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SN/Circ.167
7 June 1994

Ref. T2/2.07

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°55'.97 N,	3°21'.11 W	(Brasbaster/Point)
(11)	58°57'.84 N,	3°21'.11 W	(Brack/Ness)

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 VORAI 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 Vorial (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."