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IMO

COLREG.2/Circ.29/Rev.10
24 September 1990

Ref. T2/2.07

LIMITS OF INSHORE TRAFFIC ZONES

1 At its sixteenth session (9 to 19 October 1989) the Assembly adopted resolution A.678(16) and an amendment to rule 10(d) of the 1972 International Regulations for Preventing Collisions at Sea, which deals with the use of inshore traffic zones (ITZ)^{*/}. The effect of this amendment is to confine the use of these ITZs to certain categories of ships or for specific operational needs. As the use of the ITZs is now more precisely defined than previously, there is a necessity to ensure that mariners are in no doubt as to the limits of ITZs.

2 Since almost all ITZs associated with traffic separation schemes thus far adopted by the Organization were designated before the aforesaid amendment to rule 10(d) was adopted, the Sub-Committee on Safety of Navigation considered it necessary, in view of the forthcoming entry into force of this amendment, that the status and limits of such ITZs should be reviewed. It therefore recommended that Member Governments urgently review those IMO traffic separation schemes they have sponsored. Such a review should include consideration of whether, in the light of experience and of new rule 10(d)(ii), the ITZ is still required and, if it is still required, the end limits or inshore limits of the ITZ that should be defined in the description of each traffic separation scheme to clarify the extent of the ITZ.

^{*/} The amendment to rule 10(d), which will enter into force on 19 April 1991, reads as follows:

- "(d)(i) A vessel shall not use an inshore traffic zone when she can safely use the appropriate traffic lane within the adjacent traffic separation scheme. However, vessels of less than 20 metres in length, sailing vessels and vessels engaged in fishing may use the inshore traffic zone.
- (ii) Notwithstanding subparagraph (d)(i), a vessel may use an inshore traffic zone when en route to or from a port, offshore installation or structure, pilot station or any other place situated within the inshore traffic zone, or to avoid immediate danger."

3 The thirty-sixth session of the Sub-Committee on Safety of Navigation (NAV 36/25, paragraph 3.9) identified the following traffic separation schemes which have associated ITZs that may need to be adequately defined for the purposes of new rule 10(d).

Sponsoring GovernmentTraffic Separation Scheme with ITZ

Australia	South of Wilson Promontory in the Bass Strait
Chile	In the Approaches of Valparaiso
Cuba	Off Cabo San Antonio
Cuba	Off La Tabla
Cuba	Off Costa De Mantanzas
Cuba	In the Old Bahama Channel
Cuba	Off Punta Maternillos
Cuba	Off Punta Lucrecia
Cuba	Off Cabo Maysi
France	Off Ushant
Ireland	Off Tuskar Rock
Ireland	Off Fastnet Rock
Oman	Off Ras Al Hadd
Oman	In the Strait of Hormuz
Portugal	Off Berlenga
Portugal	Off Cape Roca
Portugal	Off Cape S. Vincente
Spain	In the Strait of Gibraltar
Sri Lanka	Off Dondra Head
USSR	Off Kalbadagrund Lighthouse
USSR	Off Porkkala Lighthouse
USSR	Off Hankoniemi Peninsula
USSR	Off the Aniwa Cape
USSR	In the Approaches to the Gulf of Nakhodka

4 Member Governments responsible for traffic separation schemes, in particular those referred to in paragraph 3 above, are invited to consider this matter and to inform the Organization, as soon as possible, of the outcome of the review recommended in paragraph 2 above.