



Ref. T2/2.07

SN/Circ.198
26 May 1998

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 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.