



Ref: T2/2.07

## TRAFFIC SEPARATION SCHEMES

### Temporary amendment to Marjan/Zuluf traffic separation scheme

#### Note by the Government of Saudi Arabia

1 Beginning in February 1997, Saudi Aramco drill rig will begin operating in the northbound lane of Marjan/Zuluf Traffic Separation Scheme. In order to safeguard the international shipping, as well as the drill rig itself, we forward to you the following notice to mariners in order to inform all concerned organizations worldwide and any shipping using this traffic separation scheme.

2 A temporary precautionary area is to be established within the Traffic Separation Scheme (TSS) between the Zuluf and Marjan oil fields. This is to allow the placement of a drilling rig at the Latitude 28° 18'.34 North, Longitude 49° 23'.77 East, for a period of 90 days, starting approximately in February 1997.

3 The temporary precautionary area is delineated as follow as:

.1 Northern limit

By a line joining the following points:

28° 20'.27 North 49° 21'.37 East (Buoy Z3)

28° 19'.73 North 49° 22'.70 East (Buoy C1)

28° 19'.23 North 49° 24'.18 East (Buoy M2)

.2 Western limit

Western limit of the southbound TSS lane

.3 Southern limit

Parallel of latitude at 28° 17'.00 (Buoy Z2)

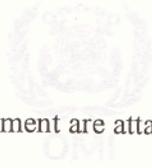
.4 Eastern limit

Eastern limit of northbound TSS lane

4 A Safety Zone is to be established as follows:

A circle of radius of 0.5 nautical miles centred on position 28° 18'.34 North 49° 23'.77 East (centred on the drilling rig). This exclusion area will be in force while the drilling rig is on location.

5 Positions are based on WGS 84 spheroid: Charts affected British Admiralty 3774 and 2882.



6 The TSS and the temporary amendment are attached at annex.

7 A standby vessel will be located to the South of the area at all times and will broadcast the location of the rig on international marine channels 11 and 16.

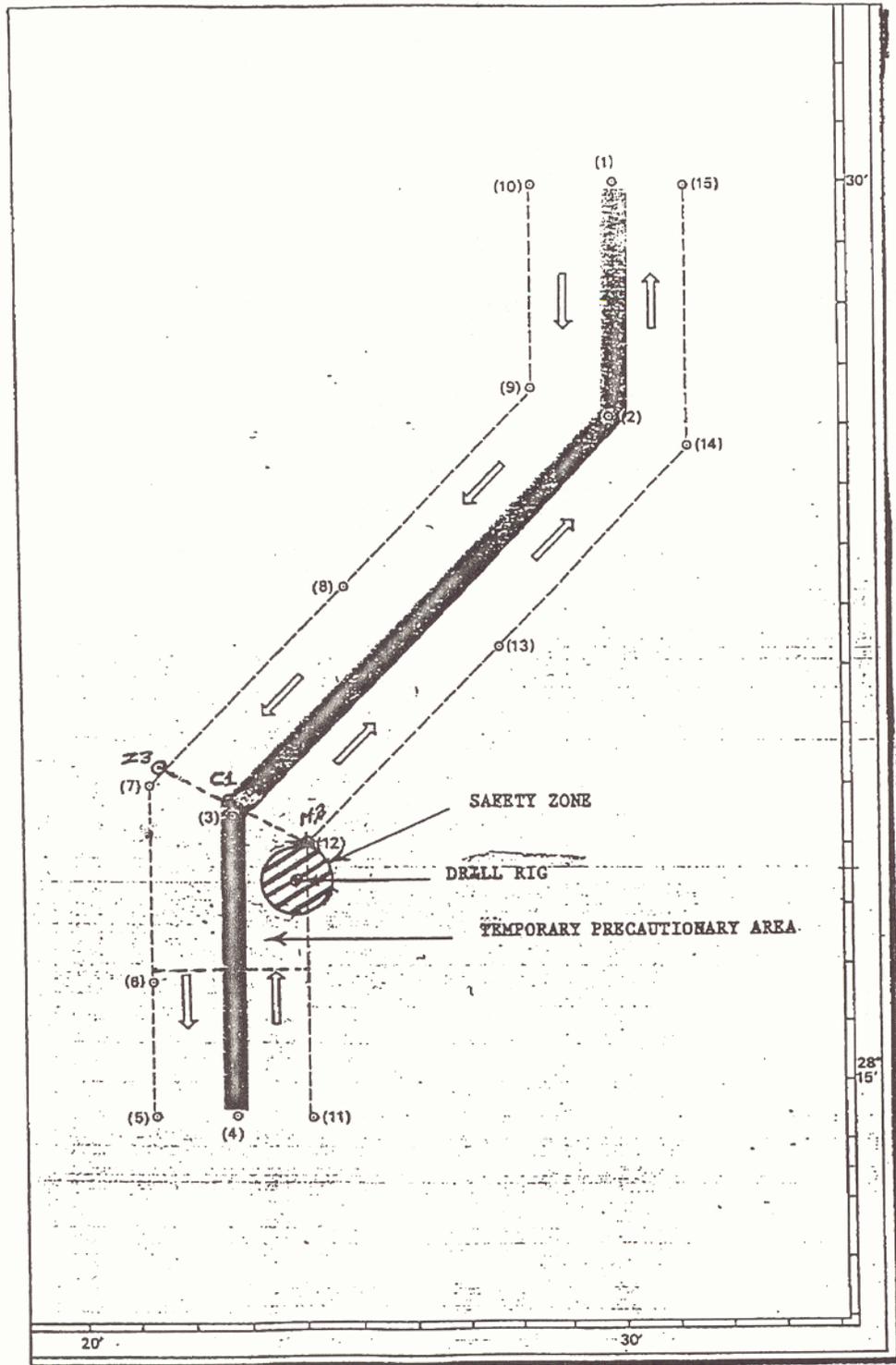
8 All vessels approaching the temporary precautionary area are to report their movements to standby vessel South.

9 Up on completion of drilling operation and prior to the removal of this "temporary Precautionary Area", we will provide you with additional information in the form of a Second "Notice to Mariners" which will be required in order to alert all concerned to the presence of a mud line suspended well head and its required clearance.

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ANNEX

EXTRACT FROM PART B, SECTION IV OF  
SHIP'S ROUTEING, SIXTH EDITION 1991 AS AMENDED IN 1992



BETWEEN THE ZULUF AND MARJAN OILFIELDS