDED

IN THE REGION OF FASHT BULDANI

(Reference charts: British Admiralty 3774, 1986 edition, 3775, 1981 edition and 2882, 1987 edition.

Note: These charts are based on Nahrwan Datum)

Description of the area to be avoided

In order to avoid the risk of pollution due to stranding or of damage to major subsea oil and gas pipelines in this area, which is in close vicinity of important seagrass banks and prawn breeding grounds, all tankers, gas carriers and chemical tankers carrying noxious liquid substances regardless of size, and all other vessels of more than 50,000 tons gross, should avoid the area bounded by a line connecting the following geographical positions:

- | | |
|------------------------------|------------------------------|
| (1) 28°13'.31 N, 48°55'.01 E | (5) 27°50'.90 N, 49°03'.50 E |
| (2) 28°18'.00 N, 49°08'.50 E | (6) 28°06'.39 N, 48°51'.78 E |
| (3) 28°08'.12 N, 49°18'.90 E | (7) 28°11'.10 N, 48°53'.21 E |
| (4) 27°53'.98 N, 49°20'.00 E | |

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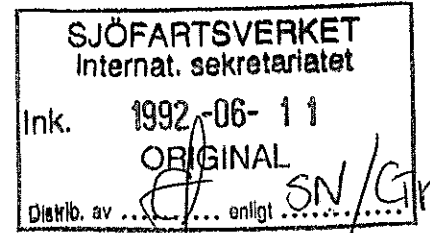
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ROUTEING SYSTEMS OTHER THAN TRAFFIC SEPARATION SCHEMES

New area to be avoided and recommended directions of traffic

1 At its sixtieth session (6 to 10 April 1992), the Maritime Safety Committee adopted, subject to confirmation by the eighteenth regular session of the Assembly, in accordance with the provisions of resolution A.377(X), the attached (MSC 60/21, annex 5) area to be avoided "In the Region of Fasht Buldani" and other routeing measures "Recommended directions of traffic flow in the German Bight".

2 The new area to be avoided and the recommended directions of traffic flow will be implemented at 0000 hours UTC on 8 October 1992.

ANNEX

ROUTEING SYSTEMS OTHER THAN TRAFFIC SEPARATION SCHEMES

1 AREA TO BE AVOIDED

IN THE REGION OF FASHT BULDANI

(Reference charts: British Admiralty 3774, 1986 edition, 3775, 1981 edition and 2882, 1987 edition.

Note: These charts are based on Nahrwan Datum)

Description of the area to be avoided

In order to avoid the risk of pollution due to stranding or of damage to major subsea oil and gas pipelines in this area, which is in close vicinity of important seagrass banks and prawn breeding grounds, all tankers, gas carriers and chemical tankers carrying noxious liquid substances regardless of size, and all other vessels of more than 50,000 tons gross, should avoid the area bounded by a line connecting the following geographical positions:

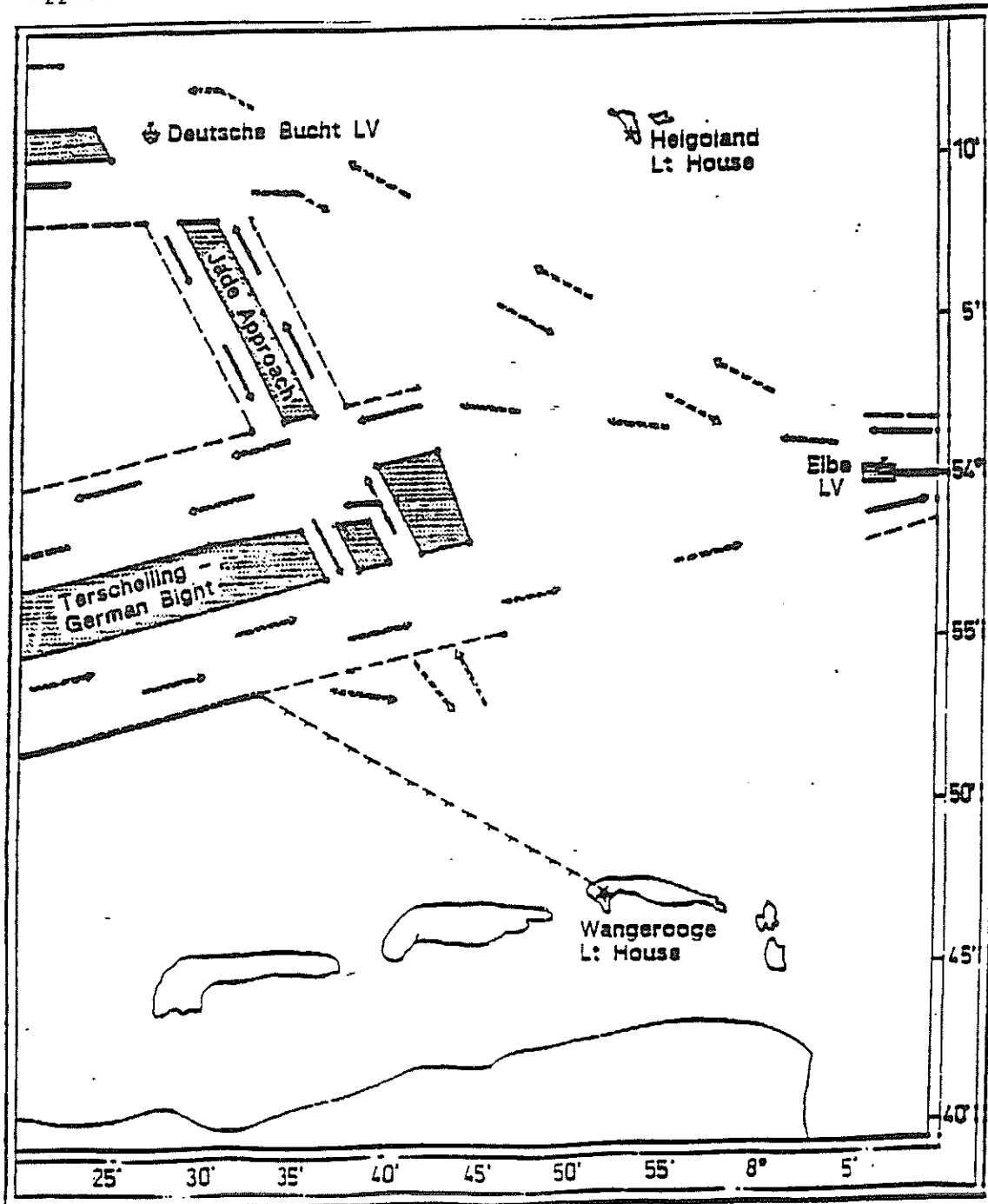
- | | | | |
|------------------|-------------|------------------|-------------|
| (1) 28°13'.31 N, | 48°55'.01 E | (5) 27°50'.90 N, | 49°03'.50 E |
| (2) 28°18'.00 N, | 49°08'.50 E | (6) 28°06'.39 N, | 48°51'.78 E |
| (3) 28°08'.12 N, | 49°18'.90 E | (7) 28°11'.10 N, | 48°53'.21 E |
| (4) 27°53'.98 N, | 49°20'.00 E | | |

2 OTHER ROUTEING MEASURES

RECOMMENDED DIRECTIONS OF TRAFFIC FLOW IN THE GERMAN BIGHT

Note: See the following separation schemes in German Bight: "Terschelling-German Bight", "Jade Approach", "Elbe Approach" and "German Bight Western Approach" (Part B)

Recommended directions of traffic flow are established between the traffic separation scheme "Elbe Approach" and the eastern ends of the traffic separation schemes "Terschelling-German Bight" and "German Bight Western Approach" as shown in the chartlet below.



RECOMMENDED DIRECTIONS OF TRAFFIC FLOW IN THE GERMAN BIGHT

INTERNATIONAL MARITIME ORGANIZATION

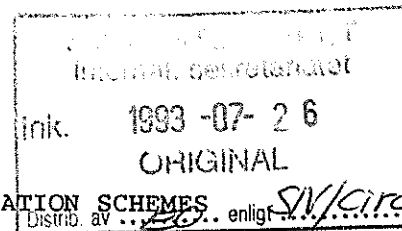
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2 July 1993

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ROUTEING SYSTEMS OTHER THAN TRAFFIC SEPARATION SCHEMES

1 At its sixty-second session (24 to 28 May 1993), the Maritime Safety Committee adopted, subject to confirmation by the eighteenth regular session of the Assembly, in accordance with the provisions of resolution A.377(X), the following (MSC 62/25, annex 32) routeing measures given in the Annex to the present circular:

- .1 areas to be avoided:
 - .1.1 "In the region of the Shetland Islands" (amended area);
 - .1.2 "In the region of the Orkney Islands" (new area); and
 - .1.3 "In the region of the Fair Isle" (new area)
- .2 precautionary areas connected with the area to be avoided "In the region of the Shetland Islands"
- .3 recommended routes in the Fair Isle Channel
- .4 recommendations on navigation:
 - in the Pentland Firth;
 - in the Minches;
 - in the North Channel;
 - off Smalls and Grassholme Islands;
 - off Scilly Islands;
 - in the Needles Channel;
 - in the English Channel and Dover Strait; and
 - in the Firth of Forth

2 The above new and amended areas to be avoided, recommended routes and recommendations on navigation will be implemented at 00.00 hours UTC on 28 November 1993.

ANNEX

ROUTEING SYSTEMS OTHER THAN TRAFFIC SEPARATION SCHEMES

1 AREAS TO BE AVOIDED

IN THE REGION OF THE SHETLAND ISLANDS (Amended area)

(Reference charts: British Admiralty 1119, 1989 edition; 1233, 1989 edition; 3292, 1986 edition.

Note: These charts are based on Ordnance Survey of Great Britain (1936) Datum)

Description of the area to be avoided and precautionary areas(a) North of Shetland

In order to avoid the risk of oil pollution and severe damage to the environment of Shetland, vessels of more than 5,000 GT carrying oil or other hazardous cargoes in bulk should avoid the area bounded by lines connecting the following geographical positions:

- | | | | |
|-----|------------|----------|-------------|
| (1) | 60°39'.5N, | 1°09'.3W | |
| (2) | 61°04'.3N, | 1°09'.3W | |
| (3) | 61°04'.3N, | 0°29'.7W | |
| (4) | 60°38'.4N, | 0°12'.2W | |
| (5) | 60°34'.2N, | 0°48'.0W | Funzie Ness |
| (6) | 60°33'.8N, | 0°53'.5W | Rams Ness |

Thence up the Eastern side of Colgrave Sound to:

- | | | |
|-----|------------|----------|
| (7) | 60°35'.8N, | 0°55'.4W |
| (8) | 60°36'.8N, | 0°58'.0W |
| (9) | 60°38'.4N, | 0°58'.8W |

Thence along the coastline to Position (1)

(b) West and South of Shetland

In order to avoid the risk of oil pollution and severe damage to the environment of Shetland, vessels of more than 5,000 GT carrying oil or other hazardous cargoes in bulk should avoid the area bounded by lines connecting the following geographical positions:

- | | | | |
|------|-------------|-----------|---------------|
| (10) | 60°02'.50N, | 1°10'.20W | Helli Ness |
| (11) | 59°59'.87N, | 1°09'.37W | Perie Bard Lt |
| (12) | 59°41'.0N, | 1°12'.0W | |
| (13) | 59°42'.7N, | 1°26'.0W | |
| (14) | 60°02'.0N, | 2°48'.0W | |
| (15) | 60°15'.0N, | 2°48'.0W | |
| (16) | 60°42'.5N, | 2°09'.0W | |
| (17) | 60°42'.5N, | 1°22'.0W | |
| (18) | 60°40'.0N, | 1°17'.0W | |
| (19) | 60°37'.3N, | 1°17'.9W | |

Thence along the West coastline to position (10)

(c) Precautionary area in the northern approaches to Yell Sound

A precautionary area is established in the northern approaches to Yell Sound. The area is bounded by a line connecting the following geographical positions:

- (20) 61°04'.3N, 1°09'.3W
- (21) 60°39'.5N, 1°09'.3W
- (22) 60°40'.0N, 1°17'.0W
- (23) 60°42'.5N, 1°22'.0W
- (24) 60°42'.5N, 2°09'.0W

(d) Precautionary area in the south-eastern approaches to Yell Sound

A precautionary area is established in the south-eastern approaches to Yell Sound. The area is bounded by a line connecting the following geographical positions:

- (25) 60°27'.4N, 1°02'.4W
- (26) 60°24'.0N, 0°02'.5W
- (27) 60°38'.4N, 0°12'.2W
- (28) 60°34'.2N, 0°48'.0W
- (29) 60°33'.8N, 0°53'.5W

Thence up the Eastern side of Colgrave Sound to:

- (30) 60°35'.8N, 0°55'.4W
- (31) 60°36'.8N, 0°58'.0W

(e) Precautionary area in the approaches to Lerwick

A precautionary area is established in the approaches to Lerwick. The area is bounded by a line connecting the following geographical positions:

- (25) 60°27'.4N, 1°02'.4W
- (26) 60°24'.0N, 0°02'.5W
- (12) 59°41'.0N, 1°12'.0W
- (11) 59°59'.87N, 1°09'.37W Perie Bard

IN THE REGION OF THE ORKNEY ISLANDS (New area)

(Reference charts: British Admiralty 1954, 1988 edition; 1942, 1988 edition.

Note: These charts are based on Ordnance Survey of Great Britain (1936) Datum)

Description of the area to be avoided

In order to avoid the risk of oil pollution and severe damage to the environment of Orkney, vessels of more than 5,000 GT carrying oil or other hazardous cargoes in bulk should avoid the area bounded by lines connecting the following geographical positions:

- (1) 58°46'.73N, 3°17'.69W Tor Ness
- (2) 58°55'.0N, 3°50'.0W
- (3) 59°17'.0N, 3°50'.0W

(4)	59°28'.0N,	3°15'.0W	
(5)	59°28'.0N,	2°19'.0W	
(6)	59°24'.0N,	2°09'.0W	
(7)	59°05'.0N,	2°09'.0W	
(8)	58°50'.0N,	2°35'.0W	
(9)	58°44'.15N,	2°54'.90W	Old Head
(10)	58°55'.97N,	3°21'.11W	Braebuster Point
(11)	58°57'.84N,	3°21'.11W	Breck Ness

IN THE REGION OF THE FAIR ISLE (New area)

(Reference chart: British Admiralty 1119, 1989 edition.)

Note: This chart is based on Ordnance Survey of Great Britain (1936) Datum)

In order to avoid the risk of oil pollution and severe damage to the environment of Fair Isle, vessels of more than 5,000 GT carrying oil or other hazardous cargoes in bulk should avoid the area contained within a circle of radius six and one half (6.5) miles centred upon geographical position 59°32'.0N 1°38'.0W.

Note: See Part E - recommended routes in the Fair Isle Channel

2 RECOMMENDED ROUTES IN THE FAIR ISLE CHANNEL

Recommended directions of traffic flow are established in the Fair Isle Strait as follows:

- (a) a single recommended route to the North of Fair Isle for use by West-bound traffic; and
- (b) separate recommended routes to the South West of Fair Isle with East bound traffic taking a route North East of North Ronaldsay, and with West bound traffic taking a route to the South West of Fair Isle.

These routes are recommended for use by all ships transiting the area.

Note: See chartlet attached to the areas to be avoided for Shetland, Fair Isle and Orkney Islands.

3 RECOMMENDATIONS ON NAVIGATION AROUND UNITED KINGDOM COAST

3.1 The following recommendations are made for specific locations around the coast of the United Kingdom

.1 In the Pentland Firth

Laden tankers not bound to or from Flotta and Scapa Flow should not transit the Firth against the tide or in restricted visibility or other adverse weather.

.2 Off the Isles of Scilly

Laden tankers over 10,000 gt using the Traffic Separation Scheme between Land's End and the Isle of Scilly should keep at least 3 miles to seaward of Wolf Rock, and should not use the scheme in restricted visibility or other adverse weather.

.3 In the Minches

Except due to stress of weather or any other case of "force majeure", all laden tankers over 10,000 GT should not pass through the Minches.

.4 In the North Channel

The present requirements and recommendation as set out in "Ships Routeing" continue to apply. In addition no laden tanker should use the narrow passage through Rathin Sound.

.5 Off Smalls and Grassholme Channel

Laden tankers over 10,000 GT should not use the channel between Grassholme Island and Skomer Island unless moving between the anchorage in St Bride's Bay and Milford Haven.

.6 In the Needles Channel

Due to tidal problems and apparent movement of the sand banks in this channel laden tankers over 10,000 GT should avoid this channel.

.7 In the English Channel and Dover Strait

All vessels navigating in this area have on board the latest edition of Chart 5500 "Mariners Routeing Guide English Channel and Southern North Sea" or other equivalent guides.

.8 In the Firth of Forth

Laden tankers should avoid the area between Bass Rock and the coast.

3.2 Reporting requirements

The following recommendations are associated with the areas set out in paragraph 3.1

Vessels intending to use the following routes, when at least 1 hour from the Estimated Time of Arrival (ETA) of entering the Route, and on final departure, should report to Coastguard as described below.

<u>Route</u>	<u>Vessel Condition</u>	<u>Report to Coastguard</u>	<u>Report On/ VHF Channel</u>
Fair Isle	Laden	Shetland	16
Pentland Firth	Laden	Pentland	16
The Minches	Laden or in Ballast	Stornoway	16
Isles of Scilly	Laden	Falmouth	16
Dover Strait TSS	<u>ALL VESSELS</u>	Dover or Cap Griz Nez	69
Casquets TSS W/5392N/jn/EWP	<u>ALL VESSELS</u>	Jobourg	69

3.3 Format of reports

The reporting should be in accordance with IMO Resolution A.648(16) adopted on 19 October 1989 and should include the following:

<u>ALFA</u>	Name and call sign of vessel
<u>BRAVO</u>	Day of month (two figures) and time in hours and minutes (UTC(GMT) in four figures)
<u>CHARLIE</u>	Latitude (4 figures + N or S) and Longitude (5 figures + E or W)
<u>DELTA</u>	True bearing (first 3 figures) and distance in nautical miles from identified landmark
<u>ECHO</u>	True course in degrees (3 figures)
<u>FOXTROT</u>	Speed in knots and decimal of knots (3 figures)
<u>GOLF</u>	Last port of call
<u>INDIA</u>	Destination
<u>MIKE</u>	VHF Channels monitored
<u>OSCAR</u>	Deepest draught in metres and centimetres
<u>PAPA</u>	Type and quantity (tonnes) of cargo
<u>QUEBEC</u>	Brief details of damage/deficiency/other limitations.

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SN/Circ.166
1 June 1994

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COMITÉ DES MARITIMES
Internationales

nk. 1994-06-27

CORRECTIONAL
Distrib. av. ... enligt ... SN/Circ

SAFETY OF NAVIGATION

RULES AND RECOMMENDATIONS ON NAVIGATION THROUGH THE STRAIT
OF ISTANBUL, THE STRAIT OF CANAKKALE AND THE MARMARA SEA

1 The Maritime Safety Committee at its sixty-third session adopted, subject to confirmation by the nineteenth Assembly, the Rules and Recommendations on Navigation through the Strait of Istanbul, the Strait of Canakkale and the Marmara Sea, given at annex, to ensure safety of navigation for all ships using the Straits and the associated traffic separation schemes adopted by the Organization and established therein.

2 The Rules and Recommendations are established purely for the purpose of safety of navigation and environmental protection and are not intended in any way to affect or prejudice the rights of any ship using the Straits under international law, including the United Nations Convention on the Law of the Sea, 1982 and the 1936 Montreux Convention. National regulations promulgated by the Coastal State should be in total conformity with the present Rules and Recommendations.

3 The Rules and Recommendations referred to above and the associated traffic separation schemes adopted by the Organization will enter into force at 0000 hours UTC on 24 November 1994.

4 Member Governments are requested to bring the attached Rules and Recommendations to the attention of shipowners, shipmasters and seafarers of ships which use the Strait of Istanbul, the Strait of Canakkale and the Marmara Sea and to ensure that the Rules and Recommendations are available on board such ships for information and compliance.

ANNEX

ROUTEING MEASURES OTHER THAN TRAFFIC SEPARATION SCHEMES

RULES AND RECOMMENDATIONS ON NAVIGATION THROUGH THE STRAIT
OF ISTANBUL, THE STRAIT OF CANAKKALE AND THE MARMARA SEA*

1 USE OF SHIPS' ROUTEING

1.1 Vessels navigating in the Straits shall exercise full diligence and regard for the requirements of the traffic separation schemes (TSSs).

1.2 A vessel that is not able to comply with the requirements of the TSS shall inform the traffic control station well in advance. In such circumstances, the competent authority may temporarily suspend the particular TSS, or section[s] of it, and inform the vessels sailing in the area and advise them to comply with Rule 9 of the International Regulations for Preventing Collisions at Sea, 1972.

1.3 In order to ensure safe transit of vessels which cannot comply with the TSS, the competent authority may temporarily suspend two-way traffic and regulate one-way traffic to maintain a safe distance between vessels.

2 SHIP REPORTING AND NAVIGATION INFORMATION

2.1 All vessels entering the Straits are strongly recommended to participate in the reporting system (TUBRAP) established by the competent authority and of which the appropriate information has been promulgated by notices to mariners and other means.

2.2 For the purpose of efficient and expeditious traffic management, in the interest of safety of navigation and protection of the marine environment, vessels intending to pass through the Straits are strongly advised to give prior information on the size of the vessel, whether in ballast or loaded condition and whether carrying any hazardous and noxious cargo, as defined in relevant International Conventions.

2.3 All vessels navigating in the Straits are recommended to make use of the information broadcasts made by the information services operated by the competent authority, and to keep watch on VHF as appropriate, as set out in the TUBRAP scheme.

3 PILOTAGE

3.1 Masters of vessels passing through the Straits are strongly recommended to avail themselves of the services of a qualified pilot in connection with the requirements of safe navigation.

* (Hereinafter referred to as the Straits)

4 DAYLIGHT TRANSIT

4.1 Vessels having a maximum draught of 15 m or more and vessels over 200 m in overall length are advised to navigate the Straits in daylight.

5 TOWING

5.1 Passage of a vessel under tow may only be carried out when using tugboat[s] or vessel[s] suitably equipped for the operation in order to ensure safe navigation.

6 ANCHORAGE

6.1 When required, vessels may use the anchorages designated for this purpose.

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1994-00-27
ORIGINAL
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ROUTING SYSTEMS OTHER THAN TRAFFIC SEPARATION SCHEMES

Areas to be avoided and precautionary areas

1 At its sixty-third session (16 to 25 May 1994), the Maritime Safety Committee adopted, subject to confirmation by the nineteenth Assembly and in accordance with the provisions of resolution A.377(X), the following routing systems (MSC 63/23, annex 10), attached at annex:

.1 Areas to be avoided

- .1.1 In the region of the Orkney Islands (Amended area);
- .1.2 In the region of Three Kings Islands (New area);
- .1.3 In the region of Voriai Sporadhes Islands (New area).

.2 Precautionary areas

- .2.1 In the region of the Shetland Islands (Amended area);
- .2.2 In the approaches to Salina Cruz (New area).

.3 Recommendations on navigation

- .3.1 Recommended route for tankers from North Hinder to the German Bight and vice versa;
- .3.2 Recommendation on navigation through the English Channel and the Dover Strait.

2 The new and amended areas to be avoided, precautionary areas and recommendations on navigation will be implemented at 00.00 hours UTC on 24 November 1994.

ANNEX

ROUTEING SYSTEMS OTHER THAN TRAFFIC SEPARATION SCHEMES

1 AREAS TO BE AVOIDED

IN THE REGION OF THE ORKNEY ISLANDS (Amended area)

(Reference charts: British Admiralty 1954, 1988 edition; 1942, 1988 edition)

Note: These charts are based on Ordnance Survey of Great Britain (1936) Datum)

Description of the area to be avoided

In order to avoid the risk of oil pollution and severe damage to the environment of Orkney, ships of more than 5,000 gross tonnage carrying oil or other hazardous cargoes in bulk should avoid the area bounded by lines connecting the following geographical positions:

(1)	58°46'.73 N,	3°17'.69 W	(Tor Ness)
(2)	58°55'.00 N,	3°50'.00 W	
(3)	59°17'.00 N,	3°50'.00 W	
(4)	59°28'.00 N,	3°15'.00 W	
(5)	59°28'.00 N,	2°19'.00 W	
(6)	59°24'.00 N,	2°09'.00 W	
(7)	59°05'.00 N,	2°09'.00 W	
(8)	58°50'.00 N,	2°35'.00 W	
(9)	58°44'.15 N,	2°54'.90 W	(Old Head)
{10}	58°58'.07 N,	3°21'.11 W	{Braebuster/Point}
{11}	58°57'.84 N,	3°21'.11 W	{Breck/Wess}

Then around the coast of South Ronaldsay and Mainland to:

(10)	58°57'.84 N,	3°21'.11 W
(11)	58°55'.97 N,	3°21'.11 W

Thence along the coast of Hoy to (1)

IN THE REGION OF THREE KINGS ISLANDS (New area)

(Reference charts: New Zealand 41, 1991 edition; 4111, 1992 edition.

Note: These charts are based on World Geodetic System 1972 Datum)

Description of the area to be avoided

In order to avoid risk of pollution and damage to the environment in the area around the Three Kings Islands, declared to be Wildlife Sanctuary, ships of 500 gross tons or more should avoid the area bounded by a line connecting the following geographical positions:

- (1) 34°06'.0 S, 172°00'.0 E
- (2) 34°06'.0 S, 172°12'.5 E
- (3) 34°13'.5 S, 172°12'.5 E
- (4) 34°13'.5 S, 172°00'.0 E

IN THE REGION OF THE VORIAI SPORADHES ISLANDS (New area)

(Reference charts: Greek Hydrographic Office 31 (INT 3704), 1987 edition

Note: This is based on European Datum)

Description of the area to be avoided

In order to avoid risk of pollution and damage to the environment in the area surrounding the Voriai (North) Sporadhes Islands, designated to be a Marine Sanctuary, all ships carrying chemical, toxic or nuclear substances and tankers of more than 500 ton gt carrying oil, should avoid the area bounded by a line connecting the following geographical positions:

- (1) 39°34' N, 24°10' E
- (2) 39°20' N, 24°25' E
- (3) 39°00' N, 24°10' E
- (4) 39°00' N, 24°00' E
- (5) 39°02' N, 23°51' E
- (6) 39°25' N, 23°51' E
- (7) 39°30' N, 24°00' E

2 PRECAUTIONARY AREAS

IN THE REGION OF THE SHETLAND ISLANDS (Amended area)

(e) Precautionary area in the approaches to Lerwick

A precautionary area is established in the approaches to Lerwick. The area is bounded by a line connecting the following geographical positions:

- (25) 60°27'.40 N, 1°02'.40 W
- (26) 60°24'.00 N, 0°02'.50 W
- (12) 59°41'.00 N, 1°12'.00 W
- (11) 59°59'.87 N, 1°09'.37 W (Perie Bard)
- (10) 60°02'.50 N, 1°10'.20 W (Helli Ness)

IN THE APPROACHES TO SALINA CRUZ (New area)

(Reference chart: United States 21441, 1986 edition.

Note: This chart is based on the World Geodetic System 1972 datum)

Description of a precautionary area and areas to be avoided**(a) Precautionary area**

A precautionary area is established by an arc of a circle of four miles radius centred on the lighthouse of Salina Cruz, Oaxaca, Mexico, at geographical position:

(22) 16°09'.70N, 95°12'.24W

starting at the coastline at geographical position:

(17) 16°07'.85N, 95°15'.90W

as far as geographical position:

(13) 16°05'.75N, 95°12'.73W

continuing in a straight line as far as geographical position:

(16) 16°05'.75N, 95°10'.00W

and from geographical position (16) in a straight line as far as the coastline at geographical position:

(18) 16°09'.95N, 95°10'.00W

(b) Areas to be avoided

The following areas to be avoided by ships that are not going to carry out operations at the single point moorings and the oil terminal at the port of Salina Cruz, Oaxaca, Mexico, are established within the precautionary area:

Three circular areas to be avoided, each bounded by a circle of 400-metre radius, centred respectively on the following geographical positions:

(19) 16°08'.63N, 95°12'.94W

(20) 16°08'.41N, 95°13'.75W

(21) 16°07'.11N, 95°13'.28W

Note:

Ship movement in the port area is monitored and supervised by a Port Vessel Traffic Supervisor on a 24-hour basis. Any ship planning to enter this precautionary area is requested to contact the Salina Cruz Port Vessel Traffic Supervisor on channel 6 VHF and follow his advice while transiting the areas.

2 OTHER ROUTEING MEASURES

RECOMMENDED ROUTE FOR TANKERS FROM NORTH HINDER TO THE GERMAN BIGHT AND VICE VERSA

Replace the existing "Application(s) of the route" by:

"Application

The route is recommended for use by the following classes of ships:

- (a) tankers of 10,000 tons gross tonnage and upwards, carrying oils as defined under Annex I to the International Convention for the Prevention of Pollution from Ships, 1973, as modified by the Protocol of 1978 relating thereto (MARPOL 73/78);
- (b) tankers of 5,000 tons gross tonnage and upwards, carrying noxious liquid substances in bulk as assessed as categories A or B of Annex II, to the International Convention for the Prevention of Pollution from Ships, 1973, as modified by the Protocol of 1978 relating thereto (MARPOL 73/78);
- (c) tankers of 10,000 tons gross tonnage and upwards, carrying noxious liquid substances in bulk as assessed as categories C or D of Annex II, to the International Convention for the Prevention of Pollution from Ships, 1973, as modified by the Protocol of 1978 relating thereto (MARPOL 73/78);
- (d) ships of 10,000 tons gross tonnage and upwards, carrying liquefied gases in bulk.

These ships are urged to avoid the sea area between the recommended route and the Friesians Islands' coast except as provided in subparagraph (a)(ii) of the section on use of the route.

Pilotage

Ships recommended to use "the route for tankers from North Hinder to the German Bight and vice versa" are referred to resolution A.486(XII), adopted on 19 November 1981, concerning the "Recommendation on the use of adequately qualified Deep Sea Pilots in the North Sea, English Channel and Skagerrak".

RECOMMENDATION ON NAVIGATION THROUGH THE ENGLISH CHANNEL AND DOVER STRAIT

Replace existing section 7 of the Recommendation on Navigation through the English Channel and Dover Strait (section F of IMO publication Ships' Routeing) by:

- "7 Ship movement reporting scheme (MAREP)
- 7.1 A voluntary ship movement reporting scheme (MAREP) has been established jointly by the Governments of the United Kingdom and France in the English Channel and Dover Strait. It is recommended that all merchant ships of 300 gross tonnage and over participate in the scheme."

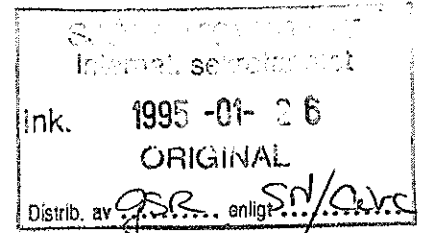
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ROUTEING MEASURES OTHER THAN TRAFFIC SEPARATION SCHEMES

1 At its sixty-fourth session (5 to 9 December 1994), the Maritime Safety Committee adopted, subject to confirmation by the nineteenth Assembly, the following new areas to be avoided (MSC 64/22, annex 8) attached at annex.

- .1 "Off the Washington Coast";
- .2 "North of the Straits of Tiran";
- .3 "North of Sharm el Sheikh harbour"; and
- .4 "At the Southern extremity of the Sinai Peninsula".

2 The areas to be avoided will be implemented at 00.00 hours UTC on 7 June 1995.

ANNEXRouteing measures other than traffic separation schemes

1 AREAS TO BE AVOIDED

OFF THE WASHINGTON COAST

(Reference charts: United States 18500, 23rd Edition - 13 April 1991 and United States 18480, 23rd Edition - 24 October 1992)

Description of the area to be avoided

In order to reduce the risk of a marine casualty and resulting pollution and damage to the environment of the Olympic Coast National Marine Sanctuary, all ships*, including barges, carrying cargoes of oil or hazardous materials should avoid the area bounded by a line connecting the following geographical positions:

- (1) 48°23'.3 N, 124°38'.2 W
- (2) 48°23'.5 N, 124°38'.2 W
- (3) 48°25'.3 N, 124°46'.9 W
- (4) 47°51'.7 N, 125°15'.5 W
- (5) 47°07'.7 N, 124°47'.5 W
- (6) 47°07'.7 N, 124°11'.0 W

NORTH OF THE STRAITS OF TIRAN

(Reference chart: British Admiralty No.3595 (1986) E.D.50)

Description of the area to be avoided

In order to avoid the risk severe damage to critical ecosystems, the environment and the economy of the area, all vessels carrying dangerous or toxic cargoes, or any other vessel exceeding 500 gross tons should avoid the area bounded by lines connecting the following geographical positions:

- (1) 28°46'.0 N, 34°37'.5 E
- (2) 28°46'.0 N, 34°40'.0 E
- (3) 28°24'.0 N, 34°31'.0 E
- (4) 28°18'.0 N, 34°26'.0 E
- (5) 28°11'.0 N, 34°29'.0 E
- (6) 28°06'.0 N, 34°28'.0 E
- (7) 28°01'.5 N, 34°26'.5 E

* This ATBA does not apply to any warship, naval auxiliary, barge (whether towed by a government or commercial tug), or other vessel owned or operated by a Contracting Government and used, for the time being, only on government non-commercial services.

NORTH OF SHARM EL SHEIKH HARBOUR

(Reference chart: British Admiralty No.2375 (1988) E.D.50)

Description of the area to be avoided

In order to avoid the risk severe damage to critical ecosystems, the environment and the economy of the area, all vessels carrying dangerous or toxic cargoes, or any other vessel exceeding 500 gross tons should avoid the area bounded by lines connecting the following geographical positions:

- (1) 27°58'.0 N, 34°25'.0 E
- (2) 27°50'.5 N, 34°20'.6 E
- (3) 27°51'.0 N, 34°17'.2 E

AT THE SOUTHERN EXTREMITY OF THE SINAI PENINSULA

(Reference chart: British Admiralty No.2375 (1988) E.D.50)

Description of the area to be avoided

In order to avoid the risk severe damage to critical ecosystems and natural resources contained within the declared boundaries of the Ras Mohammed National Park, all vessels carrying dangerous or toxic cargoes, or any other vessels exceeding 500 gross tons should avoid the area bounded by lines connecting the following geographical positions:

- (1) 27°51'.10 N, 34°16'.60 E
 - (2) 27°47'.18 N, 34°19'.00 E
 - (3) 27°42'.20 N, 34°17'.00 E
 - (4) 27°41'.00 N, 34°07'.00 E
 - (5) 27°43'.00 N, 34°04'.00 E
 - (6) 27°48'.30 N, 34°06'.00 E
-

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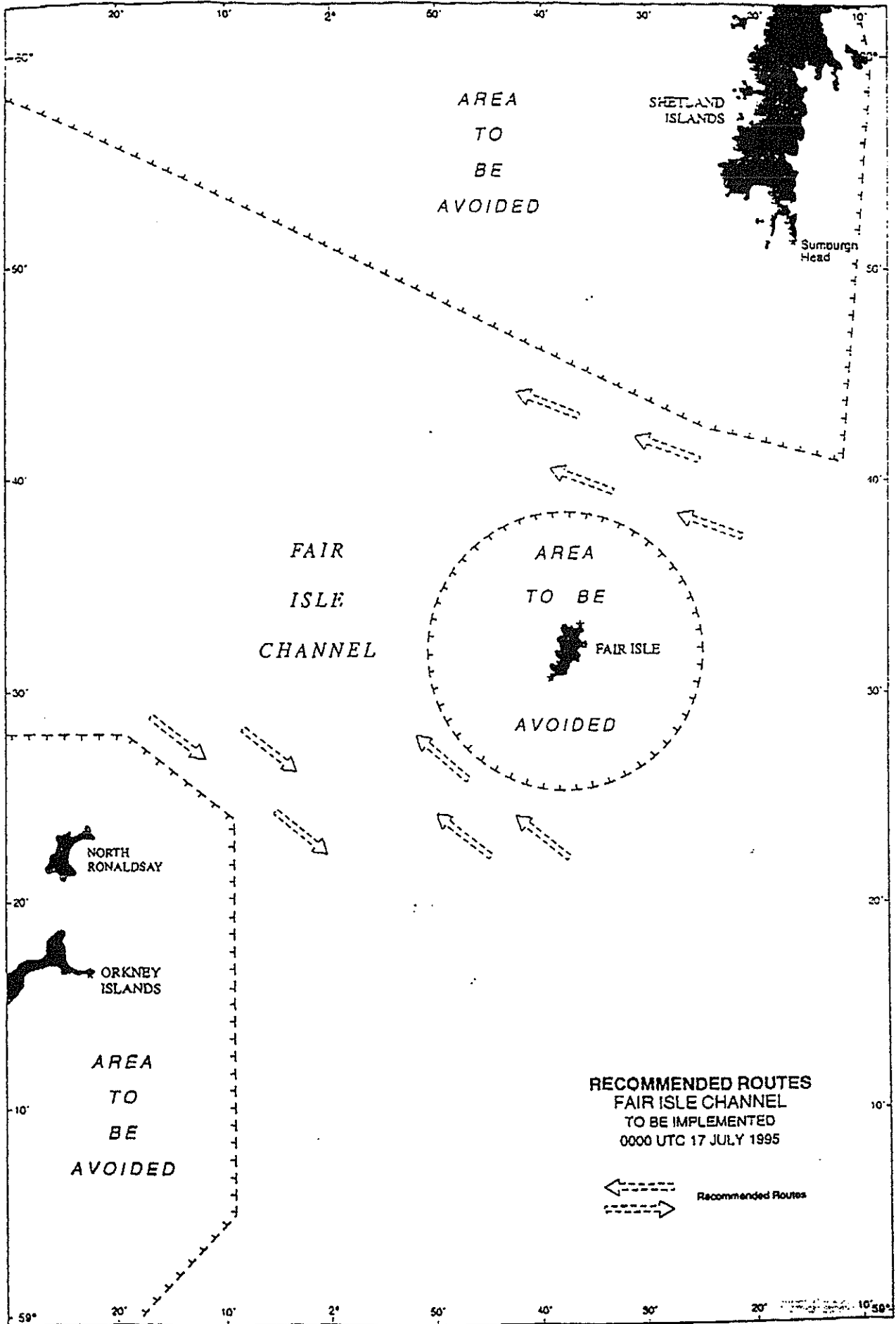
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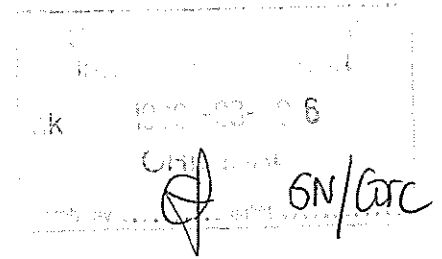
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ROUTEING MEASURES OTHER THAN TRAFFIC SEPARATION SCHEMES

Recommended Routes for Ships in the Fair Isle Channel

- 1 At its sixty-second session, the Committee adopted a number of routeing measures proposed by the United Kingdom (MSC 62/25 paragraph 23.12), which were confirmed by the eighteenth Assembly, in accordance with the provisions of resolution A.377(X).
- 2 The recommended routes for ships using the Fair Isle Channel, shown in the chartlet attached hereto, were adopted subject to the successful completion of any necessary hydrographic surveys. The United Kingdom subsequently agreed, at the thirty-ninth session of the Sub-Committee on Safety of Navigation (NAV 39/31), to advise the Organization of the implementation date of these recommended routes. Details of these recommended routes will be promulgated by the publication of an Admiralty Notice to Mariners.
- 3 The necessary hydrographic surveys have now been completed and the recommended routes for ships using the Fair Isle Channel will be implemented at 0000 UTC on 17 July 1995.





Ref. T2/2.07

ROUTEING MEASURES OTHER THAN TRAFFIC SEPARATION SCHEMES

1 In accordance with the provisions of resolution A.826(19), the Maritime Safety Committee at its sixty-sixth session (28 May to 6 June 1996), adopted the following routeing measures other than traffic separation schemes, attached at annex:

- .1 an area to be avoided and a precautionary area "In the Approaches to the Port of Veracruz";
- .2 a deep-water route "West of the Hebrides"; and
- .3 "Rules for navigation of laden tankers off the South African coast".

2 The aforementioned routeing measures will be implemented at 0000 hours UTC on 30 November 1996.

ANNEX

ROUTEING MEASURES OTHER THAN TRAFFIC SEPARATION SCHEMES

Area to be avoided in the Approaches to the Port of Veracruz

Reference chart: United States 28302, 1991 edition.

Note: This chart is based on World Geodetic System 84 Datum.

Description of the area to be avoided

With the aim of protecting the National Marine Park from the risk of pollution, which may be caused by the grounding of ships in the area, given the magnitude of the topographical obstacles which make navigation within the area hazardous, all ships of more than 500 gross tonnage and ships of less than 500 gross tonnage transporting oil, chemical, toxic or nuclear waste, should avoid the area bounded by a line connecting the following geographical positions:

(1)	19°02'.20 N,	95°58'.10 W (on the coast)
(2)	19°02'.20 N,	95°46'.60 W
(3)	19°10'.90 N,	95°46'.60 W
(4)	19°10'.90 N,	95°53'.43 W
(5)	19°05'.80 N,	96°02'.04 W
(6)	19°03'.40 N,	96°02'.04 W (on the coast)

PRECAUTIONARY AREA IN THE APPROACHES TO THE PORT OF VERACRUZ

Reference chart: United States 28302, 1991 edition.

Note: This chart is based on World Geodetic System 84 Datum.

Description of the precautionary area

A precautionary area is established comprising the islands and reefs where the approach channels to the Port of Veracruz are situated. This area is bounded by an arc of a circle with a radius of 4.7 miles, centred on the lighthouse on the Island of Sacrificios, located in geographical position:

(1)	19°10'.49 N,	96°05'.53 W
-----	--------------	-------------

starting on the coast in geographical position:

(2)	19°12'.93 N,	96°09'.70 W
-----	--------------	-------------

to geographical position:

(3)	19°13'.03 N,	96°01'.39 W
-----	--------------	-------------

thence bounded by a line connecting geographical position (3) and the following geographical positions:

- (4) 19°12'.07 N, 96°01'.77 W
- (5) 19°09'.57 N, 96°06'.00 W (on the coast)

DEEP-WATER ROUTE WEST OF THE HEBRIDES

Description of the deep-water route

The deep-water route lies between the Outer Hebrides Isles on its south-east side and the Flannan Islands and St. Kilda to the north-west and is bounded by lines connecting the following geographical positions:

- | | | | |
|----------------|-----------|----------------|-----------|
| (1) 56°46.75 N | 7°54.00 W | (5) 58°40.50 N | 6°30.75 W |
| (2) 57°39.50 N | 7°54.00 W | (6) 58°24.10 N | 7°13.50 W |
| (3) 58°20.70 N | 7°03.50 W | (7) 57°41.25 N | 8°06.10 W |
| (4) 58°35.80 N | 6°23.70 W | (8) 56°46.75 N | 8°06.10 W |

Notes:

- 1 The depths in the route, as confirmed by detailed hydrographic surveys, are nowhere less than 28.5 metres.
- 2 Laden tankers of over 10,000 gross tonnage are recommended, weather conditions permitting, to use this route in preference to sailing through the restricted waters of the Minches.

RULES FOR NAVIGATION OF LADEN TANKERS OFF THE SOUTH AFRICAN COAST

- 1 Laden* tankers, westbound, when off the South African coast, should adhere to the following:
 - .1 Laden tankers should maintain a minimum distance of 20 (twenty) nautical miles off the following points:
 - .1 South Sand Bluff (International No. D6446)
 - .2 Bashee River (Mbashe Point) (D6438)
 - .3 Hood Point (D6420)
 - .4 Cape Receife (D6390).
 - .2 They should then steer to pass at least 10 (ten) nautical miles south of Alphard Banks (35°02'S, 20°52'E) and then maintain a minimum distance of 20 (twenty) nautical miles from:
 - .1 Cape Agulhas (D6370)
 - .2 Quoin Point (D6322)
 - .3 Cape Point (D6120)
 - .4 Slangkop Point (D6110)
 - .5 Cape Columbine (D5810).
- 2 Laden tankers, eastbound, should also adhere to maintaining a minimum distance of 25 (twenty-five) nautical miles off, when passing the points listed in 1.1 and 1.2 and at least 15 (fifteen) nautical miles South of Alphard Banks.
- 3 During the winter season tankers should maintain the recommended route until the boundary line with the winter zone is reached and then stay as close to that line as possible (but staying well clear of Alphard Banks).
- 4 **Exemptions**
 - .1 Vessels calling at Cape Town (Table Bay) to rendezvous with service craft or helicopters should follow the recommended routes until, in the case of laden tankers, following the Summer Season Route, Cape Point Light bears 000° (T) x 25 nautical miles, thence altering course to position, Slangkop Point Light 250°(T) x 14 nautical miles. From this position course may be altered to the rendezvous area 5 nautical miles westward of Green Point Light (D5900) (replenishment area shown on chart SAN 1013). When following

***Definition:** "*laden tanker*" means any tanker other than a tanker in ballast having in its cargo tanks residual cargo only.

the Winter Season Route, course may be altered when Cape Point Light bears 025°(T) x 10 nautical miles, thence altering course to a position 270°(T), Slangkop Point Light x 10 nautical miles. From this position course may then be shaped to the rendezvous position 5 nautical miles to the westward of Green Point Light.

- .2 Laden tankers engaged solely between points in the Republic of South Africa are exempted from the provisions in paragraphs 1, 2 and 3 of these regulations and are to maintain a distance of 10 (ten) nautical miles off salient points of the coast subject to weather, sea and current conditions, when setting courses to their ports of loading and discharging.

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ROUTEING MEASURES OTHER THAN TRAFFIC SEPARATION SCHEMES

- 1 At its sixty-seventh session (2 to 6 December 1996), the Maritime Safety Committee adopted, in accordance with the provisions of resolution A.826(19), amendments to "Recommendations on navigation around the United Kingdom coast" regarding navigation "In the Pentland Firth" (MSC 67/22, annex 10), attached at annex.
- 2 The adopted amendments will be implemented at 0000 hours UTC on 3 June 1997.

ANNEX

AMENDMENTS TO THE RECOMMENDATIONS ON NAVIGATION
AROUND THE UNITED KINGDOM COAST

In resolution A.768(18), Annex, section 3.1.1 is replaced by:

"1 *In the Pentland Firth*

"Mariners intending to use the Pentland Firth should be aware of very strong tidal streams and sets. Difficulties can be encountered when transiting either with or against the tide and Masters should ensure that a close watch is kept at all times on the course, speed and position of their vessels.

Masters of laden tankers not bound to or from Flotta and Scapa Flow should not use the Pentland Firth in restricted visibility or adverse weather. At other times, there may be a case for transiting with the tide to reduce the time spent in the Firth, although Masters should take account of the general navigational warning above."

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ROUTEING MEASURES OTHER THAN TRAFFIC SEPARATION SCHEMES

- 1 At its sixty-seventh session (2 to 6 December 1996), the Maritime Safety Committee adopted, in accordance with the provisions of resolution A.826(19), the mandatory route for tankers from North Hinder to the German Bight and vice versa (MSC 67/22, annex 11), given at annex which replaces the "Recommended route for tankers from North Hinder to the German Bight and vice-versa".
- 2 The mandatory route will be implemented at 0000 hours UTC on 3 June 1997.

ANNEX

**MANDATORY ROUTE FOR TANKERS FROM NORTH HINDER TO
THE GERMAN BIGHT AND VICE VERSA¹**

(Reference charts: International, British Admiralty, Netherlands Hydrographic Office and German Hydrographic Office)

INT-number	NL-number	German-number	BA-number
INT 1042	-	1001	2182B
INT 1043	1014	1002	2182A
INT 1045	1037	50	-
INT 1046	1035	53	-
INT 1412			
INT 1413	1353	87	-
INT 1414	2593	84	2593
INT 1415	2322	244	2322
INT 1416	3371	-	3371
INT 1419	1507	95	1507
INT 1420	1505	96	1505
INT 1509	-	202	1503
INT 1510	-	193	1504
	1972	-	-
	1970 **	-	-
		2910 **	-
		103	
		196	
			1187
			1406
			1408

** Passage Planning Charts

Note: These charts are based on European Datum.)

Description of the mandatory route

Deep-water route from North Hinder to traffic separation scheme "Off Brown Ridge"

(a) The deep-water route is bounded by a line connecting the following geographical positions:

- | | |
|-------------------------------|-------------------------------|
| (1) 52° 55'.75 N, 3° 14'.25 E | (4) 52° 01'.23 N, 2° 42'.47 E |
| (2) 52° 09'.92 N, 2° 35'.00 E | (5) 52° 09'.58 N, 2° 43'.33 E |
| (3) 51° 54'.88 N, 2° 33'.60 E | (6) 52° 54'.17 N, 3° 22'.00 E |

¹This mandatory route for tankers coincides with the eastern route of the routing system "Off Friesland" and the traffic separation scheme "German Bight western approach" and replaces the "Recommended route for tankers from North Hinder to the German Bight and vice versa".

Traffic separation scheme "Off Brown Ridge"

(b) A separation zone is bounded by a line connecting the following geographical positions:

(7) 53° 03'.14 N, 3° 21'.85 E (9) 52°54'.81 N, 3° 18'.87 E
(8) 52° 55'.11 N, 3° 17'.38 E (10) 53°02'.84 N, 3° 23.34 E

(c) A traffic lane for northbound traffic is established between the separation zone in paragraph (b) above and a line connecting the following geographical positions:

(6) 52° 54'.17 N, 3° 22'.00 E (11) 53° 02'.20 N, 3°26'.48 E

(d) A traffic lane for southbound traffic is established between the separation zone in paragraph (b) above and a line connecting the following geographical positions:

(12) 53° 03'.78 N, 3°18'.71 E (1) 52° 55.75 N, 3° 14'.25 E

Deep-water route from the traffic separation scheme "Off Brown Ridge" to the traffic separation scheme "West Friesland"

(e) The deep-water route is bounded by a line connecting the following geographical positions:

(11) 53° 02'.20 N, 3° 26'.48 E (13) 53° 22'.94 N, 3° 28'.40 E
(12) 53° 03'.78 N, 3° 18'.71 E (14) 53° 19'.89 N, 3° 39'.74 E

Traffic separation scheme "West Friesland"

(f) A separation zone is bounded by a line connecting the following geographical positions:

(15) 53° 42'.99 N, 3° 42'.12 E (19) 53° 46'.73 N, 4° 20'.00 E
(16) 53° 22'.12 N, 3° 31'.47 E (20) 53° 56'.69 N, 4° 36'.00 E
(17) 53° 20'.67 N, 3° 36'.85 E (21) 53° 59'.22 N, 4° 36'.00 E
(18) 53° 31'.12 N, 3° 44'.72 E (22) 53° 57'.60 N, 4° 15'.17 E

(g) A traffic lane for north-eastbound traffic is established between the separation zone in paragraph (f) above and a line connecting the following geographical positions:

(14) 53° 19'.89 N, 3° 39'.74 E (24) 53° 45'.90 N, 4° 23'.32 E
(23) 53° 30'.00 N, 3° 47'.37 E (25) 54° 00'.00 N, 4° 46'.00 E

(h) A traffic lane for south-westbound traffic is established between the separation zone in paragraph (f) above and a line connecting the following geographical positions:

(26) 53° 57'.20 N, 4° 10'.02 E (13) 53° 22'.94 N, 3° 28'.40 E
(27) 53° 43'.39 N, 3° 38'.81 E

Precautionary area "Friesland Junction"

- (i) A precautionary area is established directly to the north of the traffic separation scheme "West Friesland". The area is bounded by a line connecting the following geographical positions:

(26) 53° 57'.20 N, 4° 10'.02 E	(29) 54° 05.59 N, 4° 59'.32 E
(25) 54°00'.00 N, 4° 46'.00 E	(30) 54° 02'.57 N, 4° 20'.92 E
(28) 54°00.14 N, 5° 00'.34 E	(31) 54° 01'.91 N, 4° 08'.96 E

Traffic separation scheme "East Friesland"

- (j) A separation zone is bounded by a line connecting the following geographical positions:

(32) 54° 02'.62 N, 5° 00'.00 E	(35) 54° 08'.97 N, 6° 01'.33 E
(33) 54° 04'.21 N, 5° 20'.00 E	(36) 54° 05'.69 N, 5° 19'.66 E
(34) 54° 08'.00 N, 6° 01'.90 E	(37) 54° 04'.11 N, 4° 59'.66 E

- (k) A traffic lane for north-eastbound traffic is established between the separation zone in paragraph (j) above and a line connecting the following geographical positions:

(28) 54° 01'.14 N, 5° 00'.34 E	(38) 54° 6'.10 N, 6° 3'.00 E
--------------------------------	------------------------------

- (l) A traffic lane for south-westbound traffic is established between the separation zone in paragraph (j) above and a line connecting the following geographical positions:

(39) 54° 10'.90 N, 6° 00'.20 E	(29) 54° 5'.59 N, 4° 59'.32 E
(40) 54° 07'.17 N, 5° 19'.32 E	

Note:

The positions (38), (34), (35) and (39) coincide with the positions (15), (11), (8) and (14) of the traffic separation scheme "Deutsche Bucht Lightvessel western approach".

Application and use of the route

The following classes of ships are obliged to use the route:

- (a) tankers of 10,000 tons gross tonnage and upwards, carrying oils as defined under Annex I to the International Convention for the Prevention of Pollution from Ships, 1973, as modified by the Protocol of 1978 relating thereto (MARPOL 73/78);
- (b) ships of 5,000 tons gross tonnage and upwards, carrying noxious liquid substances in bulk as assessed as categories A or B of Annex II to the International Convention for the Prevention of Pollution from Ships, 1973, as modified by the Protocol of 1978 relating thereto (MARPOL 73/78);
- (c) Ships of 10,000 tons gross tonnage and upwards, carrying noxious liquid substances in bulk as assessed as categories C or D of Annex II to the International Convention for the

Prevention of Pollution from Ships, 1973, as modified by the Protocol of 1978 relating thereto (MARPOL 73/78); and

- (d) ships of 10,000 tons gross tonnage and upwards, carrying liquified gases in bulk.

These ships shall avoid the sea area between the mandatory route and the adjacent Frisian Islands' coast, except when joining or leaving the route at the nearest point of the route to the port of departure or destination which permits a safe passage to or from that port.

The classes of ships referred to above shall use the mandatory route or part of it:

- (i) when sailing from North Hinder to the Baltic or to North Sea ports of Norway, Sweden, Denmark, Germany or the Netherlands north of latitude 53° North and vice versa;
- (ii) when sailing between North Sea ports of the Netherlands and/or Germany, except in cases of adjacent port areas;
- (iii) when sailing between United Kingdom or Continental North Sea ports south of 53° North and Scandinavian or Baltic ports; and
- (iv) when sailing between North Hinder, United Kingdom or Continental North Sea ports south of 53° North and offshore and shore-based oil-loading facilities in the North Sea area.

These ships shall use the appropriate traffic lanes of the traffic separation schemes forming part of the route, should follow the recommended direction of traffic flow in the precautionary area (indicated by dashed open-outlined arrows in the charts) and shall, as far as practicable, keep to the starboard side of the deep-water routes forming part of the mandatory route.

Ships which, because of their draught, cannot safely navigate the mandatory route - in particular the southern part of it (the routeing measures a, b and c above) - are exempted from the requirement to use the southern part of the mandatory route and are strongly recommended to use the western route of the routeing system "Off Friesland" or part of it, as appropriate, instead.

This alternative western route is formed by the following routeing measures:

- .1 Deep-water route from North Hinder to Indefatigable Bank via DR1 lightbuoy;
- .2 TSS "Off Botney Ground"; and
- .3 Deep-water route from TSS "Botney Ground" to the Precautionary Area "Friesland Junction".

Ship masters should enter this deviation in the ships' log.

Joining or leaving the route

The classes of ships referred to above, when joining or leaving the route:

- (a) shall do so at the nearest point of the route to the port of departure or destination which permits a safe passage to or from that port; and
- (b) should be aware that oil and gas production facilities and mobile offshore drilling units may be encountered in the proximity of the route; safety zones of 500 metres (0.27 nautical miles) radius are established around all offshore structures.

Pilotage

Ships required to use the "mandatory route for tankers from North Hinder to the German Bight and vice versa" are referred to resolution A.486(XII), adopted on 19 November 1981, concerning the "Recommendation on the use of adequately qualified Deep-Sea Pilots in the North Sea, English Channel and Skagerrak".

Notes:

1. It is recommended that an efficient electronic position-fixing device appropriate for the area should be carried on board.
2. Numerous offshore structures situated within the limits of the separation zones and/or situated in the proximity of the route are equipped with X- and S-band RACONS.

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ROUTEING MEASURES OTHER THAN TRAFFIC SEPARATION SCHEMES

1 At its sixty-seventh session (2 to 6 December 1996), the Maritime Safety Committee adopted, in accordance with the provisions of resolution A.826(19), a mandatory route for tankers from North Hinder to the German Bight and vice versa (MSC 67/22, annex 11), which replaced the "Recommended route for tankers from North Hinder to the German Bight and vice versa" and was circulated to all concerned by SN/Circ.184 of 2 January 1997.

2 The said mandatory route was implemented at 0000 hours UTC on 3 June 1997.

3 At its forty-third session (14 to 18 July 1997), the Sub-Committee on Safety of Navigation noted information provided by the United Kingdom (NAV 43/INF.9) on its interpretation of subparagraph (iv) of the "Application and use of the route" section of the mandatory route referred to above.

4 The Sub-Committee on Safety of Navigation concurred with the interpretation provided, and, accordingly, subparagraph (iv) of the "Application and use of the route" section of SN/Circ.184 should read as follows:

"(iv) when sailing between North Hinder, United Kingdom or Continental North Sea ports south of 53° North and offshore and shore-based oil loading facilities in the North Sea area. However, this provision does not apply to ships sailing between ports on the east coast of the United Kingdom, including Orkney and Shetland Islands."

5 Member Governments are requested to bring this information to the attention of all concerned.

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ROUTEING MEASURES OTHER THAN TRAFFIC SEPARATION SCHEMES

1 The Maritime Safety Committee, at its sixty-ninth session (11 May to 20 May 1998), adopted in accordance with the provisions of resolution A.858(20), the following routeing measures other than traffic separation schemes, attached hereto:

- .1 Amended rules for vessels navigating through the Straits of Malacca and Singapore (annex 1);
- .2 Amended rules for navigation of laden tankers around the Southern coast of South Africa (annex 2);
- .3 Amendment to the deep-water route West of the Hebrides (annex 3); and
- .4 Routeing measures in the Strait of Bonifacio (annex 4).

2 The aforementioned routeing measures will be implemented at 0000 hours UTC on 1 December 1998.

ANNEX 1

ROUTEING MEASURES OTHER THAN TRAFFIC SEPARATION SCHEMES

AMENDED RULES FOR VESSELS NAVIGATING THROUGH THE STRAITS OF MALACCA AND SINGAPORE

I Definitions

For the purpose of these Rules the following definitions shall apply:

- 1 A vessel having a draught of 15 metres or more shall be deemed to be a deep draught vessel.
- 2 A tanker of 150,000 dwt and above shall be deemed to be a very large crude carrier (VLCC).

Note: The above definitions do not prejudice the definition of "vessel constrained by her draught" described in Rule 3(h) of the International Regulations for Preventing Collisions at Sea, 1972.

II General Provisions

- 1 Deep draught vessels and VLCCs shall allow for an under keel clearance of at least 3.5 metres at all times during the entire passage through the Straits of Malacca and Singapore and shall also take all necessary safety precautions, when navigating through the traffic separation schemes.
- 2 Masters of deep draught vessels and VLCCs shall have particular regard to navigational constraints when planning their passage through the Straits.
- 3 All deep draught vessels and VLCCs navigating within the traffic separation schemes are recommended to use the pilotage service of the respective countries when they become available.
- 4 Vessels shall take into account the precautionary areas where crossing traffic may be encountered and be in a maximum state of manoeuvring readiness in these areas.

III Rules

- Rule 1 Eastbound deep draught vessels shall use the designated deep water routes.
- Rule 2 Eastbound deep draught vessels navigating in the deep-water routes in Phillip Channel and Singapore Strait shall as far as practicable, avoid overtaking.
- Rule 3 All vessels navigating within the traffic separation scheme shall proceed in the appropriate traffic lane in the general direction of traffic flow for that lane and maintain as steady a course as possible, consistent with safe navigation.
- Rule 4 All vessels having defects affecting operational safety shall take appropriate measures to overcome these defects before entering the Straits of Malacca and Singapore.
- Rule 5 In the event of an emergency or breakdown of a vessel in the traffic lane, the vessel shall, as far as practicable and safe, leave the lane by pulling out to the starboard side.

- Rule 6
- (a) Vessels proceeding in the westbound lane of the traffic separation scheme "In the Singapore Strait" when approaching Raffles Lighthouse shall proceed with caution, taking note of the local warning system, and, compliance with Rule 18(d) of the International Regulations for Preventing Collisions at Sea, 1972, avoid impeding the safe passage of a vessel constrained by her draught which is exhibiting the signals required by Rule 28 and which is obliged to cross the westbound lane of the scheme in order to approach the single point mooring facility (in approximate position 01°11'.42N, 103°47'.50E, from Phillip Channel).
 - (b) Vessels proceeding in the traffic separation schemes when approaching any of the precautionary areas shall proceed with caution, taking note of the local warning system, and, in compliance with Rule 18(d) of the International Regulations for Preventing Collisions at Sea, 1972, avoid impeding the safe passage of a vessel constrained by her draught which is exhibiting the signals required by Rule 28 and which is obliged to cross that precautionary area.
 - (c) Information relating to the movement of ships constrained by their draught as referred to in paragraphs (a) and (b) above will be given by radio broadcasts. The particulars of such broadcasts are promulgated by Notices to Mariners. All vessels navigating in the area of the traffic separation scheme should monitor these radio broadcasts and take account of the information received.
- Rule 7
- VLCCs and deep draught vessels navigating in the Straits of Malacca and Singapore shall, as far as it is safe and practicable, proceed at a speed of not more than 12 knots over the ground in the following areas:
- (a) At One Fathom Bank traffic separation scheme;
 - (b) deep-water routes in the Phillip Channel and in Singapore Strait; and
 - (c) Westbound lanes between positions 01°12'.51 N 103°52'.25 E and 01°11'.59 N 103°50'.31 E and between position 01°11'.13 N 103°49'.18 E and 01°08'.65 N 103°44'.40 E .
- Rule 8
- All vessels navigating in the routeing system of the Straits of Malacca and Singapore shall maintain at all times a safe speed consistent with safe navigation, shall proceed with caution, and shall be in a maximum state of manoeuvring readiness.
- Rule 9
- (a) Vessels which are fitted with VHF radio communication are to participate in the ship reporting system adopted by the Organization.
 - (b) VLCCs and deep draught vessels navigating in the Straits of Malacca and Singapore are advised to broadcast, eight hours before entering the traffic separation schemes, navigational information giving name, deadweight tonnage, draught, speed and times of passing One Fathom Bank Lighthouse, Raffles Lighthouse and Horsburgh Lighthouse. Difficult and unwieldy tows are also advised to broadcast similar information.

Rule 10 All vessels navigating in the Straits of Malacca and Singapore are requested to report by radio to the nearest shore authority any damage to or malfunction of the aids to navigation in the Straits, or any aids out of position in the Straits.

Rule 11 Flag States, owners and operators should ensure that their vessels are adequately equipped in accordance with the appropriate international conventions/recommendations.

IV Warning

Mariners are warned that local traffic could be unaware of the internationally agreed regulations and practices of seafarers and may be encountered in or near the traffic separation schemes, and should take any precautions which may be required by the ordinary practice of seamen or by the special circumstances of the case.

ANNEX 2

AMENDED RULES FOR NAVIGATION OF LADEN TANKERS AROUND THE SOUTHERN COAST OF SOUTH AFRICA**Rules for navigation of laden tanker off the South African coast**

- 1 Laden tankers¹ when westbound, off the South African coast, should adhere to the following:
- .1 Laden tankers should maintain a minimum distance of 20 nautical miles off the following landmarks:
 - .1 South Sand Bluff (International No.D4664)
 - .2 Bashee River (Mbashe Point) (D6438)
 - .3 Hood Point (D6420)
 - .4 Cape Receife (6390)
 - .2 These tankers should then steer to pass through the westbound or northern lanes of the traffic separation schemes off the FA Platform and the Alphard Banks and then maintain a minimum distance of 20 nautical miles from the following landmarks:
 - .1 Cape Agulhas (D6370)
 - .2 Quoin Point (D6322)
 - .3 Cape Point (D6120)
 - .4 Slangkop Point (D6110)
 - .5 Cape Columbine (D5810)
- 2 Laden tankers when eastbound off the South African coast, should similarly maintain a minimum distance of 25 (twenty-five) nautical miles when passing the points listed in 1.1 and 1.2 and when between Cape Agulhas and Cape Receife, steer a course to pass through the eastbound or southern lanes of the traffic separation schemes off the Alphard Banks and FA Platform.

Exemptions

- 3 The following exemptions to the laden tanker rules apply:
- .1 Vessels calling at Cape Town (Table Bay) to rendezvous with service craft or helicopters should follow the recommended routes until, in the case of laden tankers when proceeding westbound, Cape Point light bears 000°(T)x20 nautical miles, thence altering course to position, Slangkop Point light 250°(T)x20 nautical miles. From this position course may be altered to the rendezvous area 5 nautical miles to the west of Green Point Light (D5900) (replenishment area shown on chart SAN 1013).
 - .2 Laden tankers engaged on voyages solely between ports in the Republic of South Africa are exempted from the provisions in paragraphs 1 and 2 of these regulations and are to maintain a minimum distance of 10 nautical miles off salient points of the coast subject to weather, sea and current conditions, when setting courses to their ports of loading and discharging.

¹Definition: "Laden tanker" means any tanker other than a tanker in ballast having in its cargo tanks residual cargo only.

- .3 During the winter season (16 April to 15 October) westbound laden tankers should maintain the minimum distance of 20 miles off the appropriate landmarks in paragraph 1.1. However, on approaching the winter zone, they may remain within the summer zone as close to the separation line as possible, and for the minimum period necessary, to ensure that they can remain on their summer loadline throughout. In the vicinity of the Alphard Banks and the FA Platform, they are to adjust their course to pass through the westbound traffic lanes.

ANNEX 3**AMENDMENT TO THE DEEP-WATER ROUTE WEST OF THE HEBRIDES**

The deep-water route lies between the Outer Hebrides Isles on its south east side and the Flannan Islands and St. Kilda to the north-west and is bounded by lines connecting the following geographical positions:

1	56° 46'.75 N	08° 00'.00 W	5	58° 40'.50 N	06° 30'.75 W
2	57° 34'.50 N	08° 00'.00 W	6	58° 24'.10 N	07° 13'.50 W
3	58° 20'.70 N	07° 03'.50 W	7	57° 38'.10 N	08° 10'.00 W
4	58° 35'.80 N	06° 23'.70 W	8	56° 46'.75 N	08° 10'.00 W

ANNEX 4

ROUTEING MEASURES IN THE STRAIT OF BONIFACIO

References:

- SOLAS regulation V/8.1;
- IMO Resolution A.572(14);
- French Chart No. 7024 of the SHOM (Hydrographic and Oceanographic Service of the French Navy) ; and International chart No. 3350

1 TWO-WAY ROUTE IN THE STRAIT OF BONIFACIO**1.1 Categories of ships concerned:**

All ships of more than 20 metres of overall length transiting through the Strait.

1.2 Description**Northern limit:**

a line joining the geographical positions:

A	41° 22'.55 N	009° 22'.38 E
F	41° 18'.00 N	009° 15'.25 E
E	41° 19'.18 N	009° 06'.51 E

Southern limits:

a line joining the geographical positions:

B	41° 21'.58 N	009° 23'.30 E
C	41° 16'.75 N	009° 15'.75 E
D	41° 16'.75 N	009° 06'.18 E

2 PRECAUTIONARY AREAS AT THE EXTREMITIES OF THE TWO-WAY ROUTE**2.1 Categories of ships concerned:**

All ships

2.2 Eastern precautionary area

A circular sector pointed on geographical position M: 41° 22'.05 N 009° 22'.85 E with a radius of 5 (five) nautical miles limited by lines joining geographical positions A (see above) and G 41° 26'.90 N 009° 24'.50 E and joining geographical positions B (see above) and H 41° 19'.31 N 009° 28'.40 E.

2.3 Western precautionary area

A circular sector pointed on geographical position N: 41° 17'.96 N 009° 06'.33 E with a radius of 5 (five) nautical miles limited by lines joining geographical positions E (see above) and L 41° 21'.37 N 009° 01'.47 E and joining geographical positions D (see above) and I 41° 13'.57 N 009° 03'.15 E.

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SN/Circ.198/Corr.1
29 March 1999

ROUTEING MEASURES OTHER THAN TRAFFIC SEPARATION SCHEMES

The following correction should be made to SN/Circ.198, annex 2 -
Amended rules for navigation of laden tankers around the Southern coast of South Africa.

In paragraph 3.1 (first sentence, fourth line) the text should read as follows:

"position, Slangkop Point light 070°(T) x 20 nautical miles."

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SN/Circ.200
26 May 1998

ADOPTION, DESIGNATION AND SUBSTITUTION OF ARCHIPELAGIC SEA LANES

- 1 At its sixty-ninth session (11 to 20 May 1998), the Maritime Safety Committee, by resolution MSC.72(69), adopted the annexed partial system of archipelagic sea lanes in Indonesian archipelagic waters.
- 2 Indonesia has undertaken to inform the Organization, in accordance with paragraph 3.13 of the General Provisions for adoption, designation and substitution of archipelagic sea lanes, of the date on which the partial system will be implemented, (which date will not be earlier than six months after the date of designation of the sea lanes by the Government of Indonesia).
- 3 Member Governments are invited to bring this information and the annexed partial system to the attention of all concerned. Information on the afore-mentioned implementation date will be provided in due course.

ANNEX

**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

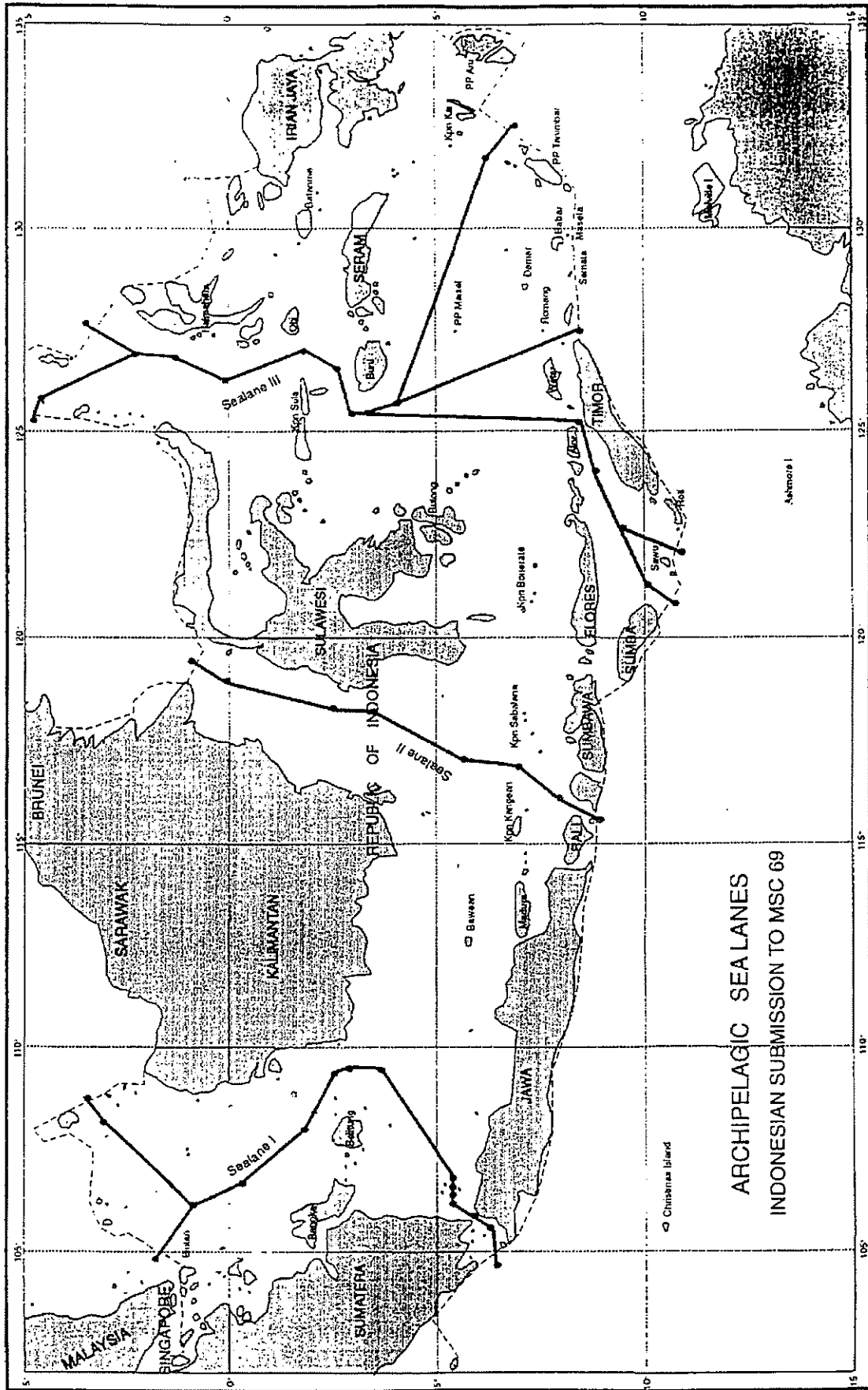
The axis line connects the following geographical positions:

(IIIA-11) 09° 23'.00 S; 122° 55'.00 E

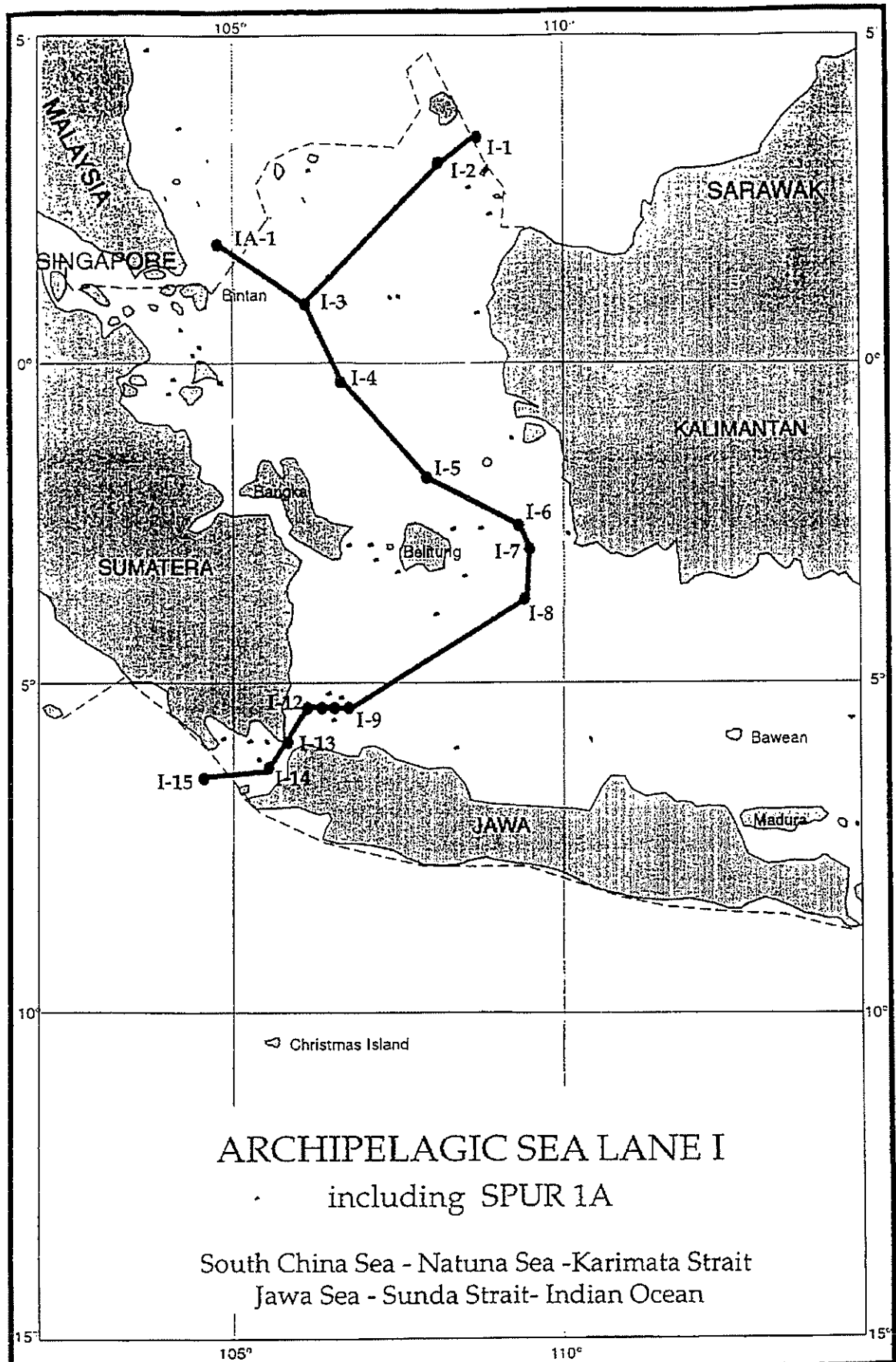
(IIID-1) 10° 58'.00 S; 122° 11'.00 E

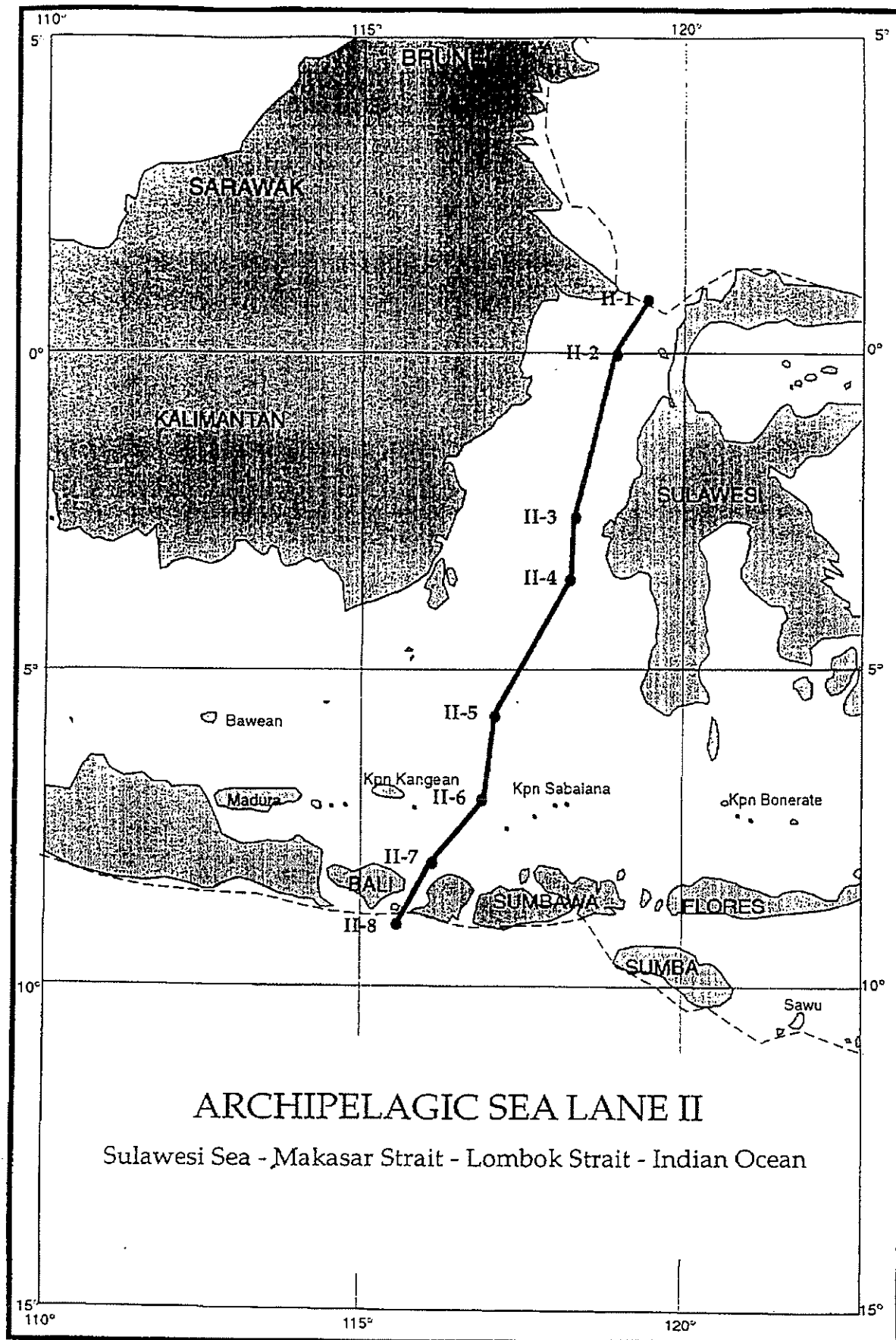
Notes for the use of this archipelagic sea lane:

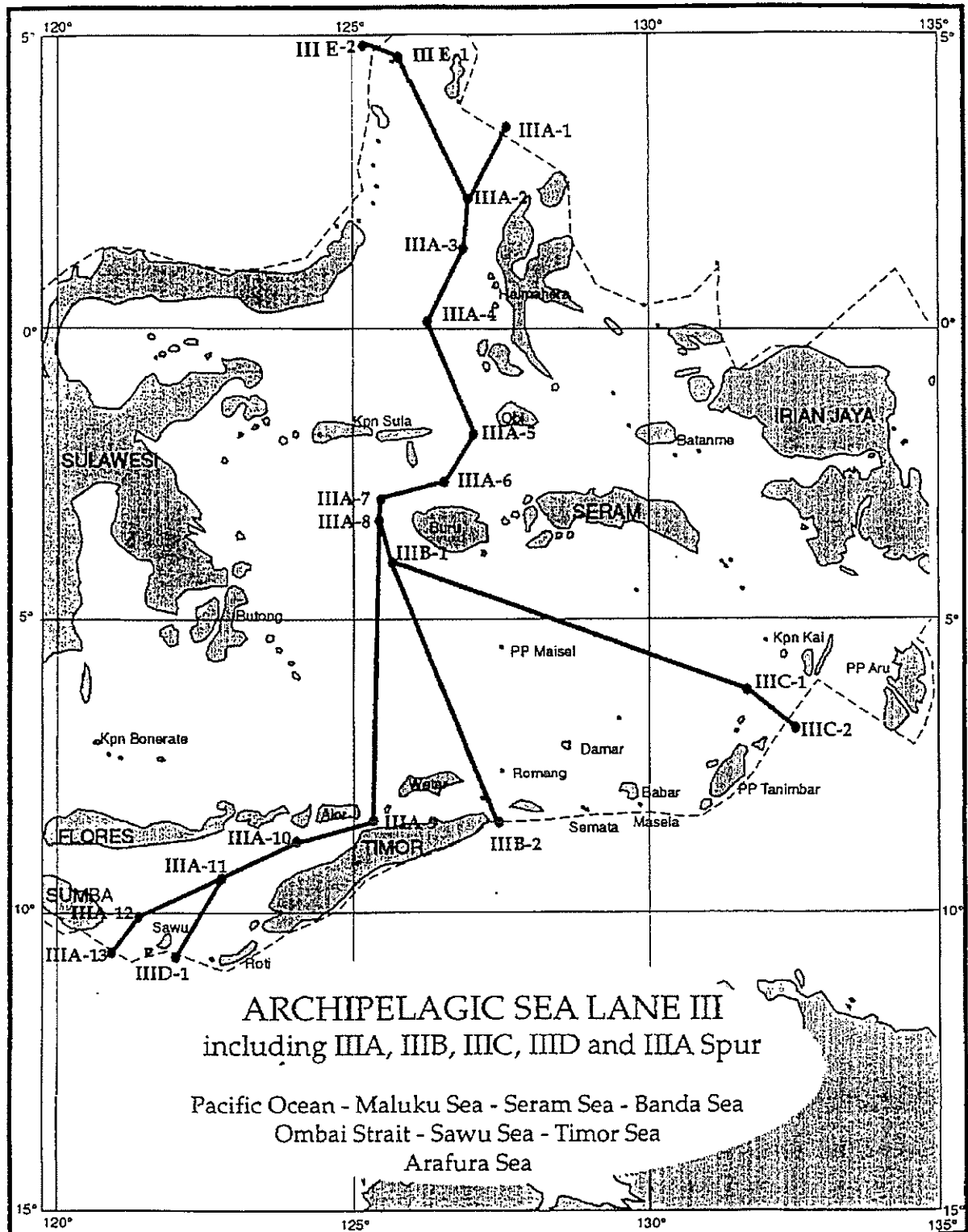
- (a) Geographical positions (IIIA-11) to (IIID-1) define the axis line from the Sawu Sea to the Sea between Sawu and Roti Islands to the Indian (Hindia) Ocean.



ARCHIPELAGIC SEALANES
INDONESIAN SUBMISSION TO MSC 69









Ref. T2-NAVSEC/2.7.1

SN/Circ.200/Add.1
3 July 2003

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

1 At its sixty-ninth session (11 to 20 May 1998), the Maritime Safety Committee, by resolution MSC.72(69), adopted a partial system of archipelagic sea lanes in Indonesian archipelagic waters and Indonesia undertook to inform the Organization, in accordance with paragraph 3.13 of the General Provisions for adoption, designation and substitution of archipelagic sea lanes, of the date on which the partial system would be implemented, which date (see SN/Circ.200 of 26 May 1998) would not be earlier than six months after the date of designation of the sea lanes by the Government of Indonesia.

2 On 27 June 2003, the Organization received from Indonesia a copy of Indonesian Government Regulation N°37, 2002 dated 28 June 2002 on the Rights and Obligations of Foreign Ships and Aircraft Exercising the Right of Archipelagic Sea Lanes Passage through designated archipelagic sea lanes. Pursuant to this Regulation, the archipelagic sea lanes in the Indonesian archipelagic waters were implemented effectively on 28 December 2002 at 0000 hours local time.

3 Member Governments are invited to bring the annexed information to the attention of all concerned.

ANNEX

**INDONESIAN GOVERNMENT REGULATION
NUMBER 37, 2002
ON
THE RIGHTS AND OBLIGATIONS OF FOREIGN SHIPS AND AIRCRAFT EXERCISING THE
RIGHT OF ARCHIPELAGIC SEA LANE PASSAGE THROUGH
DESIGNATED ARCHIPELAGIC SEA LANES**

THE PRESIDENT OF THE REPUBLIC OF INDONESIA,

To consider :

- a. that the provisions of Law Number 6, 1996, on Indonesian waters, which constitutes the implementation of the United Nations Convention on the Law of the Sea 1982, stipulates, amongst others, that the rights and obligations of foreign ships and aircraft exercising the right of archipelagic sea lane passage will be further determined by government regulation;
- b. that Law Number 6, 1996, on Indonesian Waters, also stipulates that the Government determines the most suitable sea lanes, including the air routes above the sea lanes through the designation of the axis lines, as published on nautical charts;
- c. that at the 69th session of the International Maritime Organization in 1998, the Maritime Safety Committee, with resolution MSC.72 (69), adopted the Indonesian submission concerning Indonesian Archipelagic Sea Lanes;
- d. that based on the considerations in points a, b and c, there is a requirement for the establishment of government regulations concerning the rights and obligations of foreign ships and aircraft exercising the Right of Archipelagic Sea Lane Passage through designated sea lanes;

In view of:

1. Article 5 paragraph (2) of the 1945 Constitution as amended in the Third Amendment of the 1945 Constitution;
2. Law Number 6, 1996, on Indonesian Waters (State Gazette 1996 Number 73, Supplementary State Gazette Number 3647);

HAS DECIDED

To enact:

GOVERNMENT REGULATION ON THE RIGHTS AND OBLIGATIONS OF FOREIGN SHIPS AND AIRCRAFT EXERCISING THE RIGHT OF ARCHIPELAGIC SEA LANE PASSAGE THROUGH DESIGNATED ARCHIPELAGIC SEA LANES.

CHAPTER 1
GENERAL PROVISIONS

Article 1

For the purpose of this Government Regulation:

1. An archipelagic sea lane is a sea lane as defined in article 1 paragraph 8 of the Law in which it is described as a lane for exercising the right of archipelagic sea lane passage.
2. The Law is Law Number 6, 1996, on Indonesian Waters.
3. The right of archipelagic sea lane passage is the right of foreign ships and aircraft to transit as defined in article 18 paragraph (1) and paragraph (2) of the Law.
4. The right of innocent passage is the right of foreign ships to transit as defined in article 11 of the Law.
5. Territorial sea means territorial sea as defined in article 3 paragraph (2) of the Law.
6. Archipelagic waters means waters as described in article 3 paragraph (3) of the Law.
7. Convention means the convention as defined in article 1 point 9 of the Law.

CHAPTER II
THE RIGHTS AND OBLIGATIONS OF FOREIGN SHIPS AND AIRCRAFT
EXERCISING THE RIGHT OF ARCHIPELAGIC SEA LANE PASSAGE

Article 2

Foreign ships and aircraft may exercise the right of Archipelagic Sea Lane Passage for the purposes of navigation and overflight from one part of the high seas or an exclusive economic zone to another part of the high seas or an exclusive economic zone through the territorial sea and archipelagic waters of Indonesia.

Article 3

1. The exercise of the right of archipelagic sea lane passage as described in article 2 is conducted through a sea lane or air route above the sea lane designated as an archipelagic sea lane for the purpose of transit in such sea lanes, as stipulated in article 11.
2. Pursuant to this regulation, to exercise the right of archipelagic sea lane passage in other parts of Indonesian waters can be conducted after such a sea lane has been designated in those waters for the purpose of this transit.

Article 4

1. Foreign ships and aircraft exercising the right of archipelagic sea lane passage must transit without delay through or above the archipelagic sea lane in normal mode solely for the purpose of continuous, expeditious and unobstructed transit.
2. Foreign ships and aircraft that exercise the right of archipelagic sea lane passage shall not deviate more than 25 nautical miles to either side of the axis lines during passage, provided that such ships and aircraft shall not navigate or fly over closer to the coast than 10 per cent of the distance between the nearest points on islands bordering the sea lane.
3. Foreign ships and aircraft exercising the right of archipelagic sea lane passage must refrain from any threat or use of force against the sovereignty, territorial integrity, or political independence of the Republic of Indonesia or in any other manner in violation of the principle of international law embodied in the Charter of the United Nations.
4. Foreign military warships and aircraft when exercising the right of archipelagic sea lane passage are not allowed to conduct war exercises or exercises using any kind of weapons with ammunition.

5. Except for a situation involving a *force majeure* or distress, aircraft exercising the right of archipelagic sea lane passage shall not land on Indonesian territory.
6. All foreign ships when exercising the right of archipelagic sea lane passage are not allowed to stop or anchor or to move back and forth while passing, except in the case of a *force majeure* or in distress or for the purpose of rendering assistance to persons or ships in distress.
7. Foreign ships and aircraft exercising the right of archipelagic sea lane passage are prohibited from carrying out unauthorized broadcasting or interfere with telecommunications systems and are prohibited from establishing direct communications with unauthorized persons or groups within the territory of Indonesia.

Article 5

Foreign ships or aircraft, including research or hydrographic vessels whilst exercising the right of archipelagic sea lane passage shall not conduct marine scientific research or hydrographic surveys either with the use of detection equipments or sample gathering equipments, unless granted permission to do so.

Article 6

1. Foreign ships, including fishing vessels exercising the right of archipelagic sea lane passage are prohibited from carrying out fishing activities.
2. Foreign fishing vessels exercising the right of archipelagic sea lane passage whilst required to fulfill the obligations stipulated in paragraph (1) must also keep their fishing gear stowed.
3. Foreign ships and aircraft exercising the right of archipelagic sea lane passage shall not embark or disembark persons, goods or currency in contravention of customs, immigration, fiscal and health laws except in the situation of a *force majeure* or distress.

Article 7

1. Foreign ships when exercising the Right of Archipelagic Sea Lane Passage shall observe the generally accepted regulations, procedures and international practices for the safety of navigation, including the regulations relating to collision prevention at sea.

2. Transiting ships in the traffic separation scheme established in the archipelagic sea lanes are obliged to observe the said scheme.
3. Foreign ships exercising the Right of Archipelagic Sea Lane Passage shall not damage or disrupt navigation facilities and submarine cables and pipelines.
4. Foreign ships exercising the right of archipelagic sea lane passage in the area where facilities for the exploitation or exploration of natural resources are located shall not sail within 500 meters of the prohibited zone around the installation.

Article 8

1. Foreign civil aircraft exercising the Right of Archipelagic Sea Lane Passage shall:
 - a. comply with the aviation regulations as established by the International Civil Aviation Organization concerning flight safety;
 - b. continuously monitor the radio frequencies as directed by the air traffic control authority or the appropriate international emergency radio frequency.
2. Foreign national aircraft exercising the Right of Archipelagic Sea Lane Passage shall:
 - a. respect the aviation regulations concerning flight safety as stipulated in paragraph (1)a;
 - b. observe the obligations as stipulated in paragraph (1)b.

Article 9

1. Foreign ships exercising the right of archipelagic sea lane passage are prohibited from discharging oil, oily waste and other dangerous materials into the marine environment, and or conducting other activities in contravention of international standards and regulations to prevent, reduce and control marine pollution originating from the ship.
2. Foreign ships exercising the right of archipelagic sea lane passage are prohibited from dumping waste into Indonesian waters.
3. Foreign nuclear-powered ships or ships carrying nuclear materials, or other inherently dangerous or noxious substances exercising the right of archipelagic sea lane passage, must bring documents and observe special precautionary measures as determined by international agreements for such vessels.

Article 10

1. Persons or legal personalities responsible for the operation of foreign cargo ships, aircraft or government-owned ships and aircraft used for commercial purposes exercising the right of archipelagic sea lane passage shall take responsibility for any loss or damage suffered by Indonesia as a result of non-compliance with the provisions in articles 7, 8 and 9.
2. The flag state of a ship or the state of registry of an aircraft shall bear international responsibility for any loss or damage suffered by Indonesia as a result of non-compliance with the provisions in articles 7, 8 and 9, by warships or foreign aircraft when exercising the right of archipelagic sea lane passage.

CHAPTER III

DESIGNATION OF ARCHIPELAGIC SEA LANES TO BE USED

FOR EXERCISING THE RIGHT OF ARCHIPELAGIC SEA LANE PASSAGE

Article 11

1. Archipelagic sea lane that is used to exercise the right of archipelagic sea lane passage for navigation between the South China Sea and the Indian Ocean or in the opposite direction, for traversing the Natuna Sea, the Karimata Strait, the Java Sea and the Sunda Strait is the Archipelagic Sea Lane I which constitutes the axis connecting points I-1 to I-15 as described in the List of Coordinates and explained in Article 12 paragraph (2).
2. Archipelagic Sea Lane I as outlined in paragraph (1) contains the Archipelagic Sea Lane Spurs IA joining Archipelagic Sea Lane I at point I-3 for navigation from the Singapore Strait through the Natuna Sea or in the opposite direction, constitutes the axis lines connecting points IA-1 and I-3 as detailed in the List of Co-ordinates and explained in Article 12 paragraph (2).
3. Archipelagic sea lane that is used to exercise the right of archipelagic sea lane passage for navigation from the Sulawesi Sea to the Indian Ocean or in the opposite direction, for traversing the Makassar Strait, the Flores Sea and the Lombok Strait is the Archilepagic Sea Lane II which constitutes the axis lines connecting points II-1 through to II-8 as detailed in the List of Coordinates and explained in Article 12 paragraph (2).

4. Archipelagic sea lane that is used to exercise the right of archipelagic sea lane passage for navigation from the Pacific Ocean to the Indian Ocean or in the opposite direction, for traversing the Maluku Sea, the Seram Sea, the Banda Sea, the Ombai Strait and the Sawu Sea is the Archipelagic Sea Lane III.A which constitutes the axis lines connecting points III.A-1 to III.A-13 as detailed in the List of Coordinates and explained in Article 12 paragraph (2).
5. Archipelagic Sea Lane III.A as outlined in paragraph (4) includes:
 - a. Archipelagic Sea Lane Spurs III.B that joins Archipelagic Sea Lane III.A at point III.A-8 for navigation from the Pacific Ocean to the Indian Ocean and in the opposite direction through the Maluku Sea, the Seram Sea, the Banda Sea and the Leti Strait, constitutes the axis lines connecting points III.A-8, III.B-1 and III.B-2 as detailed in the List of Coordinates and explained in Article 12, paragraph (2).
 - b. Archipelagic Sea Lane Spurs III.C that joins Archipelagic Sea Lane Spurs III.B at point III.B-1 for navigation from the Pacific Ocean to the Arafura Sea or in the opposite direction through the Maluku Sea, the Seram Sea and the Banda Sea, constitutes the axis lines connecting points III.B-1, III.C-1 and III.C-2 as detailed in the List of Coordinates and explained in Article 12 paragraph (2).
 - c. Archipelagic Sea Lane Spurs III.D that joins Archipelagic Sea Lane III.A at point III.A-11 for navigation from the Pacific Ocean to the Indian Ocean or in the opposite direction through the Maluku Sea, the Seram Sea, the Banda Sea, the Ombai Strait and the Sawu Sea, constitutes the axis lines connecting points III.A-11 and III.D-1 as detailed in the List of Coordinates Table and explained in Article 12, paragraph (2).
 - d. Archipelagic Sea Lane Spurs III.E that joins Archipelagic Sea Lane III.A at point III.A-2 for navigation from the Indian Ocean to the Sulawesi Sea or in the opposite direction through the Sawu Sea, the Ombai Strait, the Banda Sea, the Seram Sea and the Maluku Sea, or for navigation from the Timor Sea to the Sulawesi Sea or in the opposite direction through the Leti Strait, the Banda Sea, the Seram Sea and the Maluku Sea or for navigation from the Arafura Sea to the Sulawesi Sea or in the opposite direction through the Banda Strait, the Seram Sea and the Maluku Sea, constitutes the axis lines connecting points III.A-2, III.E-1 and III.E-2 as detailed in the List of Coordinates and explained in Article 12, paragraph (2).

Article 12

1. The axis lines of the archipelagic sea lanes and connecting points of such sea lanes as stipulated in article 11 above are depicted on nautical charts for publication as required.

2. The geographical coordinates of the connecting points of the archipelagic sea lanes as stipulated in article 11 are listed in the Geographical Coordinates Table in Annex I, Annex II, Annex III, Annex III.A and Annex III.B.
3. The positions of the connecting points of the archipelagic sea lanes at I-1, I-15, I.A-1, II-1, II-8, III.A-1, III.A-13, III.B-2, III.C-2, III.D-1 and III.E-2 as the outermost of such connecting points listed in the Geographical Coordinates Table in article 12 paragraph (2) are situated at the intersection of the axis lines of the archipelagic sea lanes and the territorial sea boundaries.
4. In circumstances where, as result of natural change, the outermost of the connecting points are not identical with the Geographical Coordinates Table as stipulated in article 12 paragraph (2), the geographic position of such points shall be determined in the exact location.
5. An illustrated map depicting the axis lines and the connecting points as stipulated in article 11 is attached in Annex IV, Annex V, Annex VI and Annex VII.

CHAPTER IV

OTHER PROVISIONS

Article 13

The provisions in this government regulation shall not derogate the right of foreign ships to exercise the right of innocent passage within the archipelagic sea lanes.

Article 14

The provisions in this government regulation concerning Indonesian Archipelagic Sea Lane Passage shall not be effective for the Leti Strait and part of the Ombai Strait bordering East Timor, which due to the changing status of East Timor, such straits are no longer part of the Indonesian archipelagic waters.

Article 15

Six months after this government regulation was enforced, foreign ships and aircraft can exercise the right of archipelagic sea lane passage only through the designated Indonesian archipelagic sea lanes as stipulated in this government regulation.

CHAPTER V
FINAL PROVISIONS

Article 16

This Government Regulation shall enter into force on the date of its promulgation.

So as to be known by any person, it is hereby ordered that this Government Regulation shall be published in the State Gazette of the Republic of Indonesia.

Ratified in Jakarta,

On 28th June, 2002

President of the Republic of Indonesia
Megawati Soekarnoputri

Promulgated in Jakarta

On 28th June, 2002

Minister for the State Secretariat

Republic of Indonesia

Bambang Kesowo

**ELUCIDATION ON
GOVERNMENT REGULATION
NUMBER 37, 2002
ON
THE RIGHTS AND OBLIGATIONS OF FOREIGN SHIPS AND AIRCRAFT
EXERCISING THE RIGHT OF ARCHIPELAGIC SEA LANE PASSAGE
THROUGH DESIGNATED ARCHIPELAGIC SEA LANES**

GENERAL

Law Number 6, 1996, on Indonesian Waters was enacted as the implementation of Law Number 17, 1985, on the Ratification of the United Nations Convention on Law of the Sea (UNCLOS). In accordance with this Convention, the sovereignty of the Republic of Indonesia encompasses not only the land, internal waters, territorial seas and archipelagic waters, but also the air space over those areas.

Although Indonesia has sovereignty over its territorial seas and its archipelagic waters, Law Number 6, 1996, on the Indonesian Waters pursuant to the 1982 UNCLOS includes the provisions that foreign ships and aircraft shall enjoy the right of archipelagic sea lane passage through territorial seas and archipelagic waters of Indonesia for the purpose of traversing those waters from one part of the high seas or an exclusive economic zone to another part of the high seas or other exclusive economic zone.

Law Number 6, 1996, on Indonesian Waters, comprises the basic provision on the rights of archipelagic sea lane passage as stipulated in the 1982 UNCLOS, while further arrangements for such right will be regulated in Government Regulations.

The aforementioned Government Regulation, therefore, consists of provisions for the implementation of the archipelagic sea lane passage rules as detailed in Law Number 6 1996 on the Indonesian Waters and other stipulations concerning archipelagic sea lane passage as stipulated in the 1982 UNCLOS.

For the implementation of such passage, and pursuant to the Convention, Indonesia may designate particular archipelagic sea lane passage by specifying sea lanes for such passage from amongst the routes normally used for international navigation.

Security risks may be an issue if the right of archipelagic sea lane passage is exercised through routes normally used for international navigation as stipulated in article 53 paragraph (12) of the Convention since transit through archipelagic sea lanes incorporates specific freedoms.

In order to reduce that risks, it is considered necessary to designate archipelagic sea lane passage for such transit.

The Indonesian Government designates these archipelagic sea lanes in observance of the concerns of the international community expressed through the competent organization for international navigation, namely International Maritime Organization (IMO). On 19 May 1998 the Maritime Safety Committee (MSC-69-IMO) accepted the Indonesian submission to designate 3 archipelagic sea lanes and its spurs which can be used to exercise the right of archipelagic sea lane passage through Indonesian waters. Further to the IMO's acceptance of the Indonesian proposal, the geographical coordinates of connecting lines for these 3 archipelagic sea lanes and their spurs shall be enacted into the Government Regulation.

The designation of these 3 archipelagic sea lanes and their spurs does not indicate that these 3 lanes can only be used by foreign ships for the purpose of exercising the right of archipelagic sea lane passage from one part of the high seas or an exclusive economic zone to another part of the high seas or other exclusive economic zone through the Indonesian waters. Foreign ships planning to navigate from one part of the high seas or an exclusive economic zone to one of the Indonesian ports or to another part of the high seas or other exclusive economic zone may do so with the exercise of the right of innocent passage in the Indonesian waters equally within the archipelagic sea lanes or beyond the archipelagic sea lanes.

In light of that consideration and pursuant to articles 18 and 19 of Law Number 6, 1996 on the Indonesian Waters, it is deemed necessary to enact a Government Regulation on the Rights and Obligations of Foreign Ships and Aircraft Exercising the Right of Archipelagic Sea Lane Passage through Designated Archipelagic Sea Lanes.

This Government Regulation contains stipulations regarding:

- a. General provisions
- b. The rights and obligations of foreign ships and aircraft whilst exercising the right of archipelagic sea lane passage through the established sea lanes;
- c. Designation of archipelagic sea lanes to be used for exercising the right of archipelagic sea lane passage;
- d. Other provisions; and
- e. Final provisions.

As the implementation of Law Number 6, 1996 on Indonesian Waters, this Government Regulation constitutes the accomplishment of the ratification of the 1982 UNCLOS with Law Number 17, 1985. Accordingly, in order to ensure consistent interpretation of the provisions of this Government Regulation with that of the 1982 UNCLOS and pursuant to the elucidation of articles of Law Number 6, 1996, it is deemed necessary within the elucidation of the provisions of this Government Regulation to refer to specific articles and paragraphs of the 1982 UNCLOS, particularly where its provisions are not found in Law Number 6, 1996 on Indonesian Waters but rather in the 1982 UNCLOS.

The control required to ensure that foreign ships transiting the archipelagic sea lane passage in Indonesian waters abide by the provisions of this Government Regulation shall be conducted in accordance with the regulations as stipulated in article 24 paragraph (1) of Law Number 6, 1996. Such control is currently enforced *among others* based on the Territorial Sea and Maritime Environment Regulation of 1939 (Official Gazette, 1939 Number 443) and its implementation regulation, namely the Territorial Sea and Maritime Environment Regulation (State Gazette, 1935 Number 525) along with the Decree of the Governor General Number 39, 1939, concerning the guidelines for the investigation of any crime committed at sea.

ARTICLE BY ARTICLE

Article 1

Sufficiently clear

Article 2

The provisions on archipelagic sea lane passage may be used by foreign ships only to traverse the Indonesian waters from one part of the high seas or an exclusive economic zone to another part of the high seas or another exclusive economic zone, while the provision on innocent passage can be used by foreign ships either to traverse the Indonesian waters without entering any Indonesian seaports or anchoring in one of the Indonesian seaports.

Foreign ships sailing in the Indonesian waters wishing to enter any Indonesian seaport or the other way around must adhere to the innocent passage provisions and must accordingly whilst sailing in the archipelagic sea lanes must obey the stipulations of innocent passage and are prohibited from using the stipulations of archipelagic sea lane passage.

Article 3

Paragraph (1)

See General Explanation of paragraph 5.

Paragraph (2)

Sufficiently clear

Article 4

Paragraph (1)

The provision in this paragraph serves as the application of article 54 in conjunction with article 39 paragraph (1) letter a, of the Convention.

Paragraph (2)

The provision in this paragraph serves as the application of article 53 paragraph (1), of the Convention.

Paragraph (3)

The provision in this paragraph serves as the application of article 54 in conjunction with article 39 paragraph (1) letter b, of the Convention.

Paragraph (4)

Whilst exercising archipelagic sea lane passage, warships and foreign military aircraft are prohibited from conducting activities as referred to in this paragraph, because it is not directly associated with the normal mode for the purpose of continuous and expeditious transit which may cause disturbance to the state's peace, order and security.

The provision in this paragraph serves as the application of article 54 in conjunction with article 39 paragraph (1) letter c of the Convention.

Paragraph (5)

Whilst using the archipelagic sea lane passage, foreign ships and aircraft are prohibited from performing activities as referred to in this paragraph because it is not directly associated with the normal mode for the purpose of continuous, direct and expeditious transit which may cause a disturbance to the state's peace, order and security.

The provision in this paragraph serves as the application of article 54 in conjunction with Article 39 paragraph (1) letter c of the Convention.

Paragraph (6)

Whilst using the archipelagic sea lane passage, foreign ships are prohibited from performing activities as referred to in this paragraph because this is not directly associated with the normal mode for the purpose of continuous, direct and expeditious transit which may cause a disturbance to the state's peace, order and security.

The provision in this paragraph serves as the application of article 54 in conjunction with article 39 paragraph (1) letter c of the Convention.

Paragraph (7)

Whilst using the archipelagic sea lane passage, foreign ships and aircraft are prohibited from performing activities as referred to in this paragraph because this is not directly associated with the normal mode for the purpose of continuous, direct and expeditious transit which may cause a disturbance to the state's peace, order and security.

The provision in this paragraph serves as the application of article 54 in conjunction with article 39 paragraph (1) letter c of the Convention.

Article 5

The provision in this paragraph serves as the application of article 54 in conjunction with Article 40 of the Convention.

Article 6

Paragraph (1)

The provision in this paragraph serves as the application of the laws on fisheries and article 54 in conjunction with article 42 paragraph (1) letter c of the Convention.

Paragraph (2)

The provision in this paragraph serves as the application of the laws on fisheries and article 54 in conjunction with article 42 paragraph (1) letter c of the Convention.

Paragraph (3)

The provision in this paragraph serves as the application of the laws on customs, fiscal, immigration and health along with the provision of article 54 in conjunction with article 42 paragraph (1) letter d and article 39 paragraph (1) letter c of the Convention.

Article 7

Paragraph (1)

The provision in this paragraph serves as the application of article 54 in conjunction with article 39 paragraph (2) letter a of the Convention.

Paragraph (2)

The provision in this paragraph serves as the application of article 53 paragraph (1) of the Convention.

Paragraph (3)

The provision in this paragraph serves as the application of article 54 in conjunction with article 42 paragraph (1) letter a of the Convention.

Paragraph (4)

The prohibited zone is the zone designated around the installations with a width of 500 (five hundred) meters from the outermost points of the installation, or other points constituting permanent parts of the installation whereby third party ships are prohibited from sailing.

Whilst exercising archipelagic sea lane passage, foreign ships are prohibited from performing activities as referred to in this paragraph as to protect such installations from the hazards resulting from the sailing of such foreign ships.

Article 8

Paragraph (1)

The provision in this paragraph serves as the application of article 54 in conjunction with article 39 paragraph (3) of the Convention.

Paragraph (2)

The provision in this paragraph serves as the application of article 54 in conjunction with article 39 paragraph (3) of the Convention.

Article 9

Paragraph (1)

The provision in this paragraph serves as the application of article 54 in conjunction with article 42 paragraph (1) letter b and article 211 paragraph (2) of the Convention.

Paragraph (2)

The provision in this paragraph serves as the application of article 210 paragraph (1) of the Convention.

Paragraph (3)

The international treaties referred to in this paragraph are as follows:

1. Convention on the Physical Protection of Nuclear Materials;
2. Irradiated Nuclear Fuel (INF) Codes;
3. International Maritime Dangerous Goods (IMDG) Codes;
4. Hazardous Materials and Noxious Substances (HNS) Codes.

Article 10

Paragraph (1)

The responsibility of persons or legal bodies for the operation of cargo ships or aircraft in this paragraph have civil responsibilities such as to pay compensation for loss or damage.

Paragraph (2)

The provision in this paragraph serves as the application of article 54 in conjunction with article 42 paragraph (5) of the Convention.

Article 11

Sufficiently clear

Article 12

Paragraph (1)

The addition of archipelagic sea lanes on navigational charts is meant to ensure that the navigation of foreign ships may be executed by adhering to the archipelagic sea lane passage requirements in accordance with the provision as stipulated in this Government Regulation as the implementation of the provisions of the 1982 UNCLOS.

Paragraph (2)

Geographic coordinates for the archipelagic sea lane connecting points are cited in latitude and longitude, with explanatory notes on the waters where such points are situated as well as other data as required.

Paragraph (3)

Sufficiently clear

Paragraph (4)

The provision in this paragraph is meant to provide legal certainty concerning the actual position of the outermost connecting points of such axis.

Paragraph (5)

The illustrated maps as referred to in this paragraph comprise maps displaying general information as to the position of the axis of the archipelagic sea lanes and shall not constitute a navigation reference map.

Article 13

See the General Explanation of paragraph 7.

Article 14

The Indonesian proposal on the designation of archipelagic sea lanes has been adopted by the International Maritime Organization under Maritime Safety Committee (MSC) resolution 72 (69) during the 69th session of the MSC convened in London from May 11-20, 1998 when the Leti Strait and part of the Ombai Strait bordering East Timor were still part of the Indonesian archipelagic waters.

However due to the changing status of East Timor, the Leti Strait and part of the Ombai Strait are no longer straits constituting part of the Indonesian archipelagic waters as they have become straits situated between two countries.

Article 15

The provision in this article constitutes the specification for a change of a condition which under the provision of article 53 paragraph (12) of the Convention, the right of passage for foreign ships and aircraft may remain using the routes normally used for international navigation to the situation whereby according to the provision laid down in this Government Regulation, such right of passage for foreign ships and aircraft can be exercised through certain sea lanes.

Six months should be sufficient time to prepare for any matter required to ensure the safety of navigation through such archipelagic sea lanes.

Article 16

Sufficiently clear

SUPPLEMENTARY OFFICIAL STATE GAZETTE OF THE REPUBLIC OF INDONESIA NUMBER 4210

ANNEX I
INDONESIAN GOVERNMENT REGULATION
NUMBER 37 2002
JUNE 28, 2002

**GEOGRAPHICAL COORDINATES TABLE
ARCHIPELAGIC SEA LANE I**

ARCHIPELAGIC SEA LANE	REF.NO.	COORDINATES		INFORMATION
		LATITUDE	LONGITUDE	
ASL I for navigating between the South China Sea and the Indian Ocean, or the reverse, via the Natuna Sea, the Karimata Strait, the Java Sea and the Sunda Strait.	I - 1	03° 35' 00" N	108° 51' 00" E ¹	The Geographic position (I-1) to (I-3) determines the axis lines from the South China Sea to the Natuna Sea. The Geographic Position (I-3) to (I-5) determines the axis lines from the Natuna Sea to the Karimata Strait. The Geographic position (I-5) through to (I-7) determines the axis lines via the Karimata Strait. Geographic position (I-7) through to (I-12) determines the axis lines via the west Java Sea. Geographic position (I-12) to (I-15) determines the axis lines via the Sunda Strait to the Indian Ocean. The Geographic position (IA-1) to (I-3) determines the axis lines from the Singapore Strait via the Natuna Sea.
	I - 2	03° 00' 00" N	108° 10' 00" E	
	I - 3	00° 50' 00" N	106° 16' 20" E	
	I - 4	00° 12' 20" S	106° 44' 00" E	
	I - 5	02° 01' 00" S	108° 27' 00" E	
	I - 6	02° 16' 00" S	109° 19' 30" E	
	I - 7	02° 45' 00" S	109° 33' 00" E	
	I - 8	03° 46' 45" S	109° 33' 00" E	
	I - 9	05° 12' 30" S	106° 54' 30" E	
	I - 10	05° 17' 15" S	106° 44' 30" E	
	I - 11	05° 17' 15" S	106° 27' 30" E	
	I - 12	05° 15' 00" S	106° 12' 30" E	
	I - 13	05° 57' 15" S	105° 46' 20" E	
	I - 14	06° 18' 30" S	105° 33' 15" E	
	I - 15	06° 24' 45" S	104° 41' 25" E	
ASL SPURS IA				
For navigating from the Singapore Strait to the Indian Ocean, and the reverse, via the Natuna Sea, the Java Sea and the Sunda Strait or to the South China Sea via the Natuna Sea and the reverse.	IA - 1	01° 52' 00" N	104° 55' 00" E	
	I - 3	00° 50' 00" N	106° 16' 20" E	

1. The data is presented as stipulated in the agreement with the IMO number MSC.72 (69). The second unit is expressed in decimal per minute.

PRESIDENT REPUBLIC INDONESIA,
Signed

MEGAWATI SOEKARNOPUTRI

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Deputy Secretary of Cabinet
Law and Legislation Section,
signed.

Lambock V. Nahattands

ANNEX II

INDONESIAN GOVERNMENT REGULATION
NUMBER 37 2002
JUNE 28, 2002

**GEOGRAPHICAL CO-ORDINATES TABLE
ARCHIPELAGIC SEA LANE II**

ARCHIPELAGIC SEA LANE	REF.NO.	COORDINATES		INFORMATION
		LATITUDE	LONGITUDE	
ASL II For navigating from the Sulawesi Sea to the Indian Ocean, and the reverse, via the Makassar Strait, the Flores Sea and the Lombok Strait.	II - 1	00° 57' 00" N	119° 33' 00" E	The geographic position (II-1) to (II-2) determines the axis lines from the Sulawesi Sea to the Makassar Strait.
	II - 2	00° 00' 00"	119° 00' 00" E	
	II - 3	02° 40' 00" S	118° 17' 00" E	The geographic Position (II-2) to (II-5) determines the axis lines between the islands of Kalimantan and Sulawesi.
	II - 4	03° 45' 00" S	118° 17' 00" E	
	II - 5	05° 28' 00" S	117° 05' 00" E	The geographic position (II-5) to (II-7) determines the axis lines <i>via</i> the Flores Sea.
	II - 6	07° 00' 00" S	116° 50' 00" E	
	II - 7	08° 00' 00" S	116° 00' 00" E	The geographic position (II-7) to (II-8) determines the axis lines between the Lombok Strait and the Indian Ocean.
	II - 8	09° 01' 00" S	115° 36' 00" E	

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ANNEX III

INDONESIAN GOVERNMENT REGULATION
NUMBER 37 2002
JUNE 28, 2002

**GEOGRAPHICAL CO-ORDINATES TABLE
ARCHIPELAGIC SEA LANE IIIA**

ARCHIPELAGIC SEA LANE	REF.NO.	COORDINATES		INFORMATION
		LATITUDE	LONGITUDE	
ASL IIIA For navigating from the Pacific Ocean to the Indian Ocean via the Maluku Sea, the Seram Sea, the Banda Sea, the Ombai Strait and the Sawu Sea to the west of Sawu Island or the reverse.	III A - 1	03° 27' 00" N	127° 40' 30" E	The geographic position (III A-1) to (III A-5) determines the axis lines from the Pacific Ocean via the Maluku Sea. The geographic position (III A-5) to (III A-7) determines the axis lines through the Seram Sea. The geographic position (III A-7) to (III A-9) determines the axis lines from the Banda Sea to the Ombai Strait. The geographic position (III A-9) to (III A-13) determines the axis lines via the Ombai Strait and the Sawu Sea between the islands of Sumba and Sawu to the Indian Ocean.
	III A - 2	01° 40' 00" N	126° 57' 30" E	
	III A - 3	01° 12' 00" N	126° 54' 00" E	
	III A - 4	00° 09' 00" N	126° 20' 00" E	
	III A - 5	01° 53' 00" S	127° 02' 00" E	
	III A - 6	02° 37' 00" S	126° 30' 00" E	
	III A - 7	02° 53' 00" S	125° 30' 00" E	
	III A - 8	03° 20' 00" S	125° 30' 00" E	
	III A - 9	08° 25' 00" S	125° 20' 00" E	
	III A - 10	09° 03' 00" S	123° 34' 00" E	
	III A - 11	09° 23' 00" S	122° 55' 00" E	
	III A - 12	10° 12' 00" S	121° 18' 00" E	
	III A - 13	10° 44' 30" S	120° 45' 45" E	

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ANNEX IIIA

INDONESIAN GOVERNMENT REGULATION
NUMBER 37 2002
JUNE 28, 2002

**GEOGRAPHICAL CO-ORDINATES TABLE
ARCHIPELAGIC SEA LANE IIIB & IIIC**

ARCHIPELAGIC SEA LANE	REF.NO.	COORDINATES		INFORMATION
		LATITUDE	LONGITUDE	
ASL SPURS IIIB For navigating from the Pacific Ocean to the Timor Sea, or the reverse, via the Maluku Sea, the Seram Sea, the Banda Sea and the Leti Strait.	IIIA - 8	03° 20' 00" S	125° 30' 00" E	The geographic position (IIIA-8) to (IIIB-2) determines the axis lines <i>via</i> the Banda Sea and the Leti Strait to the Timor Sea.
	IIIB - 1	04° 00' 00" S	125° 40' 00" E	
	IIIB - 2	08° 31' 00" S	127° 33' 00" E	
ASL SPURS IIIC For navigating from the Pacific Ocean to the Arafura Sea, or the reverse, via the Maluku Sea, the Seram Sea and the Banda Sea.	IIIA - 8	03° 20' 00" S	125° 30' 00" E	The geographic position (IIIB-1) to (IIIC-2) determines the axis lines from the Banda Sea to the Arafura Sea.
	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	

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ANNEX IIIB

INDONESIAN GOVERNMENT REGULATION
NUMBER 37 2002
JUNE 28, 2002

**GEOGRAPHICAL CO-ORDINATES TABLE
ARCHIPELAGIC SEA LANE IIID & IIIE**

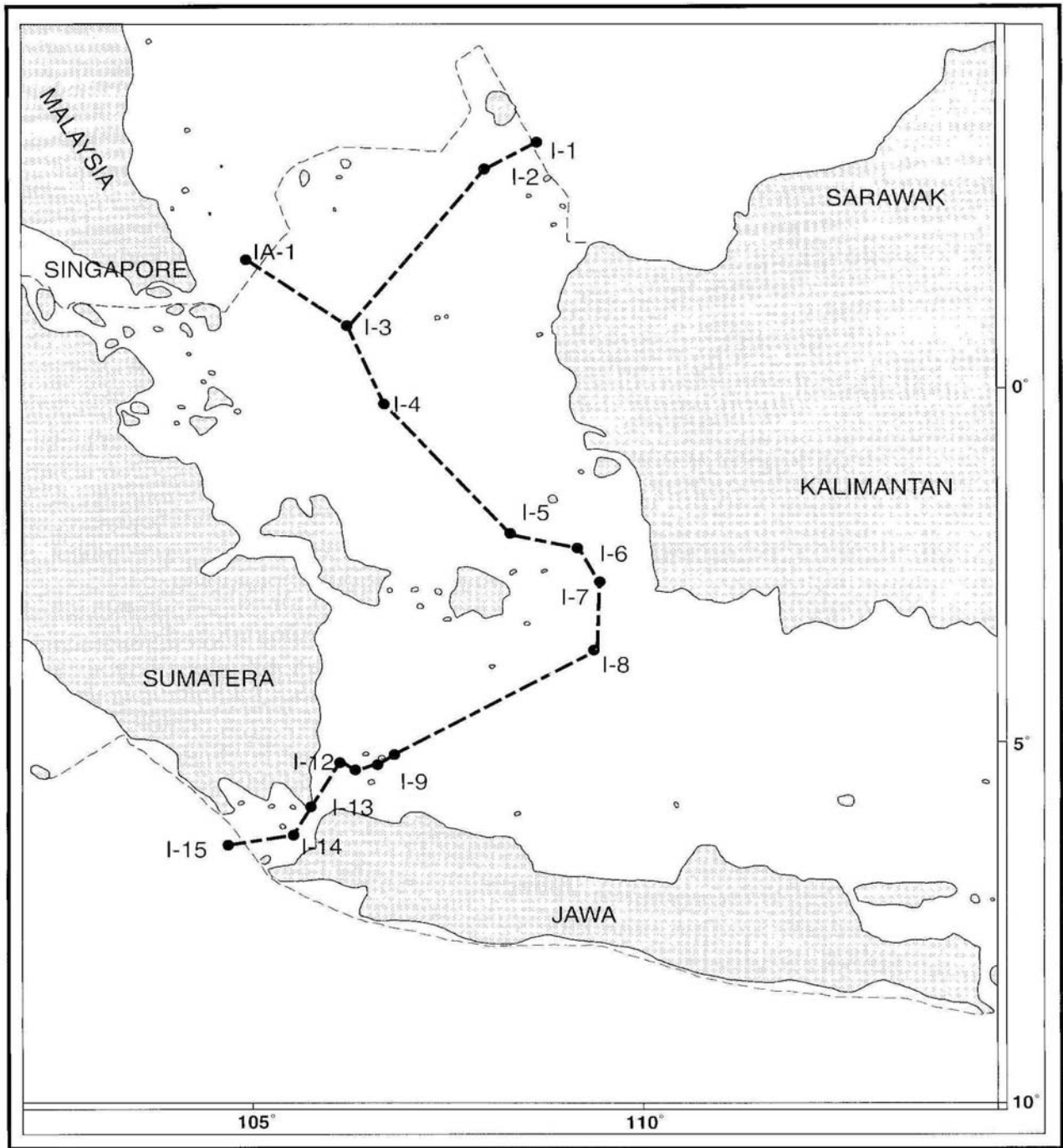
ARCHIPELAGIC SEA LANE	REF.NO.	COORDINATES		INFORMATION
		LATITUDE	LONGITUDE	
ASL SPURS IIID For navigating from the Pacific Ocean to the Indian Ocean, or the reverse, via the Maluku Sea, the Seram Sea, the Banda Sea, the Ombai Strait and the Sawu Sea to the east of Sawu island to the Indian Ocean and back.	IIIA -11	09° 23' 00" S	122° 55' 00" E	The geographic position (IIIA-11) to (IIID-1) determines the axis lines from the Sawu Sea to the Indian Ocean in between Sawu Island and Roti Island.
	IIID - 1	10° 58' 00" S	122° 11' 00" E	
ASL SPURS IIIE For navigating from the Sulawesi Sea to the Indian Ocean, or the reverse, via the Maluku Sea, the Seram Sea, the Banda Sea, the Ombai Strait, and the Sawu Sea to the west of Sawu Island or the Sawu Sea to the East of Sawu Island or, the Indian Ocean via the Maluku Sea, the Seram Sea, the Banda Sea, the Leti Strait and the Timor Sea, or the Seram Sea and the Banda Sea to the Arafura Sea and back.	IIIE - 2	04° 32' 12" N	125° 10' 24" E	The geographic position (IIIE-2) to (IIIA-2) determines the axis lines from the Sulawesi Sea to the Maluku Sea.
	IIIE - 1	04° 12' 06" N	126° 01' 00" E	
	IIIA - 2	01° 40' 00" N	126° 57' 30" E	

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ANNEX IV
INDONESIAN GOVERNMENT REGULATION
NUMBER 37 2002
JUNE 28, 2002



**INDONESIAN ARCHIPELAGIC SEA LANE I
WITH ARCHIPELAGIC SEA LANE BRANCH 1A**

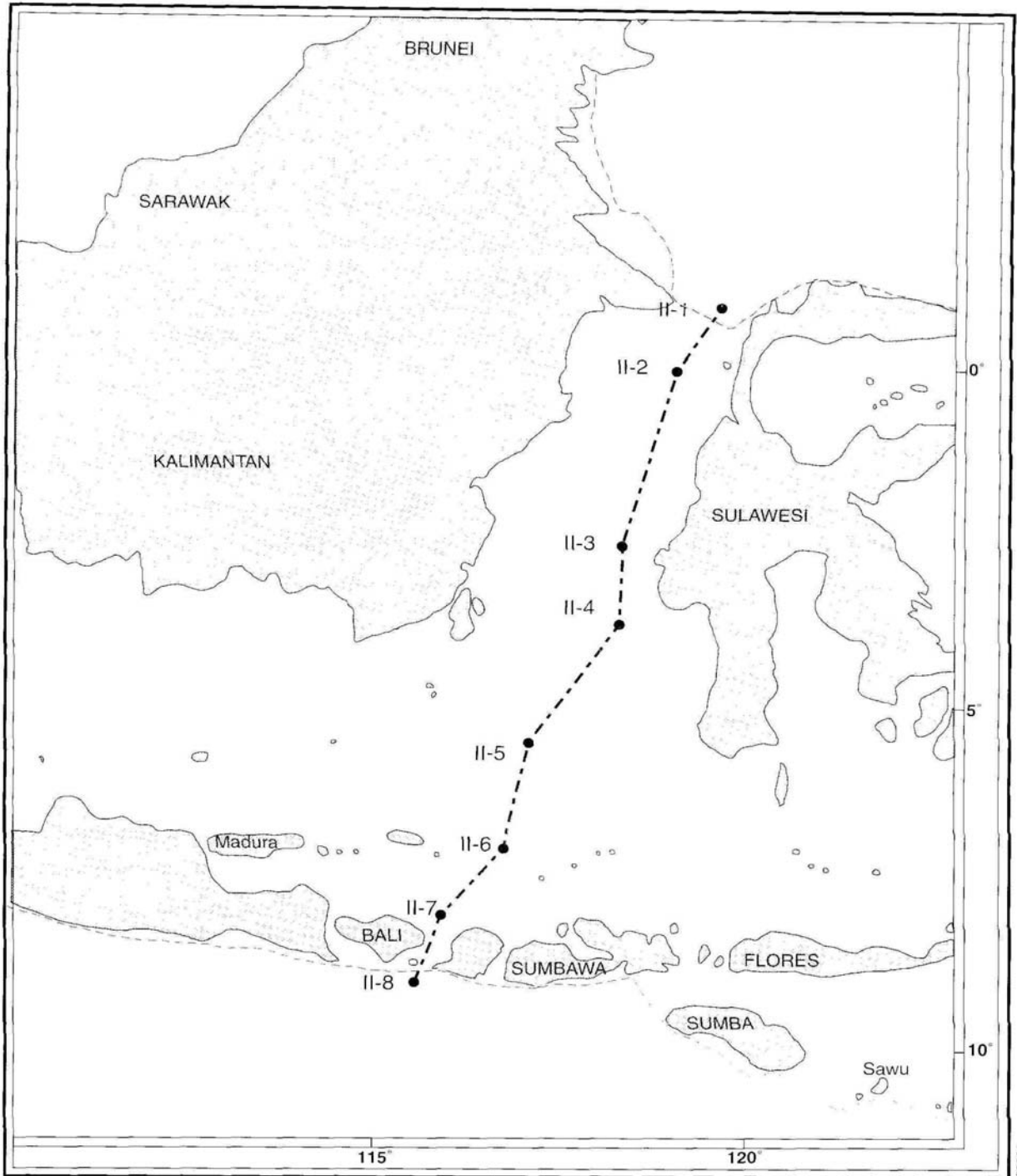
PRESIDENT OF THE REPUBLIC OF INDONESIA
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ANNEX V
INDONESIAN GOVERNMENT REGULATION
NUMBER 37 2002
JUNE 28, 2002



INDONESIAN ARCHIPELAGIC SEA LANE II

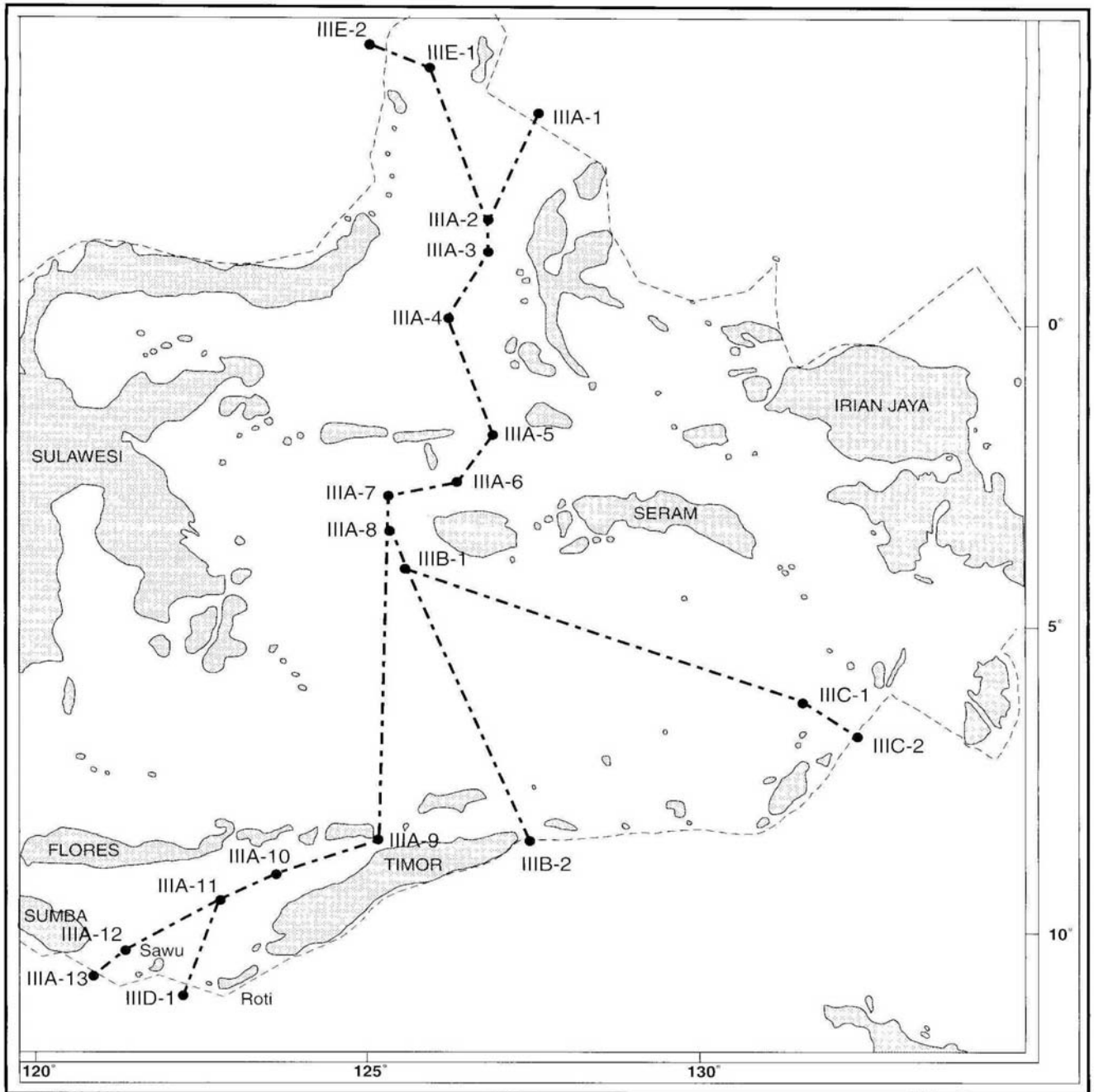
PRESIDENT OF THE REPUBLIC OF INDONESIA
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ANNEX VI
INDONESIAN GOVERNMENT REGULATION
NUMBER 37 2002
JUNE 28, 2002



INDONESIAN ARCHIPELAGIC SEA LANE III
With archipelagic Sea Lane Branches IIIA, IIIB, IIIC, IIID and IIIE

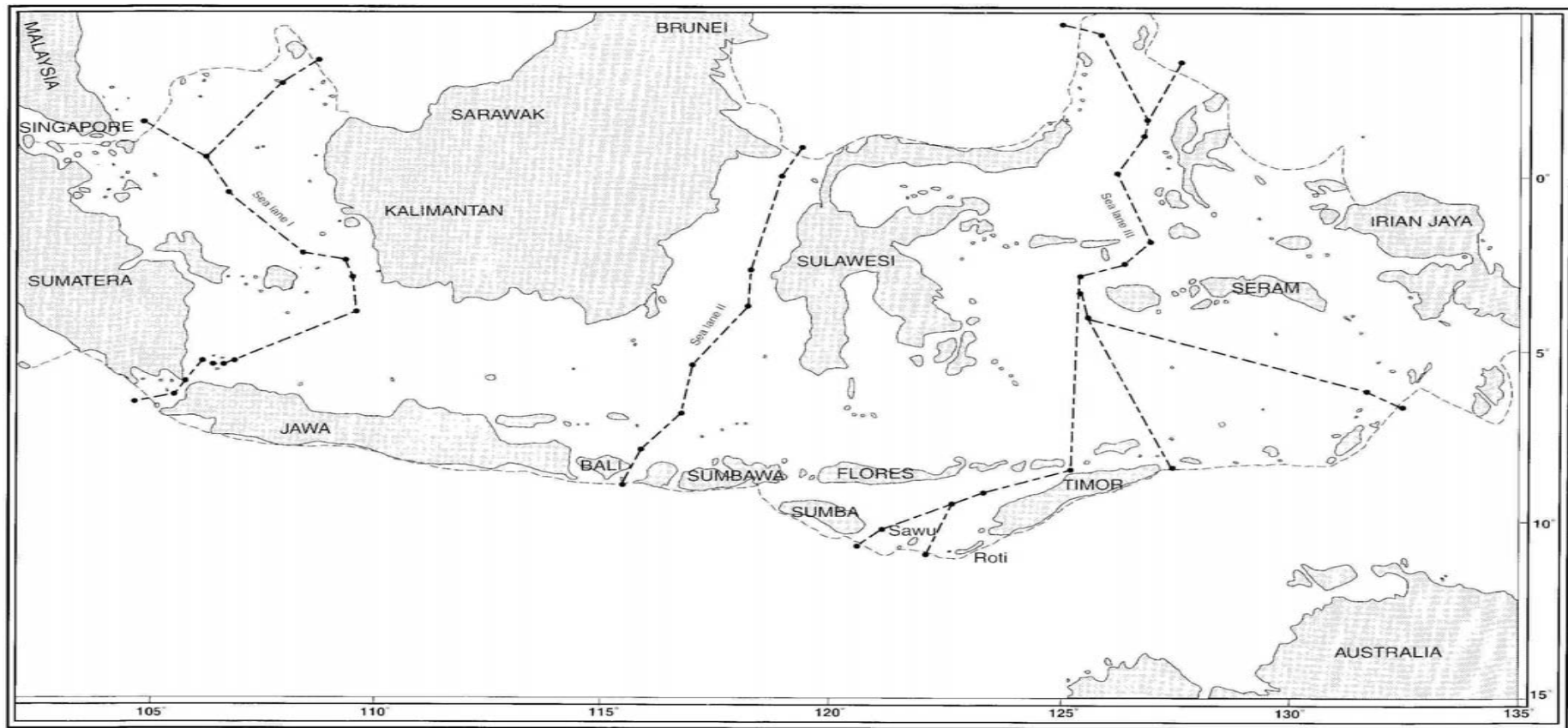
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ANNEX VII
INDONESIAN GOVERNMENT REGULATION
NUMBER 37 2002
JUNE 28, 2002



INDONESIAN ARCHIPELAGIC SEA LANES I, II AND III

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E

Ref. T2/2.07

SN/Circ.203
8 January 1999

ROUTEING MEASURES OTHER THAN TRAFFIC SEPARATION SCHEMES

1 The Maritime Safety Committee, at its seventieth session (7 to 11 December 1998), in accordance with the provisions of resolution A.858(20), adopted new and abolished routeing measures other than traffic separation schemes attached hereto:

- .1 Area to be avoided around the F3 station (adopted); and
 - .2 Area to be avoided around the Alphard Banks (abolished).
- 2 The aforementioned routeing measures will be implemented at 0000 hours UTC on 1 July 1999.

ANNEX

ROUTEING MEASURES OTHER THAN TRAFFIC SEPARATION SCHEMES**AREA TO BE AVOIDED AROUND THE F3 STATION**

(Reference chart: BA 2449, 1998 edition.

Note: This chart is based on European Datum (1950)).

Description of the area to be avoided

The F3 station is an area of heavy crossing traffic with some 11,000 crossing movements per annum and has suffered collision damage seven times over the past 10 years. Therefore, with the aim of preventing further damage, it has been decided to establish an "Area to be avoided" centred on the F3 station.

The area to be avoided is centred on the following geographical position:

- (1) Latitude $51^{\circ}23'.90N$ (2) Longitude $002^{\circ} 00'.59 E$
with a radius of 500 metres.

AREA TO BE AVOIDED AROUND THE ALPHARD BANKS (ABOLISHED)

(Reference chart: BA 2083, 1998 edition

Note: This chart is based on Cape Datum).

Description of the area to be avoided which has been abolished

The original "Area to be avoided" around the Alphard Banks was established to warn vessels off the Alphard Banks allowing for a considerable margin of safety because of insufficient aids to navigation and the proximity of the Alphard Banks to traffic routes. It appears on British Admiralty chart 2083 as a six mile radius centred on the Alphard Banks and intrudes by approximately two nautical miles into the northern traffic lanes of the traffic separation scheme "Off the Alphard Banks" adopted by MSC 69. The segment of arc intruding into the northern traffic lane may introduce an element of uncertainty for mariners using the lane. The advent of the GPS/GLONASS position fixing systems offering the requisite navigational accuracy for safe navigation in the vicinity of the Alphard Banks and the routeing of vessels into east and westbound traffic lanes by the recently adopted aforementioned TSS serves the same purpose as the original "Area to be avoided", and hence it has been decided to abolish it.

The area to be avoided that has been abolished is centred on the following geographical position:

- (1) Latitude $35^{\circ} 02'.40 S$ (2) Longitude $020^{\circ} 51'.80 E$
with a radius of six miles.

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E

Ref. T2/2.07

SN/Circ.211
31 May 2000

ROUTEING MEASURES OTHER THAN TRAFFIC SEPARATION SCHEMES

1 The Maritime Safety Committee, at its seventy-second session (17 May to 26 May 2000), adopted in accordance with the provisions of resolution A.858(20), the following routeing measures other than traffic separation schemes, annexed hereto:

- .1 Recommended tracks off the California coast for ships of 300 GT and above and for ships carrying hazardous cargo in bulk;
 - .2 Areas to be avoided around EC 1 and EC 3 lighted buoys – to be abolished; and
 - .3 Area to be avoided in the access routes to the ports of Matanzas and Cardenas.
- 2 The aforementioned routeing measures will be implemented at 0000 hours UTC on 1 December 2000.

ANNEX

ROUTEING MEASURES OTHER THAN TRAFFIC SEPARATION SCHEMES

RECOMMENDED TRACKS OFF THE CALIFORNIA COAST FOR SHIPS OF 300 GROSS TONNAGE AND ABOVE AND FOR SHIPS CARRYING HAZARDOUS CARGO IN BULK

Reference charts: NDAA 18022, 18680

Note: These charts are based on (WGS 84) Datum.

- 1 Northbound ships of 300 gross tonnage and above (other than those described in paragraphs 3 and 4 below) should follow the route established by a recommended track between the following two points:
 - .1 $36^{\circ} 18'.31$ N; $122^{\circ} 12'.79$ W (15 miles off Point Sur); and
 - .2 $37^{\circ} 10'.86$ N; $122^{\circ} 39'.74$ W (12.7 miles off Pigeon Point).
- 2 Southbound ships of 300 gross tonnage and above (other than those described in paragraphs 3 and 4 below) should follow the route established by a recommended track between the following two points:
 - .1 $37^{\circ} 10'.85$ N; $122^{\circ} 43'.87$ W (16 miles off Pigeon Point); and
 - .2 $36^{\circ} 18'.29$ N; $122^{\circ} 18'.98$ W (20 miles off Point Sur).
- 3 Northbound ships carrying hazardous cargo in bulk should follow the route established by a recommended track between the following two points:
 - .1 $36^{\circ} 18'.27$ N; $122^{\circ} 25'.16$ W (25 miles off Point Sur); and
 - .2 $37^{\circ} 10'.81$ N; $122^{\circ} 55'.14$ W (25 miles off Pigeon Point).
- 4 Southbound ships carrying hazardous cargo in bulk should follow the route established by a recommended track between the following two points:
 - .1 $37^{\circ} 10'.78$ N; $123^{\circ} 01'.39$ W (30 miles off Pigeon Point); and
 - .2 $36^{\circ} 18'.24$ N; $122^{\circ} 31'.35$ W (30 miles off Point Sur).

Note: Ships carrying hazardous cargo in bulk when entering or leaving San Francisco should use the western traffic separation scheme.

AREA TO BE AVOIDED AROUND EC 1 AND EC 3 LIGHTED BUOYS – TO BE ABOLISHED

Reference chart: BA 2656, 1999 edition.

Note: This chart is based on (OSGB36 Datum).

Description of the area to be avoided

1 Abolish the area to be avoided centred at position of EC1 Lighted Buoy, position:

Latitude 50° 05'.90 N,
Longitude 001° 48'.35 W.

2 Abolish the area to be avoided centred at position of EC3 Lighted Buoy, position:

Latitude 50° 18'.30 N,
Longitude 000° 36'.10 W.

AREA TO BE AVOIDED IN THE ACCESS ROUTES TO THE PORTS OF MATANZAS AND CARDENAS

Reference chart: ICH 11425 (Edition of 01/08/1998)

Note: This chart is based on North American Datum (27).

Description of the area to be avoided

The area described below should be avoided by all ships over 150 gross tonnage, for reasons of conservation of unique biodiversity, nature and beautiful scenery.

The area to be avoided lies within the coastline of the province of Matanzas and a line connecting the following geographical points:

(1)	23°05'.60 N,	081°28'.50 W	Punta Maya Lighthouse
(2)	23°10'.60 N,	081°28'.50 W	
(3)	23°19'.50 N,	081°11'.50 W	
(4)	23°14'.60 N,	081°07'.20 W	Cayo Piedras del Norte
(5)	23°11'.50 N,	081°07'.20 W	Punta Las Morlas

INTERNATIONAL MARITIME ORGANIZATION
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Ref. T2/2.07

SN/Circ.216
19 January 2001

ROUTEING MEASURES OTHER THAN TRAFFIC SEPARATION SCHEMES

1 The Maritime Safety Committee, at its seventy-third session (27 November to 6 December 2000), adopted, in accordance with the provisions of resolution A.858(20), mandatory no anchoring areas for Flower Garden Banks in the north-western Gulf of Mexico.

2 The aforementioned routeing measure, given at annex will be implemented at 0000 hours UTC on 1 June 2001.

ANNEX

ROUTEING MEASURES OTHER THAN TRAFFIC SEPARATION SCHEMES

MANDATORY NO ANCHORING AREAS FOR ALL SHIPS ON FLOWER GARDEN BANKS
CORAL REEFS

EAST FLOWER GARDEN BANK

(Reference chart: United States 11340, 65th edition, 5 February 2000.

Note: This chart is based on North American 1983 Geodetic Datum.)

Point Number	Latitude (N)	Longitude (W)
E-1.....	27° 52'.91	093° 37'.70
E-2.....	27° 53'.60	093° 38'.40
E-3.....	27° 55'.24	093° 38'.68
E-4.....	27° 57'.53	093° 38'.56
E-5.....	27° 58'.48	093° 37'.78
E-6.....	27° 59'.04	093° 35'.54
E-7.....	27° 59'.03	093° 35'.17
E-8.....	27° 55'.39	093° 34'.26
E-9.....	27° 54'.08	093° 34'.32
E-10.....	27° 53'.46	093° 35'.09
E-11.....	27° 52'.88	093° 36'.96

WEST FLOWER GARDEN BANK

(Reference chart: United States 11340, 65th edition, 5 February 2000.

Note: This chart is based on North American 1983 Geodetic Datum.)

Point Number	Latitude (N)	Longitude (W)
W-1.....	27° 49'.19	093° 50'.76
W-2.....	27° 50'.22	093° 52'.18
W-3.....	27° 51'.23	093° 52'.87
W-4.....	27° 51'.56	093° 52'.85
W-5.....	27° 52'.85	093° 52'.42
W-6.....	27° 55'.03	093° 49'.74
W-7.....	27° 54'.99	093° 48'.64
W-8.....	27° 54'.60	093° 47'.18
W-9.....	27° 54'.26	093° 46'.83
W-10.....	27° 53'.61	093° 46'.86
W-11.....	27° 52'.97	093° 47'.26
W-12.....	27° 50'.69	093° 47'.38
W-13.....	27° 49'.20	093° 48'.72

STETSON BANK

(Reference chart: United States 11300, 35th edition, 31 July 1990; 11330, 12th edition. 8 August 1998; 11340, 65th edition, 5 February 2000.

Note: These charts are based on North American 1983 Geodetic Datum.)

Point Number	Latitude (N)	Longitude (W)
S-1.....	28° 09'.52	094° 18'.53
S-2.....	28° 10'.17	094° 18'.50
S-3.....	28° 10'.13	094° 17'.40
S-4.....	28° 09'.48	094° 17'.43



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27 May 2002

ROUTEING MEASURES OTHER THAN TRAFFIC SEPARATION SCHEMES

1 The Maritime Safety Committee, at its seventy-fifth session (15 to 24 May 2002), adopted, in accordance with the provisions of resolution A.858(20), the following routeing measures other than traffic separation schemes, attached hereto:

- .1 three new mandatory no anchoring areas in the Tortugas Ecological Reserve and the Tortugas Bank in the Florida Keys;
- .2 an amended northernmost area to be avoided off the Florida coast;
- .3 an area to be avoided around the Malpelo Island ;
- .4 an amended area to be avoided off the Washington coast;
- .5 a two-way route in the Strait of Juan de Fuca;
- .6 a precautionary area around the Terra Nova Floating Production Storage and Offloading Vessel (FPSO); and
- .7 an amended wording with respect to the two existing areas to be avoided in the region of the Shetland Islands.

2 The aforementioned routeing measures other than traffic separation schemes will be implemented at 0000 hours UTC on 1 December 2002.

ANNEX

ROUTEING MEASURES OTHER THAN TRAFFIC SEPARATION SCHEMES

TORTUGAS ECOLOGICAL RESERVE AND TORTUGAS BANK

(Reference Charts: United States 11434, 1998 edition.

Note: These charts are based on North American 1983 Datum.)

Description of the mandatory No Anchoring Areas**Northernmost Area of the Tortugas Ecological Reserve**

To avoid destruction of this unique, fragile and pristine coral reef ecosystem from anchoring, all ships shall avoid anchoring in the area bounded by a line connecting the following geographical positions which is designated as a mandatory no anchoring area:

(1)	24°46'.00N	083°06'.00W
(2)	24°46'.00N	082°54'.00W
(3)	24°45'.80N	082°48'.00W
(4)	24°43'.53N	082°48'.00W
(5)	24°43'.53N	082°52'.00W
(6)	24°43'.00N	082°54'.00W
(7)	24°39'.00N	082°58'.00W
(8)	24°39'.00N	083°06'.00W
(9)	24°46'.00N	083°06'.00W

Southernmost Area of the Tortugas Ecological Reserve

To avoid destruction of this unique, fragile and pristine coral reef ecosystem from anchoring, all ships shall avoid anchoring in the area bounded by a line connecting the following geographical positions which is designated as a mandatory no anchoring area:

(10)	24°33'.00N	083°09'.00W
(11)	24°33'.00N	083°05'.00W
(12)	24°18'.00N	083°05'.00W
(13)	24°18'.00N	083°09'.00W
(14)	24°33'.00N	083°09'.00W

Tortugas Bank Outside of the Tortugas Ecological Reserve

To avoid the destruction of this unique and fragile coral reef ecosystem from anchoring by large ships, ships 50 meters or more in length shall avoid anchoring in the area bounded by a line connecting the following geographical positions which is designated as a mandatory no anchoring area:

(15)	24°32'.00N	083°00'.05W
(16)	24°37'.00N	083°06'.00W
(17)	24°39'.00N	083°06'.00W
(18)	24°39'.00N	083°00'.05W
(19)	24°32'.00N	083°00'.05W

OFF THE FLORIDA COAST

(Reference charts: United States 11450, 1998 edition; 11460, 1999 edition; 11462, 1998 edition; 11463, 1997 edition. **Note:** These charts are based on North American 1983 Datum.)

Description of the northernmost area to be avoided

In order to avoid risk of pollution and damage to the environment of these sensitive areas, all ships carrying cargoes of oil and hazardous materials and all other ships greater than 50 meters in length should avoid the following area:

(a) In the vicinity of the Florida Keys

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

(1)	25°45'.00N	080°06'.10W
(2)	25°38'.70N	080°02'.70W
(3)	25°22'.00N	080°03'.00W
(4)	25°06'.38N	080°10'.48W
(5)	24°56'.37N	080°19'.26W
(6)	24°37'.90N	080°47'.30W
(7)	24°29'.20N	081°17'.30W
(8)	24°22'.30N	081°43'.17W
(9)	24°28'.00N	081°43'.17W
(10)	24°28'.70N	081°43'.50W
(11)	24°29'.80N	081°43'.17W
(12)	24°33'.10N	081°35'.15W
(13)	24°33'.60N	081°26'.00W
(14)	24°38'.20N	080°07'.00W
(15)	24°43'.20N	080°53'.20W
(16)	24°46'.10N	080°46'.15W
(17)	24°51'.10N	080°37'.10W
(18)	24°57'.50N	080°27'.50W
(19)	25°09'.90N	080°16'.20W
(20)	25°24'.00N	080°09'.10W
(21)	25°31'.50N	080°07'.00W
(22)	25°39'.70N	080°06'.85W
(23)	25°45'.00N	080°06'.10W

MALPELO ISLAND

(Reference charts: INT 6105 "Gulf of Cupica to Bay of Buenaventura" and INT 6000 "West coast of Colombia").

Description of area to be avoided around the Malpelo Island

With a view to avoiding the risk of serious damage to important systems, to the environment, and to the economy of the area, all fishing vessels and all other ships in excess of 500 gross tonnage should avoid the area bounded by lines connecting the following geographical positions:

(1)	04°04'.80N	081°43'.30W
(2)	04°04'.80N	081°28'.12W
(3)	03°52'.15N	081°28'.12W
(4)	03°52'.15N	081°43'.30W

AMENDMENT OF THE AREA TO BE AVOIDED OFF THE WASHINGTON COAST

(Reference charts: United States 18500, 1999 edition, and 18480, 1999 edition.

Note: These charts are based on North American 1983 Datum.)

Description of the area to be avoided

In order to reduce the risk of a marine casualty and resulting pollution and damage to the environment of the Olympic Coast National Marine Sanctuary, all ships and barges* carrying cargoes of oil or hazardous materials, and all ships 1,600 gross tons and above solely in transit should avoid the area bounded by a line connecting the following geographical positions:

(1)	48°23'.30N	124°38'.20W
(2)	48°24'.17N	124°38'.20W
(3)	48°26'.15N	124°44'.65W
(4)	48°26'.15N	124°52'.80W
(5)	48°24'.67N	124°55'.71W
(6)	47°51'.70N	125°15'.50W
(7)	47°07'.70N	124°47'.50W
(8)	47°07'.70N	124°11'.00W

RECOMMENDED TWO-WAY ROUTE IN THE STRAIT OF JUAN DE FUCA

(Reference charts: United States 18400, 2000 edition; 18460, 1998 edition; 18465, 1995 edition; 18480, 1999 edition.

Note: These charts are based on North American 1983 Datum.)

Eastbound Route

1 Slower moving traffic, such as tugs and barges and small fishing vessels, transiting eastbound should follow the route established south of the traffic separation scheme "In the Strait of Juan de Fuca" and north of the line created by the following geographical positions:

(1)	48°27'.14N	124°44'.36W
(2)	48°11'.90N	123°55'.57W
(3)	48°11'.94N	123°34'.00W

* This ATBA does not apply to any warship, naval auxiliary, barge (whether towed by a government or commercial tug), or other ship owned or operated by a Contracting Government and used, for the time being, only on government non-commercial service.

Westbound Route

2 Slower moving traffic, such as tugs and barges and small fishing vessels, transiting westbound should follow the route established south of the line created by the following geographical positions:

(1) 48°27'.14N	124°44'.36W
(2) 48°11'.90N	123°55'.57W
(3) 48°11'.94N	123°34'.00W

PRECAUTIONARY AREA IN THE REGION OF THE GRAND BANKS OF NEWFOUNDLAND

(Reference charts: CHS 4001/INT 404, 1995 edition and CHS 4000, 1984 edition.

Note: These charts are based on North American 1983 Datum and North American 1927 Datum respectively.)

Description of the precautionary area

In order to reduce the risk of a marine casualty and resulting pollution and damage to the environment, all ships not involved in the oil related activities being conducted within the area, should navigate with particular caution in the area having a 10 nm radius centered on 46°28'.53N and 048°28'.86W. Ship movement in the area is monitored on a 24 hour basis. Any ship planning to transit the precautionary area is advised to contact the Terra Nova Floating Production Storage and Offloading Vessel (FPSO) on VHF channel 16 and to comply with the instructions given while transiting the area.

AREAS TO BE AVOIDED IN THE REGION OF THE SHETLAND ISLANDS

Amend the notes to the descriptions of the areas to be avoided, to read as follows:

‘To avoid the risk of pollution and severe damage to the environment and economy of Shetland, all vessels over 5,000 gross tonnage carrying, or capable of carrying oil or other liquid hazardous cargoes in bulk should avoid the area bounded by lines connecting the following geographical positions:’



Ref. T2/2.07

SN/Circ.224
6 January 2003

ROUTEING MEASURES OTHER THAN TRAFFIC SEPARATION SCHEMES

1 The Maritime Safety Committee, at its seventy-sixth session (2 to 13 December 2002), adopted, in accordance with the provisions of resolution A.858(20), the following routeing measures other than traffic separation schemes attached hereto:

- .1 recommended routes "Off the Mediterranean coast of Egypt";
- .2 recommended tracks and a precautionary area for the Southern Red Sea;
- .3 recommendation on navigation through the Gulf of Finland; and
- .4 an amended recommendation on navigation through the entrances to the Baltic Sea.

2 The aforementioned routeing measures other than traffic separation schemes (listed in subparagraphs 1.1, 1.2 and 1.3) will be implemented at 0000 hours UTC on 1 July 2003, whilst the amended Recommendation on navigation through the entrances to the Baltic Sea (resolution MSC.138(76)) will be implemented on 1 December 2003.

ANNEX

ROUTEING MEASURES OTHER THAN TRAFFIC SEPARATION SCHEMES**RECOMMENDED ROUTES OFF THE MEDITERRANEAN COAST OF EGYPT**

(Reference charts: Admiralty charts No 3400, 2681, 2573 and 2574

Note: These charts are based on World Geodetic System 1984 Datum (WGS 84))

Recommended routes:

Recommended route between SALLUM and MATROUH is defined by a line connecting the following geographical positions:

(1)	31° 40'. 60 N	025° 19'. 50 E
(2)	31° 51'. 40 N	025° 54'. 00 E
(3)	31° 32'. 50 N	027° 21'. 10 E

Recommended route between MATROUH and EL-ISKINDARIA is defined by a line connecting the following geographical positions:

(4)	31° 32'. 50 N	027° 21'. 10 E
(5)	31° 16'. 30 N	029° 35'. 20 E

Recommended route between EL-ISKINDARIA and EL-ARISH is defined by a line connecting the following geographical positions:

(6)	31° 12'. 90 N	029° 47'. 70 E
(7)	31° 39'. 10 N	030° 18'. 20 E
(8)	31° 45'. 00 N	031° 02'. 00 E
(9)	31° 46'. 80 N	032° 50'. 70 E
(10)	31° 28'. 30 N	033° 41'. 50 E
(11)	31° 12'. 00 N	033° 47'. 00 E

RECOMMENDED TRACKS AND A PRECAUTIONARY AREA FOR THE SOUTHERN RED SEA

(Reference charts: British Admiralty charts Nos: 452 and 453

Note: These charts are based on World Geodetic System 1984 Datum (WGS 84))

RECOMMENDED TRACKS BETWEEN JABAL ZUQUAR AND THE PRECAUTIONARY AREA

The direction of navigation will be:

- a southbound traffic lane, 166°(T) from the southern limit of the traffic separation scheme east of Jabal Zuqar as far as the northern limit of the precautionary area lying north of the amended traffic scheme in the Strait of Bab el Mandeb.

- a northbound traffic lane, 346°(T) from the northern limit of the precautionary area lying north of the amended traffic scheme in the Strait of Bab el Mandeb to the southern limit of the traffic separation scheme east of Jabal Zuqar.

Description of the recommended tracks between the traffic separation schemes east of Jabal Zuqar and Bab el Mandeb:

- (a) Northern limit, consisting of a line connecting the following geographical positions:

(9) (East of Jabal Zuqar)	13° 57'.97 N	042° 49'.95 E
(12) (East of Jabal Zuqar)	13° 58'.94 N	042° 53'.83 E

- (b) Southern limit, consisting of a line connecting the following geographical positions:

(X) (precautionary area)	13° 19'.52 N	043° 03'.60 E
(Y) (precautionary area)	13° 18'.64 N	042° 59'.95 E

RECOMMENDED TRACKS BETWEEN HANISH AL KUBRA AND THE PRECAUTIONARY AREA

The direction of navigation will be:

- a southbound traffic lane, 123°(T) from the south eastern limit of the traffic separation scheme west and south of Hanish al Kubra as far as the north western limit of the precautionary area lying north of the amended traffic scheme through Bab el Mandeb.
- a northbound traffic lane, 309°(T) from the north western limit of the precautionary area lying north of the amended traffic scheme through Bab el Mandeb to the south eastern limit of the traffic separation scheme west and south of Hanish al Kubra.

Description of the recommended tracks between the traffic separation scheme west and south of Hanish al Kubra and the precautionary area:

- (a) North western limit, consisting of a line connecting the following geographical positions:

(9) (West and south of Hanish al Kubra)	13° 25'.22 N	042° 41'.05 E
(12) (West and south of Hanish al Kubra)	13° 30'.25 N	042° 45'.18 E

- (b) South eastern limit, consisting of a line connecting the following geographical positions:

(Y) (precautionary area)	13° 18'.64 N	042° 59'.95 E
(Z) (precautionary area)	13° 15'.00 N	042° 56'.96 E

Precautionary area north of the amended traffic separation scheme in the Strait of Bab El Mandeb

A precautionary area is established by a line connecting the following geographical positions:

(10) (North west of Bab el Mandeb)	13° 15'.00 N	043° 04'.70 E
(X)	13° 19'.52 N	043° 03'.60 E
(Y)	13° 18'.64 N	042° 59'.95 E
(Z)	13° 15'.00 N	042° 56'.96 E
(7) (North west of Bab el Mandeb)	13° 11'.94 N	043° 01'.72 E

RECOMMENDATION ON NAVIGATION THROUGH THE GULF OF FINLAND

1 Use of ships' routeing system

1.1 The traffic separation schemes in the Gulf of Finland have been adopted by IMO and rule 10 of the International Regulations for Preventing Collisions at Sea, 1972, as amended, applies. Subject to any factors that may adversely affect safe navigation, ships (especially oil and chemical tankers, ships carrying hazardous cargo and deep draught ships) proceeding from the Baltic Sea to the Gulf of Finland and vice versa are strongly recommended to use the traffic separation schemes in the Gulf of Finland.

1.2 Ships crossing the east-westerly flow of traffic between the traffic separation schemes should cross as nearly as practicable at right angles to the traffic flow. Ships leaving or joining the east-westerly flow of traffic between the traffic separation schemes should do it at as small an angle as practicable to the recommended directions of traffic flow.

2 Crossing traffic

In the ice-free season, there is heavy crossing traffic consisting mainly of high-speed craft between Helsinki and Tallinn. This increases the risk of collision in this area. Mariners are reminded that, when risk of collision is deemed to exist, the rules of the 1972 Collision Regulations fully apply and in particular the rules of part B, sections II and III, of which rules 15 and 19(d) are of specific relevance in a crossing situation.

3 Fishing and recreational sailing activities

Mariners should be aware that concentrations of recreational craft may be encountered between Porkkala, Helsinki and Tallinn in summer and should navigate with caution. Fishing vessels are reminded of the requirements of rule 10(i), and sailing vessels and all other vessels of less than 20 metres in length of the requirements of rule 10(j) of the 1972 Collision Regulations.

4 Pilotage

Under national laws pilotage is mandatory in territorial waters.

5 Defects affecting safety

Ships having defects affecting operational safety should take appropriate measures to overcome these defects before entering the Gulf of Finland.

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 metres 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 metres 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 metres 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 metres 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.

THE SOUND

1 Loaded oil tankers with a draught of 7 metres 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.



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Ref. T2-NAVSEC/2.7.1

SN/Circ.234
28 May 2004

ROUTEING MEASURES OTHER THAN TRAFFIC SEPARATION SCHEMES

1 The Maritime Safety Committee, at its seventy-eighth session (12 to 21 May 2004), adopted, in accordance with the provisions of resolution A.858(20), the following routeing measures other than traffic separation schemes attached hereto:

- .1 the new mandatory area to be avoided off the north-east coast of New Zealand;
- .2 the new two-way route in the Great North-East channel of the Torres Strait, off the north-east coast of Australia; and
- .3 the area to be avoided in the Paracas national reserve.

2 The aforementioned routeing measures other than traffic separation schemes (listed in subparagraphs 1.1, 1.2 and 1.3) will be implemented at 0000 hours UTC on 1 December 2004.

ANNEX

ROUTEING MEASURES OTHER THAN TRAFFIC SEPARATION SCHEMES

MANDATORY AREA TO BE AVOIDED OFF THE NORTH-EAST COAST OF THE NORTH ISLAND OF NEW ZEALAND

(Reference Chart: New Zealand NZ 521. January 1995 Edition)

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

Description of the mandatory area to be avoided

In order to avoid risk of pollution and damage to the environment of this sensitive area, all vessels greater than 45 metres in length (except as specified below) should avoid the following area.

In the vicinity of the Poor Knights Islands

The area bounded by a line connecting the following geographical positions is designated as a mandatory area to be avoided, the westward boundary of which is delineated by mean high water springs.

(1)	35° 51'.30 S	174° 35'.50 E
(2)	35° 34'.55 S	174° 49'.20 E
(3)	35° 29'.60 S	174° 50'.80 E
(4)	35° 24'.70 S	174° 50'.20 E
(5)	35° 10'.20 S	174° 20'.10 E

Exceptions: The following exemptions are granted in respect of vessels entering the mandatory area to be avoided:

- All vessels of the Royal New Zealand Navy. The exemption granted in respect of vessels of the Royal New Zealand Navy applies to “any warship, naval auxiliary, other vessels or aircraft owned or operated by a State and used, for the time being, only on government non-commercial service”.
- All fishing vessels engaged in fishing operations.
- Barges under tow, provided the cargo is not oil or other harmful liquid substances as defined in Annexes I & II of MARPOL 73/78.

TWO-WAY ROUTE IN THE GREAT NORTH-EAST CHANNEL, TORRES STRAIT

Relevant chart numbers and datums:

AUS 376:	On AGD 66	Jan 1984 edition
AUS 839:	On WGS 84	Aug 1997 edition
AUS 840:	On WGS 84	Aug 1997 edition

The following geographical positions (in WGS 84) define the proposed two-way route:

A) The northern limits are bound by the line joining the following geographical positions:

1.	10° 29'.70 S	142° 22'.63 E
2.	10° 29'.14 S	142° 25'.76 E
3.	10° 27'.80 S	142° 28'.45 E
4.	10° 26'.40 S	142° 31'.30 E
5.	10° 21'.90 S	142° 41'.50 E
6.	10° 19'.37 S	142° 47'.97 E
7.	10° 18'.14 S	142° 50'.82 E
8.	10° 13'.38 S	142° 54'.96 E
9.	10° 00'.50 S	143° 03'.42 E
10.	09° 47'.73 S	143° 10'.40 E
11.	09° 25'.80 S	143° 31'.07 E
12.	09° 12'.47 S	143° 51'.34 E

B) The southern limits are bound by the line joining the following geographical positions:

13.	10° 30'.45 S	142° 24'.02 E
14.	10° 28'.38 S	142° 28'.66 E
15.	10° 27'.38 S	142° 31'.85 E
16.	10° 22'.85 S	142° 41'.95 E
17.	10° 19'.80 S	142° 48'.23 E
18.	10° 17'.63 S	142° 53'.29 E
19.	10° 09'.78 S	143° 05'.55 E
20.	09° 53'.97 S	143° 15'.61 E
21.	09° 46'.02 S	143° 18'.48 E
22.	09° 37'.96 S	143° 21'.97 E
23.	09° 27'.60 S	143° 32'.15 E
24.	09° 13'.95 S	143° 52'.62 E

C) The centre polygon is defined by the following geographical positions:

25.	10° 16'.10 S	142° 53'.82 E
26.	10° 13'.79 S	142° 55'.85 E
27.	10° 01'.05 S	143° 04'.20 E
28.	09° 48'.10 S	143° 11'.30 E
29.	09° 41'.04 S	143° 18'.87 E
30.	09° 45'.72 S	143° 17'.51 E
31.	09° 53'.84 S	143° 14'.50 E
32.	10° 09'.15 S	143° 04'.70 E

AREA TO BE AVOIDED IN THE PARACAS NATIONAL RESERVE

Reference Charts: PERU-HIDRONAV-226, 2nd edition, September 2000
227, 1st edition, April 2002

Description of the area to be avoided

In order to avoid the risk of pollution and damage to the environment in the Peruvian Paracas National Reserve, ships of more than 200 gross tonnage carrying hydrocarbons and hazardous liquids in bulk, should avoid the area bounded by a line connecting the following geographical positions and the coastal borderline:

- (a) 13°47' 20" S 076°17' 40" W
 - (b) 13°46' 52" S 076°17' 40" W
 - (c) 13°46' 52" S 076°30' 00" W
 - (d) 14°26' 42" S 076°30' 00" W
 - (e) 14°26' 42" S 076°00' 00" W
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IMO

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Ref. T2-OSS/2.7.1

SN/Circ.240
13 December 2004

ROUTEING MEASURES OTHER THAN TRAFFIC SEPARATION SCHEMES

1 The Maritime Safety Committee, at its seventy-ninth session (1 to 10 December 2004), adopted in accordance with the provisions of resolution A.858(20), the following routeing measures other than traffic separation schemes, annexed hereto:

- .1 Area to be avoided and a mandatory no anchoring area in the West Cameron Area of the Gulf of Mexico;
- .2 Amendments to the Notes for the existing Deep-water route in the southern approach to Chesapeake Bay; and
- .3 Area to be avoided in the region of the Berlengas Islands.

2 The aforementioned routeing measures other than traffic separation schemes will be implemented at 0000 hours UTC on 1 July 2005.

ANNEX**ROUTEING MEASURES OTHER THAN TRAFFIC SEPARATION SCHEMES****ESTABLISHMENT OF AN “AREA TO BE AVOIDED” AND A MANDATORY “NO ANCHORING AREA” AT EL PASO ENERGY BRIDGE DEEPWATER PORT IN THE GULF OF MEXICO**

(Reference chart: United States 11340, 2003 edition.

Note: This chart is based on North American 1983 Datum.)

Description of an area to be avoided

The area contained within a circle of radius 2,000 metres centred on the following geographical position is designated as an area to be avoided:

28° 05'.27 N 093° 03'.12 W

The area should be avoided by ships that are not going to carry out operations at the Deep Water Port.

(Reference chart: United States 11340, 2003 edition.

Note: This chart is based on North American 1983 Datum.)

Description of a mandatory no anchoring area

The area contained within a circle of radius 1,500 metres centred on the following geographical position is designated as a mandatory no anchoring area:

28° 05'.27 N 093° 03'.12 W

The mandatory no anchoring area applies to all vessels.

Appropriate charts will include the following notation:

The El Paso Energy Bridge Deepwater Port at 28° 05'.27 N, 093° 03'.12 W is surrounded by a Safety Zone of 500 metres radius. No vessel may enter the Safety Zone except those vessels intending to call or those assisting vessels at the Deepwater Port (DWP). There is a mandatory no anchoring area of 1,500 metres radius centred at 28° 05'.27 N, 093° 03'.12 W. No vessel may anchor within this area. Further, there is an Area to be Avoided (ATBA) of 2,000 metres radius also centred at 28° 05'.27 N, 093° 03'.12 W. The ATBA applies to all vessels not intending to call, or assisting vessels at the DWP.

DEEP-WATER ROUTE IN THE SOUTHERN APPROACH TO CHESAPEAKE BAY

(Reference chart: United States 12221, 2003 edition.

Note: This chart is based on North American 1983 Datum.)

Description of the deep-water route

The wording in the description in Ships' Routeing Guide remains the same.

Notes:

The wording in Notes 1 and 2 is amended as follows:

1 It is recommended that the following ships use the deep-water route when bound for Chesapeake Bay from sea or to sea from Chesapeake Bay:

Deep-draft ships, drafts defined as **12.8 metres/42 feet or greater*** in fresh water, and naval aircraft carriers. **Ships drawing less than 12.8 metres/42 feet may use the deep-water route when, in their master's judgment, the effects of ship characteristics, its speed, and prevailing environmental conditions may cause the draft of the ship to equal or exceed 12.8 metres/42 feet.**

2 It is recommended that a ship using the deep-water route:

.1 announce its intention on VHF-FM channel 16 as it approaches Chesapeake Bay Southern Approach Lighted Whistle Buoy CB on the south end, or Chesapeake Bay **Lighted Entrance Buoy CH,*** on the north end of the route;

The wording in Notes 2.2, 2.3, and 3 in Ships' Routeing Guide remains the same.

AREA TO BE AVOIDED IN THE REGION OF THE BERLENGAS ISLANDS

(Reference chart: "Cabo Finisterra a Casablanca", Number 21101, (INT 1081) Catalogue of Nautical Charts of the Portuguese Hydrographic Office, 4th impression - April 2002.

Note: This chart is based on European Datum 50.)

Description of the area to be avoided in the region of the Berlengas Islands

The proposed ATBA applies to all vessels above than 300 GT, except duly authorized ships navigating between Portuguese ports and not carrying dangerous cargoes or other harmful substances.

The area to be avoided consists of an area bounded on the north by the parallel of 39° 30'.00 N, on the south by the parallel of 39° 20'.00 N, on the west by the line connecting the geographical positions 39° 20'.00 N 009° 42'.20 W and 39° 30'.00 N 009° 42'.20 W, and on the east by the Portuguese coastline.

* Bold text indicates amended text