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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 $002^{\circ}00'.59E$
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 $35^{\circ}02'.40S$ (2) Longitude $020^{\circ}51'.80E$
with a radius of six miles.