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Ref. T2-OSSHE/2.7.1

SN.1/Circ.250  
6 December 2005

## ROUTEING MEASURES OTHER TRAFFIC SEPARATION SCHEMES

1 Pursuant to resolution A.858(20), the Assembly, at its twenty-fourth session, noting the urgent need to implement routeing measures other than traffic separation schemes in the Galapagos Archipelago and the southern Baltic Sea as proposed by the Government of Ecuador and the Governments of Denmark, Estonia, Finland, Germany, Latvia, Lithuania, Poland and Sweden, respectively, in order to enhance maritime safety, safety of navigation and protection of the marine environment in the areas concerned and having considered the report of the Maritime Safety Committee on its eightieth session and the recommendation of the Sub-Committee on Safety of Navigation at its fifty-first session, adopted, on 1 December 2005, resolutions A.976(24) and A.977(24) relating, *inter alia*, to the following routeing measures other than traffic separation schemes, annexed hereto:

- .1 Area to be avoided in the Galapagos Archipelago;
- .2 Deep-water route Off Gotland Island; and
- .3 Areas to be avoided in the southern Baltic Sea south of the island of Gotland.

2 The aforementioned adopted routeing measures other than traffic separation schemes will be implemented at 0000 hours UTC on 1 July 2006.

3 Member Governments are invited to bring this information to the attention of all parties concerned.

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## ANNEX

## ROUTEING MEASURES OTHER THAN TRAFFIC SEPARATION SCHEMES

## ESTABLISHMENT OF AN AREA TO BE AVOIDED IN THE GALAPAGOS ARCHIPELAGO

(Reference chart: I.O.A.20 (2nd edition, 1992))

*Note:* This chart is based on World Geodetic System 1984 (WGS-84)).

**Description of the Area to be Avoided**

All ships and barges carrying cargoes of oil or potentially hazardous material and all ships of 500 gross tonnage and above in transit should avoid the area bounded by a line connecting the following geographical positions:

(1)	02° 29' .82 N	092° 21' 42 W
(2)	01° 25' 93 N	089° 03' 54 W
(3)	00° 00' 70 S	088° 05' 75 W
(4)	00° 11' 90 S	088° 00' 95 W
(5)	00° 34' 90 S	087° 54' 57 W
(6)	01° 02' 21 S	087° 52' 95 W
(7)	02° 35' 07 S	088° 48' 30 W
(8)	02° 46' 20 S	089° 29' 69 W
(9)	02° 41' 99 S	090° 42' 21 W
(10)	02° 05' 20 S	092° 17' 68 W
(11)	01° 32' 02 S	092° 43' 92 W
(12)	01° 48' 67 N	092° 40' 51 W

**DEEP-WATER ROUTE OFF GOTLAND ISLAND**

(Reference charts: Swedish Chart Nos.7 and 8 (2001))

*Note:* These charts are based on World Geodetic System 1984 Datum (WGS-84)).

**Description of the deep-water route**

A deep-water route is established between the existing TSS Off Köpu peninsula and the proposed TSS Bornholmshgat and south of Hoburgs Bank and Norra Midsjöbanken situated south of the island of Gotland and is bounded by a line connecting the following geographical positions:

(1)	59° 05' .85 N	021° 27' .88 E
(2)	58° 59' .78 N	021° 42' .94 E
(3)	58° 12' .54 N	020° 22' .54 E
(4)	57° 58' .27 N	020° 24' .41 E
(5)	57° 22' .16 N	019° 41' .73 E
(6)	57° 18' .89 N	019° 52' .95 E
(7)	56° 22' .64 N	018° 42' .82 E
(8)	56° 17' .23 N	018° 51' .80 E
(9)	56° 00' .30 N	017° 40' .04 E
(10)	55° 53' .85 N	017° 43' .75 E
(11)	55° 39' .32 N	015° 11' .61 E
(12)	55° 35' .18 N	015° 29' .98 E
(13)	55° 27' .55 N	014° 33' .62 E
(14)	55° 22' .34 N	014° 40' .28 E

**Notes:**

- 1 The depths in the deep-water route, bounded by the line connecting positions (3) – (12) and approximately 6 miles wide, are confirmed by detailed hydrographic surveys in accordance with IHO standard S-44 in the Swedish area of responsibility. The depths are nowhere less than 25 metres.
- 2 The areas bounded by the line connecting positions (1) – (4) and (11) – (14) are not yet surveyed in accordance with IHO standard S-44. The survey will be carried out not later than 2008.
- 3 All ships passing east and south of the island of Gotland bound to or from the northeastern part of the Baltic Sea, with a draught exceeding 12 metres, are recommended to use the deep-water route.

**AREAS TO BE AVOIDED IN THE SOUTHERN BALTIC SEA SOUTH OF THE ISLAND OF GOTLAND**

(Reference chart: Swedish chart No.8 (2001))

*Note:* This chart is based on World Geodetic System 1984 Datum (WGS-84)).

**Description of the Areas to be Avoided**

For environmental protection of these sensitive areas, all ships with a gross tonnage of 500 or more, should avoid the areas.

(a) **Hoburgs Bank**

The area bounded by a line connecting the following geographical positions will be designated as an Area to be Avoided:

(1)	56° 49'.52 N	018° 38'.77 E
(2)	56° 40'.23 N	018° 45'.08 E
(3)	56° 24'.06 N	018° 36'.20 E
(4)	56° 22'.77 N	018° 08'.43 E
(5)	56° 34'.96 N	018° 06'.20 E

(b) **Norra Midsjöbanken**

The area bounded by a line connecting the following geographical positions will be designated as an Area to be Avoided:

(1)	56° 07'.87 N	017° 38'.41 E
(2)	56° 02'.17 N	017° 13'.17 E
(3)	56° 10'.10 N	017° 13'.68 E
(4)	56° 15'.02 N	017° 25'.61 E

**Note:** All vessels with a gross tonnage of 500 or more should avoid the areas.



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## **ROUTEING MEASURES OTHER THAN TRAFFIC SEPARATION SCHEMES**

1 The Maritime Safety Committee, at its eighty-first session (10 to 19 May 2006), adopted in accordance with the provisions of resolution A.858(20), the following routeing measures other than traffic separation schemes, annexed hereto:

- .1 Area to be avoided around the CS4 buoy in the Dover Strait; and
- .2 Areas to be avoided by ships transiting the Canary Islands.

2 The aforementioned routeing measures other than traffic separation schemes will be implemented at 0000 hours UTC on 1 December 2006.

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## ANNEX

### ROUTEING MEASURES OTHER THAN TRAFFIC SEPARATION SCHEMES

#### **AMENDMENT TO THE EXISTING AREA TO BE AVOIDED: CS4 BUOY, DOVER STRAIT**

(Reference charts: British Admiralty 1610, 2001; 1828, 2002 edition  
**Note:** These charts are based on WGS 84 Datum.)

#### **Description of the Area to be Avoided**

All ships should avoid the area within a circle of radius 0.3 miles centred upon the following geographical position:

51° 08'.67 N

001° 34'.02 E

This area is established to avoid hazard to the navigational aid which is established at the above geographical position, and which is considered vital to the safety of navigation.

#### **NEW AREAS TO BE AVOIDED BY SHIPS TRANSITING THE CANARY ISLANDS**

(Reference chart No.209 in the catalogue of charts of the Spanish Navy Hydrographical Institute, second edition 1968, 12th impression 2003.  
**Note:** This chart is based on WGS 84 Datum.)

#### **Description of the areas to be avoided**

In order to prevent the risks of pollution and environmental damage in highly sensitive sea areas, all tankers and ships over 500 gross tonnage carrying oil or dangerous bulk cargo as cargo should avoid the following areas:

##### **Off Lanzarote island (biosphere reserve)**

An area contained between the meridians of longitude 013° 15'.00 W and 013° 39'.00 W and the parallels of latitude 29° 07'.00 N and 29° 30'.00 N.

##### **Off the island of Tenerife (cetacean breeding ground)**

An area, between the meridian of longitude 017° 22'.00 W and the south coast of the island and the parallels of latitude 28° 00'.00 N and 28° 21'.00 N.

##### **Off the island of Grand Canary (cetacean breeding ground)**

An area contained between the meridian of longitude 016° 00'.00 W and the coast and the parallels of latitude 27° 44'.00 N and 28° 00'.00 N.

##### **Off La Palma island (biosphere reserve)**

An area contained between the meridians of longitude 017° 35'.00 W and 018° 00'.00 W and the parallels of latitude 28° 17'.00 N and 29° 00'.00 N.

**Off the island of El Hierro (biosphere reserve)**

An area contained within the Canary Islands between the parallel of latitude  $28^{\circ} 00'.00$  N, the meridians of longitude  $017^{\circ} 42'.00$  W and  $018^{\circ} 21'.00$  W and the geographical co-ordinates  $27^{\circ} 48'.00$  N  $017^{\circ} 11'.00$  W,  $27^{\circ} 23'.00$  N  $017^{\circ} 58'.00$  W and  $27^{\circ} 36'.00$  N  $018^{\circ} 25'.00$  W.

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11 December 2006

## **ROUTEING MEASURES OTHER THAN TRAFFIC SEPARATION SCHEMES**

1 The Maritime Safety Committee, at its eighty-second session (29 November to 8 December 2006), adopted in accordance with the provisions of resolution A.858(20), the following new routeing measures other than traffic separation schemes including amendments to existing routeing measures other than traffic separation schemes, annexed hereto:

- .1 Area to be Avoided/Mandatory No Anchoring Area in the approaches to the Gulf of Venice (new);
- .2 Precautionary Area off the west coast of the North Island of New Zealand;
- .3 Recommended Routes in the Minches;
- .4 Deep-Water route west of the Hebrides;
- .5 Recommendation on navigation around the United Kingdom coast; and
- .6 Abolition of the Area to be Avoided around the EC2 Lighted Buoy including the consequential amendment relating to the cancellation of the Recommendations on directions of traffic flow in the English Channel.

2 The aforementioned routeing measures other than traffic separation schemes will be implemented at 0000 hours UTC on 1 July 2007.

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**ANNEX****ROUTEING MEASURES OTHER THAN TRAFFIC SEPARATION SCHEMES****ESTABLISHMENT OF AN AREA TO BE AVOIDED/MANDATORY NO ANCHORING AREA IN THE APPROACHES TO THE GULF OF VENICE**

(Reference chart: Italy 924, 2005 edition.

*Note:* This chart is based on DATUM Rome 1940)

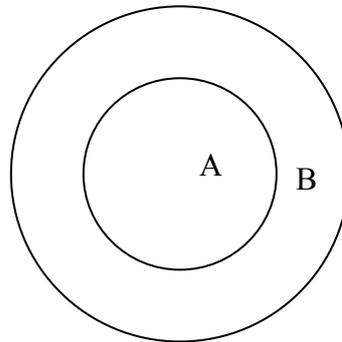
**(Description of an Area to be Avoided and Mandatory No Anchoring Area**

(The co-ordinates listed below are in WGS 84 Datum)

**Area to be Avoided and Mandatory No Anchoring Area**

The area within the circle of 1.5 nautical miles centred on the following geographical position:

(1)     $45^{\circ} 05'.30$  N             $012^{\circ} 35'.10$  E

***Notes:***

A = Safety zone within a circle of 2,000 metres radius from the centre of the terminal.

B = Area to be Avoided/Mandatory No Anchoring Area within a circle of 1.5 nautical miles radius from the centre of the terminal (overlapping the safety zone).

## **ESTABLISHMENT OF A PRECAUTIONARY AREA OFF WEST COAST OF THE NORTH ISLAND OF NEW ZEALAND**

(Reference Charts: New Zealand North Island NZ23. April 2005 Edition. (WGS-84 Datum).  
Western Approaches to Cook Strait NZ48. April 2000 Edition. (WGS 84 Datum)).

### **Description of Precautionary Area**

The precautionary area is defined by a line connecting the following geographical positions, the landward extent of which is determined by Mean High Water Springs (MHWS):

- (1) The charted line of MHWS at approximately 38° 31'.00 S 174° 37'.80 E
- (2) 39° 18'.50 S 173° 05'.00 E
- (3) 39° 26'.00 S 173° 01'.00 E
- (4) 40° 03'.00 S 173° 04'.00 E
- (5) 40° 10'.00 S 173° 16'.00 E
- (6) The charted line of MHWS at approximately 39° 53'.50 S 174° 54'.50 E

**Note:** All ships should navigate with particular caution in order to reduce the risk of a maritime casualty and resulting marine pollution in the precautionary area.

## **AMENDMENTS TO THE EXISTING DEEP-WATER ROUTE WEST OF THE HEBRIDES**

(Reference Chart: British Admiralty 2635, 1996 edition.

**Note:** This chart is based on Ordnance Survey of Great Britain (1936) Datum)

### **Description of the amended Deep Water Route west of the Hebrides**

The amended deep water route is bounded by a line connecting the following geographical positions:

- (1) 56° 46'.75 N 008° 03'.00 W  
56° 46'.74 N 008° 03'.05 W (WGS 84)
- (2) 57° 36'.80 N 008° 03'.00 W  
57° 36'.78 N 008° 03'.05 W (WGS 84)
- (3) 58° 21'.40 N 007° 08'.00 W  
58° 21'.37 N 007° 08'.06 W (WGS 84)
- (4) 58° 37'.40 N 006° 26'.00 W  
58° 37'.37 N 006° 26'.07 W (WGS 84)
- (5) 58° 40'.54 N 006° 30'.76 W  
58° 40'.51 N 006° 30'.83 W (WGS 84)
- (6) 58° 24'.23 N 007° 13'.58 W  
58° 24'.20 N 007° 13'.64 W (WGS 84)

(7) 57° 37'.97 N 008° 10'.50 W  
57° 37'.94 N 008° 10'.55 W (WGS 84)

(8) 56° 46'.75 N 008° 10'.29 W  
56° 46'.74 N 008° 10'.34 W (WGS 84)

### ESTABLISHMENT OF RECOMMENDED ROUTES IN THE MINCHES

(Reference charts: British Admiralty Chart No.2635, 1794, 1795.

*Note:* These charts are based on Ordnance Survey of Great Britain, 1936 Datum)

#### Description of recommended routes in the Minches

Recommended route for south-bound traffic is defined by a line connecting the following geographical positions:

- |                                     |                                     |
|-------------------------------------|-------------------------------------|
| (1) 57° 58'.00 N 006° 17'.00 W      | (2) 57° 54'.00 N 006° 30'.00 W      |
| 57° 57'.98 N 006° 17'.07 W (WGS 84) | 57° 53'.98 N 006° 30'.06 W (WGS 84) |
| (3) 57° 47'.00 N 006° 41'.00 W      |                                     |
| 57° 46'.98 N 006° 41'.06 W (WGS 84) |                                     |

Recommended route for north-bound traffic is defined by a line connecting the following geographical positions:

- |                                     |                                     |
|-------------------------------------|-------------------------------------|
| (4) 57° 40'.00 N 006° 32'.14 W      | (5) 57° 45'.00 N 006° 16'.00 W      |
| 57° 40'.35 N 006° 32'.20 W (WGS 84) | 57° 44'.98 N 006° 16'.06 W (WGS 84) |
| (6) 57° 52'.00 N 006° 03'.00 W      |                                     |
| 57° 51'.98 N 006° 03'.07 W (WGS 84) |                                     |

### AMENDMENTS TO THE RECOMMENDATIONS ON NAVIGATION AROUND THE UNITED KINGDOM COAST

1 Amend resolution A.768(18), annex as follows:

Section 3.2 Reporting requirements

Amend Route “The Minches” to read as follows:

“

Route	Ship condition	Report to Coastguard	Report on VHF channel
The Minches	All Ships over 300 GT	Stornoway	16

”

- 2 Additionally, increase the number of reporting points (B, C, E and F) as detailed below.

	Reporting Reference	Latitude	Longitude
<b>South Bound</b>			
Initial report	When passing	58° 30'.00 N	
	B	57° 58'.00 N	006° 17'.00 W
	C	57° 28'.50 N	006° 54'.40 W
Final Report	When passing	57° 00'.00 N	
<b>North Bound</b>			
Initial Report	When passing	57° 00'.00 N	
	E	57° 23'.80 N	006° 51'.80 W
	F	57° 40'.40 N	006° 32'.00 W
Final Report	When passing	58° 30'.00 N	

## **ABOLITION OF THE AREA TO BE AVOIDED AROUND THE EC 2 LIGHTED BUOY**

(Amend resolution A.475 (XII) on Ships' Routeing as follows:

### **ANNEX 1**

#### **ROUTEING SYSTEMS OTHER THAN TRAFFIC SEPARATION SCHEMES**

##### **2 AREAS TO BE AVOIDED**

###### **2.1 IN THE ENGLISH CHANNEL AND ITS APPROACHES (new areas)**

The area to be avoided (7) centred on geographical position 50° 12'.10 N, 001° 12'.40 W is abolished as a result of the discontinuation of the EC 2 Lighted Buoy in March 2007.

##### **3 OTHER ROUTEING MEASURES**

###### **3.1.1 RECOMMENDED DIRECTIONS OF TRAFFIC FLOW IN THE ENGLISH CHANNEL**

The recommended directions of traffic flow in the English Channel given in section 3.1 (as shown below) are cancelled as a result of the abolition of the area to be avoided.

~~“Ships proceeding from the traffic separation scheme “Off Casquets” to the traffic separation scheme “In the Dover Strait and Adjacent Waters” or vice versa are recommended to leave the mid-Channel areas to be avoided to port (see paragraph 2.1 of this Annex) proceeding parallel to a line connecting the centre of those areas.”~~



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23 October 2007

## **ROUTEING MEASURES OTHER THAN TRAFFIC SEPARATION SCHEMES**

1 The Maritime Safety Committee, at its eighty-third session (3 to 12 October 2007), adopted in accordance with the provisions of resolution A.858(20), the following new routeing measures other than traffic separation schemes including amendments to existing routeing measures other than traffic separation schemes, annexed hereto:

- .1 new recommended tracks which would be mandatory as a condition of port entry through the Galapagos Area to be Avoided to enter the Particularly Sensitive Sea Area (PSSA) (new);
- .2 new Area to be Avoided "Off the Brazilian south-east coast, in the Campos Basin region" (new);
- .3 amendments to the six existing recommended Areas to be Avoided "In the Region of the North-West Hawaiian Islands" ("The Papahānaumokuākea Marine National Monument");
- .4 amendments to the existing deep-water route leading to Europoort;
- .5 amendments to the existing Area to be Avoided "At Maas centre" and "At North Hinder junction Point";
- .6 new Recommendations on navigation to the Polish ports through the Gulf of Gdańsk traffic area;
- .7 new two-way route "Off the southwest coast of Iceland";
- .8 new Areas to be Avoided "Off the south, southwest and west coast of Iceland";
- .9 amendments to the Recommendations on navigation through the entrances to the Baltic Sea;
- .10 new mandatory No Anchoring Areas on "Sharks Bank and Long Shoal";
- .11 new recommended seasonal Area to be Avoided "In Roseway Basin, south of Nova Scotia";
- .12 amendments to the existing deep-water route, and to the Area to be Avoided including the position of the Foxtrot 3 station "In the Strait of Dover and Adjacent Waters" TSS;
- .13 amendments to the Recommendations on Navigation through the English Channel and the Dover Strait: and
- .14 amendments to the deep-water route "North-east of Gedser".

2 The aforementioned routeing measures other than traffic separation schemes will be implemented at 0000 hours UTC on 1 May 2008 except for those listed in subparagraphs 1.7 and 1.8 above, which will be implemented at 0000 hours UTC on 1 July 2008.

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## ANNEX

## ROUTEING MEASURES OTHER THAN TRAFFIC SEPARATION SCHEMES

**RECOMMENDED TRACKS, WHICH ARE MANDATORY AS A CONDITION OF PORT ENTRY, THROUGH THE GALAPAGOS AREA TO BE AVOIDED TO ENTER THE PARTICULARLY SENSITIVE SEA AREA (PSSA)**

(Reference charts: I.O.A. 2, latest edition 1992 and I.O.A. 20 (second edition, 1992)

*Note:* These charts are based on World Geodetic System 1984 Datum (WGS-84)).

All ships and barges carrying cargoes of oil or potentially hazardous material entering and departing any port in the Galapagos and all ship 500 gross tonnage and above entering and departing any port in the Galapagos shall use the following routes:

1. On the eastern side of the Area to be Avoided, westbound ships shall follow the route established by a recommended track between the following two geographical positions:

(1) 01° 05'.14 S	087° 54'.73 W
(2) 01° 05'.14 S	088° 41'.32 W

2. On the eastern side of the Area to be Avoided, eastbound ships shall follow the route established by a recommended track between the following two geographical positions:

(3) 01° 10'.16 S	087° 57'.71 W
(4) 01° 10'.16 S	088° 44'.26 W

3. On the western side of the Area to be Avoided, westbound ships shall follow the route established by a recommended track between the following two geographical positions:

(5) 01° 21'.08 S	092° 43'.73 W
(6) 01° 14'.47 S	092° 06'.35 W

4. On the western side of the Area to be Avoided, eastbound ships shall follow the route established by a recommended track between the following two geographical positions:

(7) 01° 26'.19 S	092° 43'.83 W
(8) 01° 18'.94 S	092° 02'.81 W

**ESTABLISHMENT OF AN AREA TO BE AVOIDED AROUND OIL RIGS OFF THE BRAZILIAN COAST – CAMPOS BASIN**

(Reference chart: Brazilian Hydrographic office, 23000 (first edition, October 2003).

*Note:* This chart is based on World Geodetic System 1984 Datum (WGS-84).)

**Description of the area to be avoided**

In order to avoid risks of collision, pollution and environmental damage in the Area to be Avoided with a high concentration of oil rigs, production systems and FPSOs, all ships, except those involved

in support activities to oil and gas production and prospecting, should avoid the following area bounded by a line connecting the following geographical positions:

- |     |              |               |
|-----|--------------|---------------|
| (1) | 23° 02'.57 S | 041° 03'.27 W |
| (2) | 22° 41'.90 S | 040° 56'.40 W |
| (3) | 22° 07'.40 S | 040° 22'.57 W |
| (4) | 21° 35'.50 S | 039° 34'.50 W |
| (5) | 21° 54'.57 S | 039° 13'.43 W |
| (6) | 22° 57'.23 S | 040° 14'.30 W |

**Notes:**

- 1 Oil and gas production rigs display night signalling lights, comprising a fixed red light at the top and a white rhythmical light, indicative letter “U” ( . . - ) in Morse code – Mo(U)B. Non-authorized navigation inside safety zones around oil rigs is prohibited.
- 2 Transit of supply vessels between the harbour of the town of Macaé and the area of Oil Drilling and Production Rigs (area to be avoided): caution is advised in navigation when transiting the area of considerable volume of maritime traffic that crosses routes.

**AMENDMENTS TO THE SIX EXISTING RECOMMENDED AREAS TO BE AVOIDED “IN THE REGION OF THE NORTH-WEST HAWAIIAN ISLANDS” (THE PAPAĀNAUMOKUĀKEA MARINE NATIONAL MONUMENT, PARTICULARLY SENSITIVE SEA AREA (PSSA)\*)**

(Reference chart: United States 19016 (2007 edition; 19019, 2007 edition; 19022, 2007 edition.)

**Note:** These charts are based on World Geodetic System 1984 Datum (WGS-84) and astronomic datum<sup>1</sup>.)

**Description of the Areas to be Avoided**

Given the magnitude of obstacles that make navigation in these areas hazardous, and in order to increase maritime safety, protection of the environment, preservation of cultural resources and areas of cultural importance significant to Native Hawaiians, and facilitate the ability to respond to developing maritime emergencies in the Papahānaumokuākea Marine National Monument, all ships solely in transit should avoid the following areas:

- 1 Those areas contained within a circle of radius of 50 nautical miles centred upon the following geographical positions:

- |     |              |  |
|-----|--------------|--|
| (1) | 28° 25'.18 N | 178° 19'.75 W (Kure Atoll)             |
| (2) | 28° 14'.20 N | 177° 22'.10 W (Midway Atoll)           |
| (3) | 27° 50'.62 N | 175° 50'.53 W (Pearl and Hermes Atoll) |
| (4) | 26° 03'.82 N | 173° 58'.00 W (Lisianski Island)       |

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<sup>1</sup> The charts are available in paper, raster, or ENC form and may be found at <http://chartmaker.ncd.noaa.gov/NSD/coastpilot.htm>. Mariners are also urged to consult the latest edition of the United States Coast Pilot No.7, available at <http://chartmaker.ncd.noaa.gov/nsd/coastpilot7.htm> and in particular Chapter 14 which pertains to Hawaii, available at [http://chartmaker.ncd.noaa.gov/nsd/CP7/CP7-39ed-Ch14\\_7.pdf](http://chartmaker.ncd.noaa.gov/nsd/CP7/CP7-39ed-Ch14_7.pdf).

\* MEPC 57 in March 2008 is expected to take the final decision on designation of this PSSA.

- (5) 25° 46'.18 N                      171° 43'.95 W (Laysan Island)
- (6) 25° 25'.45 N                      170° 35'.32 W (Maro Reef)
- (7) 25° 19'.50 N                      170° 00'.88 W (Between Maro Reef and Raita Bank)
- (8) 25° 00'.00 N                      167° 59'.92 W (Gardner Pinnacles)
- (9) 23° 45'.52 N                      166° 14'.62 W (French Frigate Shoals)
- (10) 23° 34'.60 N                      164° 42'.02 W (Necker Island)
- (11) 23° 03'.38 N                      161° 55'.32 W (Nihoa Island)

2 The areas contained between the following geographical positions:

		Begin Co-ordinates		End Co-ordinates	
		Latitude	Longitude	Latitude	Longitude
<b>Area 1</b>	Lisianski Island (N) ---> Laysan Island	26° 53'.22 N	173° 49'.64 W	26° 35'.58 N	171° 35'.60 W
	Lisianski Island (S) ---> Laysan Island	25° 14'.42 N	174° 06'.36 W	24° 57'.63 N	171° 57'.07 W
<b>Area 2</b>	Gardner Pinnacles (N) ---> French Frigate Shoals	25° 38'.90 N	167° 25'.31 W	24° 24'.80 N	165° 40'.89 W
	Gardner Pinnacles (S) ---> French Frigate Shoals	24° 14'.27 N	168° 22'.13 W	23° 05'.84 N	166° 47'.81 W

### AMENDMENTS TO THE EXISTING DEEP-WATER ROUTE LEADING TO EUROPOORT

The deep-water route leading to Europoort is not amended.

The geographical positions for the description of the route are revised for WGS-84 chart datum.

(Reference chart: Netherlands 1630 (INT 1416) (Edition 1, dated February 2005).

*Note:* This chart is based on World Geodetic System 1984 Datum (WGS-84).

#### Description of the deep-water route

The deep-water route is bounded by a line connecting the following geographical positions:

- (i) 52° 00'.68 N    003° 56'.94 E
- (ii) 52° 00'.99 N    003° 57'.12 E
- (iii) 52° 02'.03 N    003° 54'.24 E
- (iv) 51° 58'.46 N    003° 09'.83 E                      (position (41) of the Maas West Outer traffic separation scheme)
- (v) 51° 59'.88 N    003° 09'.51 E
- (vi) 52° 00'.74 N    003° 02'.08 E
- (vii) 52° 00'.56 N    002° 59'.28 E
- (viii) 51° 57'.13 N    002° 54'.43 E
- (ix) 51° 57'.61 N    002° 59'.91 E
- (x) 51° 56'.96 N    003° 00'.06 E
- (xi) 52° 01'.26 N    003° 51'.70 E
- (xii) 52° 01'.23 N    003° 54'.22 E
- (xiii) 52° 00'.91 N    003° 56'.07 E                      and position (i)

*Note:*

*Least water depths*

Limiting depths in the route should be ascertained by reference to the latest large-scale navigational charts of the area, noting that the charted depth are checked and maintained by frequent surveys and dredging.

## **AMENDMENT TO THE EXISTING AREA TO BE AVOIDED “AT MASS CENTRE” AND “AT NORTH HINDER JUNCTION POINT”**

### **AT MAAS CENTRE**

(Reference chart: Netherlands 1630 (INT 1416) (Edition 1, dated February 2005).

*Note:* This chart is based on World Geodetic System 1984 Datum (WGS-84.)

Amend the geographical position of the area to be avoided “AT MAAS CENTRE” as follows:

52° 01'.68 N            003° 53'.11 E

### **AT NORTH HINDER JUNCTION POINT**

(Reference chart: Netherlands 1630 (INT.1416) (Edition 1, dated February 2005).

*Note:* This chart is based on World Geodetic System 1984 Datum (WGS-84.)

The description of the area to be avoided “At North Hinder Junction point is not amended, but the geographical position of the centre of the circular area to be avoided is revised for chart datum WGS-84 as follows:

52° 00'.09 N            002° 51'.09 E

## **RECOMMENDATIONS ON NAVIGATION TO THE POLISH PORTS THROUGH THE GULF OF GDAŃSK TRAFFIC AREA**

### **1 Use of ships routeing system**

The Traffic Separation Schemes for the approaches to the ports of Gdańsk and Gdynia in the Gulf of Gdańsk have been adopted by IMO and rule 10 of the International Regulations for Preventing Collisions at Sea, 1972, as amended, applies. Subject to any factors that may adversely affect safe navigation, ships proceeding from the Baltic Sea to the ports of Gdańsk and Gdynia and vice versa are strongly recommended to use the traffic separation schemes in the Gulf of Gdańsk.

1.1 Ships proceeding from the Baltic Sea to Gdańsk Northern Port (Port Północny) and vice versa are strongly recommended to use the traffic separation scheme “EAST”.

1.2 Ships proceeding from the Baltic Sea to Gdańsk New Port (Nowy Port) and vice versa are strongly recommended to use the northeast part and southwest part of the traffic separation scheme “WEST”.

1.3 Ships proceeding from the Baltic Sea to Gdynia and vice versa are strongly recommended to use the northeast part and west part of the traffic separation scheme “WEST”.

1.4 Ships approaching and navigating within the precautionary area should navigate with caution and should follow the recommended direction of traffic flow.

1.5 Ships engaged on international voyages proceeding between Gdańsk New Port (Nowy Port) (port, road) and Gdynia (port, road) are required\* to proceed along the 163° – 343° recommended track established between GD and NP buoys or transit along the proper one-way traffic lanes between GD, GN and NP buoys.

Ships engaged on international voyages proceeding from Gdańsk Northern Port (Port Północny) to Gdynia (port, road) or to Gdańsk New Port (Nowy Port) (port, road) are required\*, after leaving pilot near the buoy PP, to proceed into north direction. After passing anchorage No.5 for tankers, they are required to alter course to 314° and steer into direction of the buoy GN established in the Precautionary Area, alter course at this buoy and proceed further along the proper one-way traffic lane.

Ships engaged on international voyages proceeding from Gdańsk New Port (Nowy Port) (port, road) or from Gdynia (port, road) to Gdańsk Northern Port (Port Północny) (port, road) are required\* to proceed along the proper one-way traffic lane to the Precautionary Area established around buoy GN, thence they are required\* to alter course to 134° and proceed along recommended track into direction of buoy ZS. After passing anchorage No.5 for tankers they are required\*, to alter course to south and proceed into direction of the pilot embarkation position marked by the buoy PP.

## **2 Crossing traffic**

There is a crossing traffic consisting mainly of recreational sailing vessels, fishing vessels and high-speed crafts between Polish harbours situated in the Gulf of Gdańsk. This increases the risk of collision in this area. Mariners are reminded that when risk of collision is deemed to exist the rules of the 1972 Collision Regulations fully apply and in particular the rules of part B, sections II and III, of which rules 15 and 19(d) are of specific relevance in the crossing situation.

## **3 Fishing and recreational sailing activities**

Mariners should be aware that concentrations of recreational crafts may be encountered in the summer in the Gulf of Gdańsk between Gdynia, Sopot, Hel and Gdańsk and should navigate with caution. Fishing vessels are operating mainly from harbours situated in the Pucka Bay to fishing grounds in the Gulf of Gdańsk. Fishing vessels are reminded of the requirements of rule 10(i), and sailing vessels and all other vessels of less than 20 metres in length of the requirements of rule 10(j) of the 1972 Collision Regulations.

## **4 Pilotage**

Under national laws pilotage is mandatory in the roads and ports.

## **5 Defects affecting safety**

Ships having defects affecting operational safety should take appropriate measures to overcome these defects before entering the Gulf of Gdańsk.

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\* Under the national law of Poland.

## 6 Ship reporting system and navigation information service

A mandatory ship reporting system (GDANREP) is established in the South-west part of the Gulf of Gdańsk in the territorial and internal waters of Poland.

All ships navigating in the GDANREP ship reporting area are required to make use of the mandatory ship reporting system and information broadcasts made and operated by the Polish Maritime Administration through VTS “Gulf of Gdańsk”, and to keep watch on VHF as appropriate.

Vessel Traffic Service “Gulf of Gdańsk” monitors compliance with the ships routing system and mandatory ship reporting system adopted by the Organization.

## 7 Areas temporarily closed to navigation and fishing

Mariners are reminded that there the extensive areas temporarily closed to navigation and fishing are established in the waters of Gulf of Gdańsk.

### **ESTABLISHMENT OF A NEW TWO-WAY ROUTE OFF THE SOUTHWEST COAST OF ICELAND**

(Reference chart: Icelandic Chart No.31 (INT 1105) Dyrhólaey – Snæfellsnes (new edition June 2004).

*Note:* The chart is based on World Geodetic System 1984 Datum (WGS-84).)

#### **Description of the two-way route in the Hullid passage**

The routing measures consist of a two-way route (the inner route) west of the Reykjanes Peninsula, located between the proposed eastern and western Areas to be Avoided, established by lines connecting the following geographical positions:

(18)	64° 01'.70 N	022° 58'.30 W
(19)	63° 49'.20 N	022° 47'.30 W
(20)	63° 48'.00 N	022° 48'.40 W
(21)	63° 47'.00 N	022° 47'.60 W
(22)	63° 45'.80 N	022° 44'.40 W
(23)	63° 40'.90 N	022° 40'.20 W
(26)	63° 39'.70 N	022° 46'.70 W
(27)	63° 59'.10 N	023° 03'.50 W

### **ESTABLISHMENT OF NEW AREAS TO BE AVOIDED OFF THE SOUTHWEST COAST OF ICELAND**

(Reference chart: Icelandic Chart No.31 (INT 1105) Dyrhólaey – Snæfellsnes (new edition June 2004).

*Note:* The chart is based on World Geodetic System 1984 Datum (WGS-84).)

## Description of areas to be avoided

### (a) Off the south and southwest coast – Eastern Area

The area to be avoided is bounded by lines connecting the following geographical positions:

(25)	Dyrhólaey Light	63° 24'.13 N	019° 07'.83 W
(24)	S of Surtsey Island	63° 10'.00 N	020° 38'.00 W
(23)	S of Reykjanes Point	63° 40'.90 N	022° 40'.20 W
(22)	SW of Reykjanes Point	63° 45'.80 N	022° 44'.40 W
(21)	Húllid Passage SE part	63° 47'.00 N	022° 47'.60 W
(20)	Húllid Passage NE part	63° 48'.00 N	022° 48'.40 W
(19)	SW of Litla Sandvik	63° 49'.20 N	022° 47'.30 W
(18)	Off Sandgerdi	64° 01'.70 N	022° 58'.30 W
(8)	NW of Gardskagi Point	64° 07'.20 N	022° 47'.50 W
(9)	N of Gardskagi Point	64° 07'.20 N	022° 41'.40 W
(17)	Gardskagi Light	64° 04'.92 N	022° 41'.40 W

### (b) West of Reykjanes Peninsula – Western Area

The area to be avoided is bounded by lines connecting the following geographical positions:

(26)	SE corner	63° 39'.70 N	022° 46'.70 W
(27)	N corner	63° 59'.10 N	023° 03'.50 W
(28)	W corner	63° 42'.00 N	023° 37'.00 W
(29)	SW corner	63° 32'.00 N	023° 29'.50 W

### (c) Faxaflói Bay – Sydra-Hraun Bank Area

The area to be avoided is bounded by lines connecting the following geographical positions:

(1)	SW corner	64° 10'.30 N	022° 29'.00 W
(2)	SE corner	64° 10'.30 N	022° 20'.00 W
(3)	E corner	64° 12'.00 N	022° 17'.50 W
(4)	NE corner	64° 14'.20 N	022° 20'.00 W
(5)	NW corner	64° 14'.20 N	022° 29'.00 W
(6)	W corner	64° 12'.00 N	022° 31'.00 W

#### Notes:

1. The routing measures are applicable to all SOLAS ships of 500 gross tonnage or more. The eastern area may, however, be transited by ships as specified in paragraph 2 below.
2. Ships calling at ports located within the Eastern ATBA may navigate inside the area. Ships of less than 5,000 gross tonnage engaged on voyages between Icelandic ports and not carrying dangerous or noxious cargoes in bulk or in cargo tanks may transit the area south of latitude 63° 45' N.

## **AMENDMENTS TO THE RECOMMENDATION ON NAVIGATION THROUGH THE ENTRANCES TO THE BALTIC SEA**

### **Route – T**

1. When passing through the entrances to the Baltic Sea, ships should note that the maximum obtainable depth in most parts of route T is 17 metres. However, in some areas the maximum obtainable depth is to some extent permanently reduced due to sand migration.
2. The effect of sea level variations caused by a combination of tide and metrological conditions together with unknown obstructions on the sea bottom and sand migration could decrease the depth with as much as 2 metres. Bearing these facts in mind, ships should:
  - .1 not pass the area unless they have a draught, with which it is safe to navigate, taking into account draught increasing effects such as squat effect and the effect of a course alteration, etc.;
  - .2 exhibit the signal prescribed in rule 28 of the International Regulations for Preventing Collisions at Sea, 1972, as amended, in certain areas in the Storebælt (Great Belt), Hatter Rev, Vengeancegrund and in the narrow route east of Langeland, when constrained by their draught.
3. Ships with a draught of 11 metres or more should, furthermore:
  - .1 use for the passage the pilotage services locally established by the coastal States; and
  - .2 be aware that anchoring may be necessary owing to the weather and sea conditions in relation to the size and draught of the ship and the sea level and, in this respect, take special account of the information available from the pilot and from radio navigation information services in the area.
4. Ships irrespective of size or draught, carrying a shipment of irradiated nuclear fuel, plutonium and high level radioactive wastes on board ships (INF-Code materials) should:
  - .1 use for the passage the pilotage services locally established by the coastal States.
5. Shipowners and masters should consider the full potential of new and improved navigation equipment in the SOLAS chapter V, including Electronic Chart Display and Information System (ECDIS) when navigating these narrow waters.

### **THE SOUND**

1. Loaded oil tankers with a draught of 7 metres or more, loaded chemical tankers and gas carriers, irrespective of size, and ships carrying a shipment of irradiated nuclear fuel, plutonium and high level radioactive wastes (INF-Code materials), when navigating the Sound between a line connecting Svinbådan Lighthouse and Hornbæk Harbour and a line connecting Skanör Harbour and Aflandshage (the southernmost point of Amager Island) should:

- .1 use the pilotage services established by the Governments of Denmark and Sweden;
- .2 be aware that anchoring may be necessary owing to the weather and sea conditions in relation to the size and draught of the ship and the sea level and, in this respect, take special account of the information available from the pilot and from radio navigation information services in the area.

2. Shipowners and masters should consider the full potential of new and improved navigation equipment in the SOLAS chapter V, including Electronic Chart Display and Information System (ECDIS) when navigating these narrow waters.

### **ESTABLISHMENT OF NEW MANDATORY NO ANCHORING AREAS ON SHARKS BANK AND LONG SHOAL**

(Reference charts: Chart No.502 (edition 2, January 2006).

*Note:* This chart is based on World Geodetic System 1984 Datum (WGS-84).)

#### **Description of the mandatory No Anchoring Areas**

##### **Sharks Bank**

To avoid destruction of this unique, fragile and pristine coral reef ecosystem from anchoring, all ships shall avoid anchoring in the area bounded by a line connecting the following geographical positions which is designated as a mandatory no anchoring area:

(1)	13° 05' 18".6 N	059° 38' 06".1 W
(2)	13° 05' 23".6 N	059° 37' 56".7 W
(3)	13° 05' 08".6 N	059° 37' 57".1 W
(4)	13° 05' 16".0 N	059° 37' 49".3 W

##### **Long Shoal**

To avoid destruction of this unique, fragile and pristine coral reef ecosystem from anchoring, ships 25 ft and greater shall avoid anchoring in the area bounded by a line connecting the following geographical positions which is designated as a mandatory no anchoring area:

(1)	13° 07' 25".4 N	059° 38' 40".2 W
(2)	13° 07' 22".9 N	059° 38' 27".4 W
(3)	13° 07' 00".8 N	059° 38' 43".3 W
(4)	13° 07' 00".7 N	059° 38' 30".5 W

### **ESTABLISHMENT OF NEW RECOMMENDED SEASONAL AREA TO BE AVOIDED IN ROSEWAY BASIN, SOUTH OF NOVA SCOTIA**

(Reference chart: Canadian Hydrographic Service Chart 4003 (2003 edition).

*Note:* This chart is based on North American 1983 Geodetic Datum, which is equivalent to WGS-84 Datum.)

### **Description of the area to be avoided**

In order to significantly reduce the risk of ship strikes of the highly endangered North Atlantic right whale, it is recommended that ships of 300 gross tonnage and upwards solely in transit **during the period of 1 June through 31 December** should avoid the area bounded by lines connecting the following geographical positions:

(1)	43° 16'.00 N	064° 55'.00 W
(2)	42° 47'.00 N	064° 59'.00 W
(3)	42° 39'.00 N	065° 31'.00 W
(4)	42° 52'.00 N	066° 05'.00 W

### **AMENDMENTS TO THE EXISTING DEEP-WATER ROUTE FORMING PART OF THE NORTH-EASTBOUND TRAFFIC LANE OF THE STRAIT OF DOVER AND ADJACENT WATERS TRAFFIC SEPARATION SCHEME**

(Reference chart: British Admiralty 2449 (edition 9, June 2007).

*Note:* This chart is based on the World Geodetic System 1984 Datum (WGS-84)).

### **Description of the deep-water route**

The deep-water route forming part of the north-eastbound traffic lane between the separation zone described in paragraph (i) and the separation zone/line described in paragraphs (c) and (e) of the separation scheme “In the Strait of Dover and adjacent waters” has been established between a line connecting the following geographical positions:

(i)	51° 09'.75 N	001° 45'.61 E
(ii)	51° 10'.26 N	001° 43'.74 E
(iii)	51° 22'.03 N	001° 58'.39 E
(iv)	51° 18'.43 N	002° 04'.69 E

### *Notes:*

#### **WARNING**

The main traffic lane for north-eastbound traffic lies to the south-east of the Sandettie Bank and should be followed by all such ships as can safely navigate therein having regard to their draught.

### **AMENDMENTS TO THE EXISTING AREA TO BE AVOIDED AROUND THE FOXTROT 3 STATION “IN THE STRAIT OF DOVER AND ADJACENT WATERS” TRAFFIC SEPARATION SCHEME**

(Reference chart: British Admiralty 2449 (edition 9, June 2007).

*Note:* This chart is based on the World Geodetic System 1984 Datum (WGS-84).)

### **Description of the area to be avoided, by all ships**

The Foxtrot 3 station is in an area of heavy crossing traffic with some 11,000 crossing movements per annum and has suffered damage on several occasions. Therefore, with the aim of preventing further damage, an “area to be avoided” has been established centred on the Foxtrot 3 station.

The area to be avoided, by all ships with a radius of 500 metres, is centred on the following geographical position:

Foxtrot 3 51° 24'.15 N 002° 00'.38 E

## **AMENDMENTS TO THE RECOMMENDATIONS ON NAVIGATION THROUGH THE ENGLISH CHANNEL AND THE DOVER STRAIT**

1. Amend the existing paragraph 1.4 as follows:

1.4 “Ships leaving the traffic separation scheme “At West Hinder” and intending to proceed through the Dover Strait should, when crossing the north-eastbound traffic lane of the traffic separation scheme “In the Strait of Dover and adjacent waters” and proceeding through the precautionary area in the vicinity of the Foxtrot 3 station (51° 24'.15 N; 002° 00'.38 E), maintain a course so as to leave the Foxtrot 3 station on their port side.”

2. Amend the existing section 7 as follows:

### **7 “Mandatory and voluntary ship movement reporting schemes**

7.1 A mandatory ship movement reporting scheme (CALDOVREP) has been jointly operated by the Governments of the United Kingdom and France in the English Channel and the Dover Strait since 1 July 1999. It is compulsory for all merchant ships of 300 gross tonnage and over to participate in the scheme.

7.2 Ships of less than 300 gross tonnage should continue to make reports under the existing voluntary MAREP scheme in circumstances where they:

- are “not under command” or at anchor in the TSS or its ITZs;
- are “restricted in their ability to manoeuvre”; or
- have defective navigational aids.

The MAREP arrangements outside the coverage area remain unchanged.”

3. Amend the existing paragraph 8.1 as follows:

8.1 “Ships having defects affecting operational safety, in addition to reporting such defects through the CALDOVREP scheme or by participating in the MAREP scheme, should take appropriate measures to overcome these defects before entering the Dover Strait.”

4. Amend the existing paragraph 9.1 as follows:

9.1 “All ships navigating in the English Channel and the Dover Strait are recommended to make use of the information broadcasts made by the information services operated by the Governments of the United Kingdom and France, and to keep watch on VHF as appropriate, as set out in the CALDOVREP and MAREP schemes.”

## AMENDMENTS TO THE DEEP-WATER ROUTE “NORTH-EAST OF GEDSER”

(Reference charts: Danish chart No.197 (3<sup>rd</sup> edition, April 2006).

German chart No.163 (INT 1351) (12<sup>th</sup> edition 2006).

*Note:* These charts are based on World Geodetic System 1984 Datum (WGS-84.)

### Description of the deep-water route

A deep-water route with a minimum depth of water below mean sea level of 16.5 metres is bounded by a line connecting the following geographical positions:

(1) 54° 27'.10 N	012° 10'.50 E	(6) 54° 46'.06 N	012° 44'.03 E
(2) 54° 27'.73 N	012° 11'.30 E	(7) 54° 35'.36 N	012° 16'.93 E
(3) 54° 31'.30 N	012° 12'.80 E	(8) 54° 31'.00 N	012° 15'.20 E
(4) 54° 36'.46 N	012° 15'.83 E	(9) 54° 27'.40 N	012° 13'.10 E
(5) 54° 46'.86 N	012° 43'.23 E	(10) 54° 26'.57 N	012° 11'.90 E

### *Note:*

Ships, other than ships which must use the deep-water route due to their draught, are recommended to use the areas to the north and south of this route, in such manner that eastbound ships proceed on the south side of the deep-water route and westbound ships on the north side.

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SN.1/Circ.272  
10 December 2008

## **ROUTEING MEASURES OTHER THAN TRAFFIC SEPARATION SCHEMES**

1 The Maritime Safety Committee, at its eighty-fifth session (26 November to 5 December 2008) adopted, in accordance with the provisions of resolution A.858(20), the following new routeing measures other than traffic separation schemes including amendments to existing routeing measures other than traffic separation schemes, annexed hereto:

- .1 new recommendatory seasonal Area To Be Avoided "In the Great South Channel";
- .2 new Area To Be Avoided and two new mandatory No Anchoring Areas in the vicinity of the proposed "Excelerate Northeast Gateway Energy Bridge Deepwater Port";
- .3 new deep-water routes inside the borders of the "North Åland Sea" and "South Åland" TSS;
- .4 new two-way route leading to the "Åland Sea"; and
- .5 new Area To Be Avoided (ATBA) "In Liverpool Bay".

2 The aforementioned routeing measures other than traffic separation schemes will be implemented as follows: routeing measure listed in subparagraph 1.1 will be implemented at 0000 hours UTC on 1 June 2009; routeing measures listed in subparagraphs 1.3 and 1.4 at 0000 hours UTC on 1 January 2010 and routeing measure listed in subparagraph 1.5 at 0000 hours UTC on 1 July 2009. The United States will advise the Organization about the implementation date of the routeing measure listed in subparagraph 1.2, since the proposed "Excelerate Northeast Gateway Energy Bridge Deepwater Port" has still to be built.

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## ANNEX

## ROUTEING MEASURES OTHER THAN TRAFFIC SEPARATION SCHEMES

**ESTABLISHMENT OF A NEW RECOMMENDATORY SEASONAL AREA TO BE AVOIDED “IN THE GREAT SOUTH CHANNEL”, OFF THE EAST COAST OF THE UNITED STATES**

(Reference charts: United States 13009, 2007 edition; 13200, 2007 edition. *Note:* These charts are based on North American 1983 Datum which is equivalent to WGS 1984 Datum.)

**Description of the Area To Be Avoided**

In order to significantly reduce ship strikes of the highly endangered North Atlantic right whale, ships of 300 gross tonnage and above – during the period of April 1st through July 31st – should avoid the area bounded by lines connecting the following geographical positions:

(1) 41° 44'.14 N	069° 34'.83 W
(2) 42° 10'.00 N	068° 31'.00 W
(3) 41° 24'.89 N	068° 31'.00 W
(4) 40° 50'.47 N	068° 58'.67 W

**ESTABLISHMENT OF A NEW AREA TO BE AVOIDED AND TWO NEW MANDATORY NO ANCHORING AREAS IN THE VICINITY OF THE PROPOSED “EXCELERATE NORTHEAST GATEWAY ENERGY BRIDGE DEEPWATER PORT” IN THE ATLANTIC OCEAN**

(Reference charts: United States 13009, 2007 edition; 13200, 2007 edition; 13246, 2006 edition; 13267, 2007 edition. *Note:* These charts are based on North American 1983 Datum which is equivalent to WGS 1984 Datum.)

**Description of an Area To Be Avoided and mandatory no anchoring areas****Area To Be Avoided**

An area of approximately 2.86 nautical square miles contained within an oval of radius 1,250 metres vectored from the two centre positions for STL Buoys “A” and “B”, respectively, an Area to be Avoided for all ships except authorized ships is established in the area bounded as follows:

Starting at	(1) 42° 24'.29 N	070° 35'.27 W
A rhumb line to	(2) 42° 24'.59 N	070° 36'.76 W
Then an arc with a 1250 m radius centred at	(3) 42° 23'.94 N	070° 37'.01 W
To a point	(4) 42° 23'.29 N	070° 37'.25 W
Then a rhumb line to	(5) 42° 22'.99 N	070° 35'.76 W
Then an arc with a 1250 m radius centred at	(6) 42° 23'.64 N	070° 35'.52 W
Then to point	(1) 42° 24'.29 N	070° 35'.27 W

### **Mandatory no anchoring areas**

Two areas contained within a circle of radius 1,000 metres centred upon the following geographical positions are established as mandatory no anchoring areas:

STL Buoy “A” – 42° 23′.64 N, 070° 35′.52 W  
STL Buoy “B” – 42° 23′.94 N, 070° 37′.01 W

### **ESTABLISHMENT OF NEW DEEP-WATER ROUTES LEADING TO THE ÅLAND SEA**

*Note:* See Traffic Separation Scheme for “The Åland Sea”.

(Reference chart: Finnish chart number 953, Edition 2007 V and Swedish chart SE61 (INT1205) Edition 21/2-2008.

*Note:* Those charts are based on the World Geodetic System 1984 Datum (WGS 84.)

#### **Description of the deep-water routes:**

##### **Inside the borders of the “North Åland Sea” TSS**

A deep-water route forming part of the “North Åland Sea” TSS is established between the lines connecting the following geographical positions:

(i) 60° 29′.54 N	018° 56′.36 E	(iv) 60° 15′.26 N	019° 03′.50 E
(ii) 60° 18′.87 N	018° 59′.16 E	(v) 60° 18′.47 N	019° 01′.68 E
(iii) 60° 15′.28 N	018° 58′.08 E	(vi) 60° 29′.51 N	019° 04′.56 E

##### **Inside the borders of the “South Åland Sea” TSS**

A deep-water route forming part of the “South Åland Sea” TSS is established between the lines connecting the following geographical positions:

(vii) 59° 42′.26 N	019° 51′.55 E	(xi) 59° 30′.27 N	020° 06′.51 E
(viii) 59° 39′.70 N	019° 55′.19 E	(xii) 59° 33′.75 N	020° 06′.51 E
(ix) 59° 34′.26 N	020° 08′.40 E	(xiii) 59° 39′.44 N	019° 54′.13 E
(x) 59° 30′.27 N	020° 08′.40 E	(xiv) 59° 41′.91 N	019° 50′.60 E

### **ESTABLISHMENT OF A NEW TWO-WAY ROUTE LEADING TO THE ÅLAND SEA**

(Reference chart: Finnish chart number 953, Edition 2007 V and Swedish chart SE61 (INT1205) Edition 21/2-2008.

*Note:* This chart is based on the World Geodetic System 1984 Datum (WGS 84.)

#### **Description of the two-way route in the South Åland Sea**

A recommended two-way route is established in the area joining the following geographical positions:

(24) 59° 44'.25 N 019° 58'.80 E                      (34) 59° 45'.68 N 020° 24'.51 E  
(30) 59° 44'.32 N 020° 19'.60 E                      (25) 59° 46'.96 N 019° 58'.92 E  
(29) 59° 44'.76 N 020° 23'.10 E

## **ESTABLISHMENT OF A NEW AREA TO BE AVOIDED “IN LIVERPOOL BAY”**

**Note:** See Traffic Separation Scheme “In Liverpool Bay”.

(Reference Chart: British Admiralty 1978, Edition 2007.

**Note:** This chart is based on World Geodetic System 1984 Datum (WGS 84).)

### **Description of the Area To Be Avoided**

In order to provide access to the Douglas Oil Field Platform an Area To Be Avoided (ATBA) of 1 nautical mile square centred on the Douglas Field Platform has been established within the Liverpool Bay Traffic Separation Scheme joining the following geographical positions:

(2) 53° 32'.74 N 003° 33'.83 W  
(3) 53° 31'.74 N 003° 33'.80 W  
(5) 53° 32'.72 N 003° 35'.51 W  
(8) 53° 31'.72 N 003° 35'.48 W

**Note:** The ATBA should be avoided by all vessels, except in cases of emergency to avoid immediate danger, other than the following types (to the extent necessary to carry out their operations):

- (a) a vessel restricted in her ability to manoeuvre when engaged in the laying, servicing or picking up a navigation mark, submarine cable or pipeline;
  - (b) offshore supply, support, maintenance and Emergency Response and Rescue vessels attending the Douglas Field Platform;
  - (c) vessels engaged in hydrographic survey operations; and
  - (d) vessels engaged in fishing.
-



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Ref. T2-OSS/2.7.1

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2 June 2010

## **ROUTEING MEASURES OTHER THAN TRAFFIC SEPARATION SCHEMES**

1 The Maritime Safety Committee, at its eighty-seventh session (12 to 21 May 2010) adopted, in accordance with the provisions of resolution A.858(20), the following new routeing measures other than traffic separation schemes including amendments to existing routeing measures other than traffic separation schemes, annexed hereto:

- .1 new two-way route "Salvorev" in the waters north of Gotland island;
- .2 new Area To Be Avoided and two new mandatory No Anchoring Areas in the vicinity of the proposed "Neptune deepwater port" in the western North Atlantic Ocean, off the coast of the United States;
- .3 new deep-water route including associated routeing measures consisting of a traffic separation scheme, two Areas To Be Avoided and a precautionary area leading to the new Jazan Economic City Port (JEC Port); and
- .4 amendments to the existing deep-water route leading to Ijmuiden.

2 The aforementioned routeing measures other than traffic separation schemes will be implemented as follows: routeing measure listed in subparagraphs 1.1 and 1.3 will be implemented at 0000 hours UTC on 1 January 2011; routeing measures listed in subparagraphs 1.2 and 1.4 at 0000 hours UTC on 1 December 2010.

\*\*\*

**ANNEX**

**ROUTEING MEASURES OTHER THAN TRAFFIC SEPARATION SCHEMES**

**ESTABLISHMENT OF A NEW TWO-WAY ROUTE NORTH OF THE GOTLAND ISLAND, "SALVOREV"**

(Reference chart: Swedish chart number SE731 edition 11/3-2008 in WGS 84.)

**Description of the new two-way route north of the Gotland Island**

**"Salvorev"**

A recommended two-way route is established within the following geographical positions:

(a) Northern limit:

(15) 57° 57'.70 N 018° 27'.61 E      (16) 58° 08'.70 N 019° 18'.25 E

(b) Southern limit:

(17) 57° 53'.97 N 018° 25'.44 E      (18) 58° 05'.92 N 019° 20'.36 E

**ESTABLISHMENT OF A NEW AREA TO BE AVOIDED AND TWO NEW MANDATORY NO ANCHORING AREAS IN THE VICINITY OF THE PROPOSED NEPTUNE DEEPWATER PORT IN THE WESTERN NORTH ATLANTIC OCEAN**

((Reference chart: United States 13009, 2007 edition; 13200, 2008 edition; 13260, 2007 edition; 13267, 2007 edition.)

**Note:** These charts are based on North American 1983 Datum which is equivalent to WGS 1984 datum.)

**Description of an Area To Be Avoided and mandatory no anchoring areas**

**Area To Be Avoided**

An area of approximately 3.97 nautical square miles contained within an oval of radius 1,250 metres vectored from the two centre positions for Neptune Buoys "A" and "B", respectively, an Area To Be Avoided for all ships except authorized ships is established in the area bounded as follows:

Starting at	(1) 42° 27'.44 N 070° 35'.22 W
A rhumb line to	(2) 42° 29'.31 N 070° 35'.59 W
Then an arc with a 1250 m radius centred at	(3) 42° 29'.21 N 070° 36'.50 W
To a Point	(4) 42° 29'.11 N 070° 37'.40 W
Then a rhumb line to	(5) 42° 27'.25 N 070° 37'.03 W
Then an arc with a 1250 m radius centred at	(6) 42° 27'.34 N 070° 36'.12 W
Then to point	(1) 42° 27'.44 N 070° 35'.22 W

### **Mandatory no anchoring areas**

Two areas contained within a circle of radius 1,000 metres centred upon the following geographical positions are designated as no anchoring areas for all ships:

Northern STL Buoy – 42° 29'.23 N 070° 36'.50 W

Southern STL Buoy – 42° 27'.35 N 070° 36'.01 W

### **JEC PORT DEEP-WATER ROUTE**

(Reference chart: British Admiralty Chart No.15, Ed. 2, 22 June 2000, based on WGS 84)

### **Description of the deep-water route and associated routeing measures**

#### **Description of the deep-water route**

(a) A deep-water route is established bounded by a line connecting the following positions:

(2)	17° 01'.52 N	041° 21'.63 E	(12)	17° 15'.18 N	042° 11'.80 E
(3)	17° 07'.24 N	041° 24'.67 E	(13)	17° 10'.50 N	042° 13'.44 E
(4)	17° 13'.45 N	041° 34'.19 E	(14)	17° 04'.00 N	042° 07'.50 E
(5)	17° 17'.30 N	041° 43'.11 E	(15)	17° 05'.55 N	042° 03'.97 E
(6)	17° 16'.34 N	041° 43'.83 E	(16)	17° 19'.25 N	041° 43'.99 E
(7)	17° 02'.35 N	042° 02'.07 E	(17)	17° 14'.60 N	041° 33'.23 E
(8)	17° 00'.50 N	042° 07'.93 E	(18)	17° 09'.45 N	041° 23'.59 E
(9)	17° 03'.34 N	042° 08'.88 E	(19)	17° 02'.48 N	041° 19'.90 E
(10)	17° 10'.50 N	042° 15'.44 E	Thence back to the point of origin (2)		
(11)	17° 15'.27 N	042° 14'.28 E			

#### **Description of associated routeing measures**

#### **Description of the traffic separation scheme**

(b) A separation zone is bounded by the lines connecting the following geographical positions:

(21)	16° 56'.48 N	041° 17'.16 E	(24)	17° 02'.20 N	041° 20'.489 E
(22)	16° 56'.13 N	041° 17'.70 E	Thence back to the point of origin (21)		
(23)	17° 01'.87 N	041° 20'.98 E			

(c) A traffic lane for northbound traffic is established between the separation zone (b) and a line connecting the following geographical positions:

(1)	16° 55'.72 N	041° 18'.42 E	(2)	17° 01'.52 N	041° 21'.63 E
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(d) A traffic lane for southbound traffic is established between the area to be avoided (e) and a line connecting the following geographical positions:

(19)	17° 02'.48 N	041° 19'.90 E	(20)	16° 56'.74 N	041° 16'.59 E
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### Description of the Areas To Be Avoided

- (e) An Area to be Avoided, 650 m in radius, is centred upon the following geographical position:

(25) 17° 08'.34 N 041° 24'.34 E

- (f) An Area To Be Avoided, 650 m in radius, is centred upon the following geographical position:

(26) 17° 10'.38 N 041° 53'.96 E

### Description of the Precautionary Area

- (g) A Precautionary Area is established bounded by a line connecting the following positions:

(7)	17° 02'.35 N	042° 02'.07 E	(14)	17° 04'.00 N	042° 07'.50 E
(8)	17° 00'.50 N	042° 07'.93 E	(15)	17° 05'.55 N	042° 03'.97 E
(9)	17° 03'.34 N	042° 08'.88 E	Thence back to the point of origin (7)		

**Note:** The controlling depth for the deep-water route has been set at 27 metres.

### AMENDED "DEEP-WATER ROUTE LEADING TO IJMUIDEN"

(Reference Chart: Netherlands 1631 (INT 1418), Edition 2, dated 20 July 2006)

**Note:** This chart is based on World Geodetic System 1984 (WGS 84)

### Description of the amended deep-water route

The deep-water route consists of a deep-water channel (IJ-geul) and a deep-water approach area (IJ-geul approach area):

#### Deep-water channel (IJ-geul)

- (a) The specific deep-water channel is bounded by a line connecting the following geographical positions:

(1)	52° 28'.10 N	004° 32'.02 E
(2)	52° 30'.38 N	004° 11'.84 E
(3)	52° 30'.26 N	003° 54'.91 E
(8)	52° 29'.94 N	003° 54'.91 E
(9)	52° 30'.06 N	004° 12'.49 E
(10)	52° 27'.86 N	004° 31'.95 E

#### Deep-water approach area (IJ-geul approach area)

- (b) The deep-water approach area is bounded by a line connecting the following geographical positions:

(3)	52° 30'.26 N	003° 54'.91 E
(4)	52° 31'.40 N	003° 54'.91 E
(5)	52° 31'.73 N	003° 48'.41 E
(6)	52° 27'.38 N	003° 41'.25 E
(7)	52° 28'.54 N	003° 54'.91 E
(8)	52° 29'.94 N	003° 54'.91 E

**Notes:**

.1 *Least water depths*

Limiting depths in the route should be ascertained by reference to the latest large-scale navigational charts of the area, noting that the charted depths are checked and maintained by frequent surveys and dredging.

.2 *Admission policy for the "Deep-water channel leading to Ijmuiden":*

- .1 Maximum allowed draught for entering IJmuiden is 17.80 m;
- .2 Vessels with a draught of more than 14.10 m and up to the maximum allowed draught of 17.80 m are provided with a mandatory tidal window;
- .3 Channel bound vessels must, if necessary, make use of the deep-water anchorage on the southwestern side of the deep-water approach area;
- .4 Channel bound vessels must wait for pilotage in the deep-water approach area (IJ-geul Approach Area) west of the IJM-buoy; and
- .5 If due to unforeseen circumstances the transit of the deep-water channel must be broken off, channel bound vessels must reverse course and proceed to the deep-water approach area by way of the deep-water channel, preferably by making use of the emergency turning basin approximately 5 nm west of port entrance.

.3 *Traffic Centre IJmuiden*

Traffic Centre IJmuiden can be reached on VHF channel 07. Traffic Centre IJmuiden will provide tidal windows for vessels with a draught of more than 14.10 m.

.4 The deep-water anchorage is bounded by a line connecting the following geographical positions:

- |      |              |               |
|------|--------------|---------------|
| (11) | 52° 27'.57 N | 003° 43'.53 E |
| (12) | 52° 26'.38 N | 003° 43'.80 E |
| (13) | 52° 26'.81 N | 003° 48'.89 E |
| (14) | 52° 28'.00 N | 003° 48'.62 E |



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Ref. T2-OSS/2.7.1

SN.1/Circ.286/Corr.1  
16 June 2010  
ENGLISH ONLY

## ROUTEING MEASURES OTHER THAN TRAFFIC SEPARATION SCHEMES

The following corrections should be made to SN.1/Circ.286:

### Annex

Page 2

### JEC PORT DEEP-WATER ROUTE

#### Description of associated routeing measures

#### Description of the traffic separation scheme

Sub-section (d) should read as follows:

- (d) A traffic lane for southbound traffic is established between the ~~\*area to be avoided~~ (e) **separation zone (b)** and a line connecting the following geographical positions:

(19) 17° 02'.48 N 041° 19'.90 E (20) 16° 56'.74 N 041° 16'.59 E

---

\* Strikeout = old text  
Grey shade = new text.



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SN.1/Circ.293  
7 December 2010

## **ROUTING MEASURES OTHER THAN TRAFFIC SEPARATION SCHEMES**

1 The Maritime Safety Committee, at its eighty-eighth session (24 November to 3 December 2010) adopted, in accordance with the provisions of resolution A.858(20), the following new routing measures other than traffic separation schemes including amendments to existing routing measures other than traffic separation schemes, annexed hereto:

- .1 new Area To Be Avoided in the Atlantic Ocean, "Off the coast of Ghana";
- .2 new deep-water route including an associated precautionary area "In the approaches to the new port of King Abdullah port (KAP Port) in the Northern Red Sea";
- .3 amendments to the existing Area To Be Avoided, "Off the south-west coast of Iceland";
- .4 amendments to the existing deep-water route forming part of the "In the Strait of Dover and adjacent waters" traffic separation scheme; and
- .5 new interim recommendatory measure in the Singapore Strait.

2 On 7 December 2010, the Organization received a communication from the Government of Saudi Arabia requesting the deferring of the implementation date of the new deep-water route including an associated precautionary area "In the approaches to the new port of King Abdullah port (KAP Port) in the Northern Red Sea" (paragraph 1.2 above) to the third quarter of 2015. Member Governments will be informed of the exact implementation date as and when the relevant information is received by the Secretariat.

3 Accordingly, the aforementioned routing measures other than traffic separation schemes will be implemented as follows: routing measures listed in subparagraphs 1.1, 1.3 and 1.4 will be implemented at 0000 hours UTC on 1 June 2011; routing measure listed in subparagraph 1.5 at 0000 hours UTC on 1 July 2011.

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## ANNEX

### ROUTEING MEASURES OTHER THAN TRAFFIC SEPARATION SCHEMES

#### ESTABLISHMENT OF AN AREA TO BE AVOIDED "OFF THE COAST OF GHANA IN THE ATLANTIC OCEAN"

(Reference chart: British Admiralty 1383, 2009 edition.

**Note:** This chart is based on World Geodetic System 1984 Datum (WGS 84).)

##### Description of the Area To Be Avoided

Excepting ships authorized by the Ghana Maritime Authority, all ships should avoid the area within a radius of 5 nautical miles centred on the following geographical position:

04° 32'.10 N, 002° 54'.60 W (marked J-09).

#### ESTABLISHMENT OF A NEW DEEP-WATER ROUTE "IN THE APPROACHES TO THE NEW PORT OF KING ABDULLAH PORT (KAP PORT) IN THE NORTHERN RED SEA"

(Reference chart: British Admiralty (BA) 2659, 4 May 1990.

**Note:** This chart is not based on World Geodetic System 1984 Datum (WGS 84). The geographical positions, (1) to (11), listed in item (a) below are referenced to BA 2659.)

##### Description of the deep-water route

(a) The deep-water route is bounded by a line drawn connecting the following geographical positions:

(1)	22° 17'.236 N	038° 52'.933 E
(2)	22° 18'.610 N	038° 53'.600 E
(3)	22° 20'.570 N	038° 54'.640 E
(4)	22° 25'.940 N	038° 57'.472 E
(5)	22° 28'.997 N	038° 58'.978 E
(6)	22° 31'.752 N	039° 03'.008 E
(7)	22° 29'.578 N	039° 03'.610 E
(8)	22° 26'.694 N	038° 59'.418 E
(9)	22° 21'.250 N	038° 56'.610 E
(10)	22° 19'.240 N	038° 55'.580 E
(11)	22° 15'.900 N	038° 53'.905 E

Thence back to the point of origin (1)

##### Notes:

Geographical positions referenced to WGS 84

(1)	22° 17.238' N	038° 52.942' E
(2)	22° 18.612' N	038° 53.609' E
(3)	22° 20.572' N	038° 54.649' E
(4)	22° 25.942' N	038° 57.481' E
(5)	22° 28.999' N	038° 58.987' E
(6)	22° 31.752' N	039° 03.017' E
(7)	22° 29.580' N	039° 03.619' E

(8)	22° 26.696' N	038° 59.427' E
(9)	22° 21.252' N	038° 56.619' E
(10)	22° 19.242' N	038° 55.589' E
(11)	22° 15.902' N	038° 53.914' E

### **ESTABLISHMENT OF A NEW PRECAUTIONARY AREA "IN THE APPROACHES TO THE NEW PORT OF KING ABDULLAH PORT (KAP PORT) IN THE NORTHERN RED SEA"**

(Reference chart: British Admiralty (BA) 2659, 4 May 1990.

**Note:** This chart is not based on World Geodetic System 1984 Datum (WGS 84). The geographical positions, (1) to (4), listed in item (a) below are referenced to BA 2659.)

#### **Description of the precautionary area**

- (a) The precautionary area is established bounded by a line connecting the following geographical positions:

(2)	22° 18.610' N	038° 53.600' E
(3)	22° 20.570' N	038° 54.640' E
(9)	22° 21.250' N	038° 56.610' E
(10)	22° 19.240' N	038° 55.580' E

Thence back to the point of origin (2)

#### **Notes:**

Geographical positions referenced to WGS 84

(2)	22° 18.612' N	038° 53.609' E
(3)	22° 20.572' N	038° 54.649' E
(9)	22° 21.252' N	038° 56.619' E
(10)	22° 19.242' N	038° 55.589' E

### **AMENDMENTS TO THE EXISTING AREA TO BE AVOIDED "OFF THE SOUTH-WEST COAST OF ICELAND"**

- 1 *The first paragraph after the title "OFF THE SOUTH-WEST COAST OF ICELAND", which refers to the reference chart, is replaced by the following text:*

"(Reference chart: Icelandic No.31 (INT 1103) Dyrhólaey – Snæfellsnes (May 2008 edition).

**Note:** The chart is based on World Geodetic System 1984 datum (WGS 84).)"

- 2 *In "Notes" section, the following two new paragraphs are added after the existing paragraph 2:*

"3 Ships of up to 20,000 gross tonnage, en route to or from Faxaflói Bay, which neither carry dangerous goods nor noxious materials in bulk or cargo tanks, may transit the Eastern ATBA south of latitude 63° 45' N. When sailing such ships within this area, navigating officers should take utmost precaution and take special notice of weather and sea state forecasts in onshore wind conditions.

4 Passenger ships of unlimited size may only transit the area during the period 1 May to 1 October. When sailing such ships within this area, navigating officers should take utmost precaution and take special notice of weather and sea state forecasts in onshore wind conditions."

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**AMENDMENTS TO THE EXISTING DEEP-WATER ROUTE FORMING PART OF THE "IN THE STRAIT OF DOVER AND ADJACENT WATERS" TRAFFIC SEPARATION SCHEME**

1 *In "WARNINGS" section, the existing paragraph 3 is replaced by the following text:*

"3 In the area of the deep-water route east of the separation line, ships are recommended to avoid overtaking where traffic and navigation do not allow sufficient sea room and passing distance. If overtaking is performed then a safe distance must be maintained and COLREG Rule 13 observed."

**AMENDMENTS TO THE RULES FOR VESSELS NAVIGATING THROUGH THE STRAITS OF MALACCA AND SINGAPORE – RECOMMENDATIONS FOR VESSELS CROSSING THE TRAFFIC SEPARATION SCHEME (TSS) AND PRECAUTIONARY AREAS IN THE SINGAPORE STRAIT DURING HOURS OF DARKNESS (INTERIM RECOMMENDATORY MEASURE)**

1 Vessels are recommended to display the night signals consisting of 3 all-round green lights<sup>1</sup> in a vertical line in the following situations:

- a) Vessels departing from ports or anchorages when crossing the westbound or eastbound lane of the TSS or precautionary areas in the Singapore Strait to join the eastbound or westbound lane respectively; and
- b) Eastbound or westbound vessels in the TSS or precautionary areas in the Singapore Strait crossing to proceed to ports or anchorages in the Singapore Strait.

2 The night signals should be displayed by:

- a) Vessels of 300 gross tonnage and above;
- b) Vessels of 50 metres or more in length; and
- c) Vessels engaged in towing or pushing with a combined 300 gross tonnage and above, or with a combined length of 50 metres or more.

3 Vessels crossing the TSS and precautionary areas in the Singapore Strait to proceed to or from ports or anchorages are recommended to comply with the following procedures:

- a) A vessel in the Singapore Strait which intends to cross the eastbound or westbound traffic lanes in the TSS or precautionary areas respectively, is recommended to comply with the following:
  - i) report to the VTIS to indicate its intention in advance.
  - ii) display the signals consisting of 3 all-round green lights in a vertical line. VTIS would alert ships in the vicinity to keep a good look out for the crossing vessel.

---

<sup>1</sup> The specifications of the lights used in configuring the "3 green lights" signal are to comply closely with positioning and technical details of lights in Annex I of COLREG.

- iii) when traffic condition is favourable, alter course boldly if necessary, (to be readily apparent to other vessels in the vicinity observing by sight or radar) and cross the traffic lane on a heading as nearly as practicable at right angles to the general direction of traffic flow.
  - iv) report to VTIS and switch off the night signals when it has safely left/crossed or joined the appropriate traffic lane.
- b) Displaying the night signals shall not exempt the crossing vessel of its obligation to give way to other vessels in a crossing situation or any other rules under the COLREG.
-



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SN.1/Circ.238/Rev.1

16 November 2010

**ASSOCIATED NEW RULES AND PROCEDURES FOR SHIPS  
TRANSITING AND USING THE ANCHORAGE AND THE SEPARATION  
ZONE OF THE TRAFFIC SEPARATION SCHEME "IN THE SINGAPORE STRAIT"**

1 The Maritime Safety Committee, at its seventy-eighth session (12 to 21 May 2004), adopted, in accordance with the provisions of resolution A.858(20), an amendment to the traffic separation scheme "In the Singapore Strait" for the establishment of an anchorage area in the existing separation zone for emergency anchoring of vessels including damaged vessels for repairs prior to entry into a shipyard or similar matters. This information was circulated by COLREG.2/Circ.54 of 28 May 2004 and the amendment was implemented at 0000 hours UTC on 1 January 2005.

2 The delegation of Indonesia had further informed the Maritime Safety Committee in May 2004 that the associated new rules and procedures for ships transiting and using the amended TSS "In the Singapore Strait" would be submitted to IMO before 1 December 2004.

3 On 28 June 2004, the Organization received a copy of the text of a Decree of the Directorate General of the Sea Communications No. PP 72/8/1-03 dated 20 November 2003 on "Standard operating procedures for management and operation of the Nipah transit anchorage area on the waters of Nipah" from the Government of the Republic of Indonesia. This information was brought to the attention of Member Governments by means of SN/Circ.238.

4 On 27 October 2010, the Organization received from the Government of the Republic of Indonesia, a copy of the text of a Decree of the Minister of Transportation No. KP.255 Year 2007 dated 12 June 2007 on "Establishment of location for the activities of anchorage of PT (PERSERO) PELABUHAN INDONESIA I in the waters of Nipah, Singapore Straits" and a copy of the Decision of the Director General of Sea Transportation No. PU.60/1/19/DJPL.08 dated 2 June 2008 on "Standard operation procedure for management and operation of Nipah Transit Anchorage Area (NTAA) in the waters of Nipah, Singapore Straits".

5 Accordingly, the Decision of Director General of Sea Transportation Number: PP 72/8/1-03 dated 20 November 2003 on "Standard operating procedures for management and operation of the Nipah transit anchorage on the waters of Nipah" is null and void as of 2 June 2008.

6 Member Governments are invited to bring the annexed information to the attention of all concerned.

7 This circular revokes SN/Circ.238.

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ANNEX

MINISTER OF TRANSPORTATION  
OF THE REPUBLIC OF INDONESIA

DECISION OF MINISTER OF TRANSPORTATION

NUMBER: KP.255 YEAR 2007

ON

"ESTABLISHMENT OF LOCATION FOR THE ACTIVITIES OF ANCHORAGE  
OF PT (PERSERO) PELABUHAN INDONESIA 1  
IN THE WATERS OF NIPAH, SINGAPORE STRAITS "

WITH THE BLESSING OF THE ALMIGHTY GOD

MINISTER OF TRANSPORTATION,

Having read : the letter of Director General of Sea  
Transportation Number BX-16/PU.60 dated January 29,  
2007 concerning establishment of location for the  
activities of anchorage in the Waters of Singapore  
Straits;

Considering : a. that in the framework of supporting the  
smoothness, order and security of ship traffic  
around the waters of Nipah and to support the  
activities of anchorage located in the waters of  
Nipah, Singapore Straits, by virtue of Decision  
of Director General of Sea Transportation Number  
NV.79/1/17-02 dated September 3, 2002 by means  
of Notice to Marine (NTM), location of Nipah  
Transit Anchorage Area (NTAA) is established as  
the location allocated for the activities of  
anchorage for the ships;



b. that based on the consideration as referred to in letter a, it is considered necessary to enact Decision of Minister of Transportation on Establishment of Location for the Activities of Anchorage in the Waters of Nipah, Singapore Straits.

- In view of :
1. Act Number 21 Year 1992 on Shipping (Statute Book of 1992 Number 98, Supplement to the Statute Book Number 3493);
  2. Government Regulation Number 82 Year 1999 on Transportation in the Waters (Statute Book of 1999 Number 187, Supplement to the Statute Book Number 3907);
  3. Government Regulation Number 81 Year 2000 on Navigating Affairs (Statute Book of 2000 Number 163, Supplement to the Statute Book Number 4001);
  4. Government Regulation Number 69 Year 2001 on Harbour Affairs (Statute Book of 2001 Number 127, Supplement to the Statute Book Number 4145);
  5. Presidential Regulation Number 9 Year 2005 on Status, Duty, Function, Organization Structure and Working Procedure for State Ministry of the Republic of Indonesia as amended lastly by



- Presidential Regulation Number 94 Year 2006;
6. Decision of Minister of Transportation Number KM.62 Year 2002 on Organization and Working Procedure of Port Administrator Office;
  7. Decision of Minister of Transportation Number KM.63 Year 2002 on Organization and Working Procedure of Port Office;
  8. Decision of Minister of Transportation Number KM.4 Year 2005 on Prevention of Pollution from Ships;
  9. Decision of Minister of Transportation Number KM.54 Year 2002 on Sea Port Organization;
  10. Decision of Minister of Transportation Number KM.55 Year 2002 on Special Port Management;
  20. Regulation of Minister of Transportation Number KM.43 Year 2005 on Organization and Working Procedure for Department of Transportation as lastly amended by Regulation of Minister of Transportation Number KM.37 Year 2006;

HAS DECIDED

To lay down : DECISION OF MINISTER OF TRANSPORTATION ON ESTABLISHMENT OF LOCATION FOR THE ACTIVITIES OF ANCHORAGE OF PT (PERSERO) PELABUHAN INDONESIA I IN THE WATERS OF NIPAH, SINGAPORE STRAITS.



FIRST : The location for the activities of anchorage in the waters of Nipah, Singapore Straits, is established on the following geographic coordinate points:

- a.  $01^{\circ} - 07.4' N$   
 $103^{\circ} - 36.6' E$
- b.  $01^{\circ} - 09.1' N$   
 $103^{\circ} - 38.6' E$
- c.  $01^{\circ} - 05.5' N$   
 $103^{\circ} - 40.8' E$
- d.  $01^{\circ} - 04.5' N$   
 $103^{\circ} - 38.9' E$
- e.  $01^{\circ} - 06.8' N$   
 $103^{\circ} - 35.0' E$

SECOND : The activities of anchorage in the waters of Nipah, Singapore Straits, as referred to in the FIRST dictum will be given the priority for placement of the ship in emergency area.

THIRD : The activities of anchorage in the waters of Nipah, Singapore Straits may be carried out for:

- a. ship to ship transfer;
- b. tank cleaning;
- c. blending;
- d. filling-up of oils or fresh water (bunker):



e. waiting at anchorage for instruction, logistics supply, laying up activities, activities of ship chander,

after the requirements pursuant to the prevailing international regulations and statutory regulations have been fulfilled.

FOURTH : At the latest 6 (six) months after the decision on establishment of location has been issued, PT (Persero) Pelabuhan Indonesia I in cooperation with PT Maxsteer Dyrnusa Perdana shall apply for construction permit and or begin the construction and installation of facility for the activities of anchorage pursuant to the stipulated requirements.

FIFTH : Director General of Sea Transportation, in this case the Head of Sambu Island Port Office in capacity as functional officer for shipping safety, will apply technical guidance and supervision over the implementation of this Decision.

SIXTH : The Decision on establishment of location for the activities of anchorage of PT (Persero) Pelabuhan Indonesia I in cooperation with PT Maxsteer Dyrnusa Perdana in the waters of Nipah, Singapore Straits, may be revoked when the licensee neglects the obligations or breaks the prohibitions as stipulated in this Decision and the prevailing statutory regulations in the field of shipping.



SEVENTH : This Decision shall come into effect as of the date  
of enactment.

Enacted in Jakarta  
On June 12, 2007

MINISTER OF TRANSPORTATION,

signed by

Ir. JUSMAN SYAFII DJAMAL

Copies of this Decision are sent to:

1. Coordinating Minister for Economy;
2. Coordinating Minister for Political, Legal and Security Affairs;
3. Minister of Defense;
4. Minister of Finance;
5. Minister of Trade;
6. Minister of Industry;
7. Minister of Energy and Mineral Resources;
8. State Minister for State Enterprises;
9. Head of the Indonesian Police;
10. Chairman of Coordinating Agency for Marine Security;
11. Chief of Staff of the Indonesian Navy;
12. Secretary General, Inspector General, Director General of Sea Transportation;
13. Head of Bureau of Planning Affairs, Head of Bureau of Legal Affairs and Foreign Cooperation of the Secretariat General;
14. Board of Directors of PT (Persero) Pelabuhan Indonesia 1;
15. Head of Sambu Island Port Office.

Issued as copy in conformity with its original,

Head of Bureau of Legal Affairs  
and Foreign Cooperation,

(Common seal over signature)

HERU PRASETYO, S.H.

Reg.No. 120138360



DEPARTMENT OF TRANSPORTATION  
DIRECTORATE GENERAL OF SEA TRANSPORTATION  
KARYA BUILDING, FLOOR 12 through 17

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DECISION OF DIRECTOR GENERAL OF  
SEA TRANSPORTATION

Number: PU.60/1/19/DJPL.08

ON

STANDARD OPERATION PROCEDURE FOR  
MANAGEMENT AND OPERATION OF NIPAH TRANSIT ANCHORAGE AREA  
(NTAA) IN THE WATERS OF NIPAH, SINGAPORE STRAITS

- Considering :
- a. that upon the enactment of Decision of Minister of Transportation Number: KP.255 Year 2007 dated July 12, 2007 on Establishment of Location for the Activities of Anchorage of PT (Persero) Pelabuhan Indonesia I in the Waters of Singapore Straits, then for the order, smoothness and safety of ship traffics and the protection of environmental preservation of Nipah Transit Anchorage Area in the Waters of Nipah, it is necessary to regulate Standard Operation Procedure for management and operation of Nipah Transit Anchorage Area;
  - b. That for the implementation of the activities of Anchorage of the ships in the waters of Nipah, Singapore Straits (Nipah Transit Anchorage Area)



which will be operated by PT (Persero) Felindo I, it is necessary to stipulate Standard Operation Procedure for Nipah Transit Anchorage Area under Decision of Director General of Sea Transportation.

- In view of :
1. Act Number 17 Year 2008 on Shipping (Statute Book of the Republic of Indonesia Year 2008 Number 64, Supplement to the Statute Book of the Republic of Indonesia Number 4849);
  2. Government Regulation Number 65 Year 1980 on Ratification of International Convention on the Safety of Life at Sea (Statute Book of the Republic of Indonesia Year 2001 Number 127, Supplement to the Statute Book of the Republic of Indonesia Number 4145);
  3. Government Regulation Number 82 Year 1999 on Transportation in the Waters (Statute Book of the Republic of Indonesia Year 1999 Number 187, Supplement to the Statute Book of the Republic of Indonesia Number 3907);
  4. Government Regulation Number 69 Year 2001 on Harbour Affairs (Statute Book of the Republic of Indonesia Year 2001 Number 127, Supplement to the Statute Book of the Republic of Indonesia Number 4145);



5. Government Regulation Number 81 Year 2000 on Navigating Affairs (Statute Book of the Republic of Indonesia Year 2000 Number 160, Supplement to the Statute Book of the Republic of Indonesia Number 4001);
6. Government Regulation Number 51 Year 2002 on Navigation (Statute Book of the Republic of Indonesia Year 2002 Number 95, Supplement to the Statute Book of the Republic of Indonesia Number 4222);
7. Presidential Decree Number 50 Year 1979 on Ratification of Convention on the International Regulation for Preventing Collisions at Sea, 1972;
8. Presidential Decree Number 46 Year 1986 on Ratification of International Convention on the Prevention of Pollution from ships 1973 and Protocol of 1978 relating to the International Convention for the Prevention of Pollution from ships 1973;
9. Decree of the President of the Republic of Indonesia Number 177 Year 2000 on Organization Structure and Duty of Department lastly amended by Presidential Decree Number 38 Year 2001;



10. Decision of Minister of Transportation Number KM 24 Year 2001 on Organization and Working Procedure of Department of Transportation as amended by Decision of Minister of Transportation Number 43 Year 2001;
11. Decision of Minister of Transportation Number KM.33 Year 2001 on Organization and Operation of Marine Transportation;
12. Decree of the President of the Republic of Indonesia Number 102 Year 2001 on Status, Duty, Function, Authority, Organization Structure and Working Procedure of Department;
13. Decision of Minister of Transportation Number KM.24 Year 2002 on Piloting Organization;
14. Decision of Minister of Transportation Number KM.54 Year 2002 on Sea Port Organization;
15. Decision of Minister of Transportation Number KM.62 Year 2002 on Organization and Working Procedure of Port Administrator Office;
16. Decision of Minister of Transportation Number KM.63 Year 2002 on Organization and Working Procedure of Port Office;
17. Decision of Minister of Transportation Number KM.64 Year 2002 on Organization and Working



Procedure of Navigation District;

18. Decision of Minister of Transportation Number KM.65 Year 2002 on Organization and Working Procedure of Marine and Coastal Safeguarding;
19. Decision of Minister of Transportation Number KM.7 Year 2005 on Auxiliary Facilities of Shipping Navigation;
20. Decision of Minister of Transportation Number KP.255 Year 2007 dated June 12, 2007 on Establishment of Location for the Activities of Anchorage of PT (Persero) Pelabuhan Indonesia I in the Waters of Singapore Straits.

Taking note of: 1. Notice to Marine No.NV.79/17-02 dated September 3, 2002 on Establishment of TAA Coordinate in TSS Separation Zone.

2. Decision of Director General of Sea Transportation No.PP.72/4/9-02 dated October 3, 2002 on Approval for Management of TSS Separation Zone as Transit Anchorage by PT Maxsteer Dyrnusa Perdana.

3. Cooperation Agreement Number A.VII-185/PI-US.12 and 004/MDP-DIR/MOA/XI/02 dated November 11, 2002 on Cooperation for Management and Operation of Ship Transit Anchorage ("Agreement") between PT (Persero) Pelabuhan



Indonesia I lastly amended by the Second Addendum to the Cooperation Agreement Number: B.XV-481/PI-US.15 and Number: 042/MDP/DIR/XI-2007 dated November 27, 2007

HAS DECIDED

To lay down : DECISION OF DIRECTOR GENERAL OF SEA TRANSPORTATION ON STANDARD OPERATION PROCEDURE FOR MANAGEMENT AND OPERATION OF NIPAH TRANSIT ANCHORAGE AREA (NTAA) IN THE WATERS OF NIPAH, SINGAPORE STRAITS.

CHAPTER I  
GENERAL DEFINITION

Article 1

In this Standard Operation Procedure for Management and Operation of Nipah Transit Anchorage Area (NTAA) in the waters of Nipah, Singapore Straits, what is meant by:

1. Location for the activities of Anchorage of PT (Persero) Pelabuhan Indonesia I in the waters of Nipah, Singapore Straits or also called Nipah Transit Anchorage Area (NTAA) is the location established pursuant to Decision of Minister of Transportation Number: KP.255 Year 2007 dated June 12, 2007 under the borders of coordinate:

- (1).  $01^{\circ} - 09'.4$  N Lat. /  $103^{\circ} - 36'.6$  E Long.
- (2).  $01^{\circ} - 09'.1$  N Lat. /  $103^{\circ} - 38'.6$  E Long.
- (3).  $01^{\circ} - 05'.5$  N Lat. /  $103^{\circ} - 40'.8$  E Long.





8. Transit/waiting at anchorage is the condition in which the ship has no activity and is waiting to enter the next port or waiting for a working instruction from the ship owner/ship operator;
9. Logistics supply is the activity of dispatch or receipt of foodstuff, water and other materials for operational needs;
10. Laid-up ship is the ship waiting at anchor without any activity or operation for a certain period in accordance with the needs;
11. Ship Chander is business agency/supplier of necessities of ship who has owned a license for supporting business activities in NTAA;
12. NTAA Coordinate Points are the Latitude and Longitude indicating the borders of NTAA waters allowed for anchorage and activities in the waters of Nipah, Singapore Straits/NTAA;
13. Transit Anchorage Control Radio (TAC Radio) is the station/operator studio having the duty to arrange and to control the ships entering and leaving the location of NTAA and to control the ships in the location of NTAA by means of VHF radio frequency (Marine Radio) on Channel 16 or Channel 66.A and for operational activities on channels 74, Ch.79.A or Ch.80.A;



14. Sambu Island Port Office is the Technical Executive Unit of Directorate General of Sea Transportation which is under the direction of and responsible to the Director General of Sea Transportation and in this case appointed as functional officers for shipping safety to carry out technical development and supervision in the Anchorage Area of PT (Persero) Pelabuhan Indonesia I in the Waters of Nipah, Singapore Straits;

15. Harbour Master is the government officer in the harbour appointed by Minister and having the highest authority to carry out and to conduct the supervision over the fulfillment of the statutory regulations to secure the shipping safety and security;

16. CIQP officers consist of:

- 1) Custom Officer, namely the executive element for the main duty and function of Department of Finance in the field of Custom;
- 2) Immigration officer, namely the officer in the location of traffic of persons, who are either leaving or entering the jurisdiction of Indonesia;
- 3) Quarantine officer is the officer of the technical executive unit having the duty for prevention of the entering of contagious disease or potential epidemic, giving the limited medical services, and controlling the environmental risks;
- 4) Port officer is the officer of the technical executive of the working unit of Sambu Island Port



Office/Harbour Master Office.

17. Activities operator in the Waters of Singapore Straits/ Nipah Transit Anchorage Area (NTAA) is PT (Persero) Pelabuhan Indonesia I carrying out the activities assigned to the ship at anchorage and the ship carrying out the activities in the waters of Nipah, Singapore Straits/NTAA;
18. General Agent is the General Agent, namely a national marine transportation company of Indonesian corporate body appointed by the foreign marine transportation company abroad to arrange for the activities of its ships to and from Indonesian port opened for foreign trade;
19. Sub Agent is a national marine transportation company appointed by General Agent, by ship owner/operator/ charterer to arrange for any and all things in favour of its ships in NTAA;
20. Foreign Ship Agency Notification is the notification by the national marine transportation company appointed as General Agent for foreign ship operation in the waters of Indonesia, required to submit Foreign Ship Operation Notification to Director General of Sea Transportation.
21. Foreign Ship Operation Notification is the Notification on the Use of foreign flag ship for domestic marine transportation activities; prior to the operation, it is



required to report to Director General of Sea Transportation and thereafter flag dispensation will be issued.

22. Company Security Officer (CSO) is the Personnel assigned by the company to secure that the safety of ship has been secured and a ship security plan has been confirmed and delivered for approval and then it will be applied and maintained for the next contacts with the ship security officer.

23. Port Facility Security Officer is the Personnel assigned as responsible person for development, application, change, and maintenance of the waters facility security plan and for contact with the ship security officer and the company security officer.

24. Superintendent is a person appointed by the ship owner/operator to supervise the activities of his ship as long as it is in NTAA.

25. Surveyor is a person/institution/corporate body having a license and appointed by the owner of cargo/operator/ship owner or any other party having an interest in the activities of the ship.

26. Hose is the hose used for assistance in distribution of liquid cargo from and to the ship.

27. Fender is the auxiliary equipment used for prevention



against collision and direct friction from the main ship with the receiving vessel.

28. Oil Spill Equipment are the equipment used to overcome the pollution caused by oil spill from the ship.
29. State Ship is the Patrol Ship of the Marine and Coastal Safeguarding Unit and the Navigating Ship placed at the service of Sambu Island Port Office to supervise and to control SBNP in NTAA.
30. Waste is the discarded object from the ship, including oil, garbage and materials which will damage/pollute the marine environment.
31. ISGOTT is the abbreviation of International Safety Guide for Oil Tanker and Terminal.
32. Pilot is the State Officer having the duty of assisting the Master in maneuvering his ship safely.

CHAPTER II  
ACTIVITIES OF SHIP

Article 2

The ships at the anchorage are allowed to carry out the following activities:

- a). the activities of the ship under Emergency;
- b). Ship to Ship cargo transfer;
- c). Tank cleaning;
- d). Blending;



- e). Filling up of oils or fresh water (bunker);
- f). Waiting at anchorage for instruction, logistics supply, laying up activities, activities of ship chander.

CHAPTER III  
PROCEDURE FOR ENTRANCE AND EXIT

Article 3

- (1) Every ship which will enter the location of Anchorage in the waters of Nipah, Singapore Straits/NTAA shall comply with the procedure for traffic separation scheme (TSS) on the North side and the South side of the location of NTAA.
- (2) If a ship will enter and leave the location of NTAA through one of the traffic lines of Traffic Separation Scheme (TSS), the ship master shall take the measures against the ship to form the narrowest angle towards the traffic direction.
- (3) Every ship from and to the location of NTAA shall avoid crossing the traffic lines when in certain condition it is allowed to cross the traffic direction of traffic separation scheme (TSS) by making an angle which will be close to the right angle.
- (4) The ships which will enter and leave the location of NTAA shall follow the direction in the specified flow chart in appendix 1 (one) to this decision.



CHAPTER IV

PLACEMENT OF SHIP IN THE LOCATION OF ACTIVITIES OF NTAA

Article 4

- (1) The arrangement and placement of every ship waiting at anchorage and carrying out the activities in the location of anchorage will be stipulated by the Head of Sambu Island Port Office after he has coordinated with the port operator.
- (2) The placement of the ship waiting at anchorage and the ship waiting at anchorage to carry out the activities in the location of NTAA shall be within the borders of the coordinate points as stipulated in the zoning pursuant to appendix II to this decision.

CHAPTER V

ARRIVAL OF SHIP, PRIOR TO THE ARRIVAL OF SHIP,  
ARRIVAL OF SHIP IN THE LOCATION

Article 5

ARRIVAL OF SHIP

- (1) The appointed Shipping Agent shall submit the notification/application on the arrival of ship to the Head of Sambu Island Port Office and/or Harbour Master/ CIQP, and the activities Operator, including to the other required related agencies at the latest 2 x 24 hours prior the arrival of the ship in the location of NTAA.



- (2) The submission of the notification on the planned arrival of ship and the submission of the application for the anchorage of the ship and for the activities carried out by the ship at anchorage in the location of NTAA to the Head of Sambu Island Port Office and/or Harbour Master as well as CIQP shall be completed with the following data of ship:
- a. Ship particulars;
  - b. Certificate of Registry;
  - c. Tonnage Certificate;
  - d. Seaworthiness Certificate;
  - e. Port Clearance issued by the port of origin;
  - f. Crew List;
  - g. Cargo manifest;
  - h. Data of the ship which will carry out the activities;
  - i. Other data.

#### Article 6

#### PRIOR TO THE ARRIVAL OF SHIP

- (1) Prior to the arrival of ship in the location of NTAA, the ship will be required to contact NTAA Radio Station by means of the radio frequency of VHF of Channel 16 or Channel 66.A, and for the operational activities in Channel 74, Channel 79.A or Channel 80.A under call sign of Transit Anchorage Control Radio (TAC Radio) to obtain further information and operational direction



from the Head of Sambu Island Port Office and/or Harbour Master.

- (2) Every ship which will enter the location of NTAA will be allowed to enter and to ride at anchor by itself after an approval has been obtained from the Head of Sambu Island Port Office and/or Harbour Master.
- (3) For the shipping safety, the ship which will enter and leave the location of NTAA may hire pilot services.
- (4) Every ship coming to ride at anchor and riding at anchor for the activities shall immediately notify or report its anchorage position to the Head of Sambu Island Port Office and/or Harbour Master by means of the radio station of Transit Anchorage Control (TAC).

#### Article 7

##### ARRIVAL OF SHIP IN THE LOCATION

- (1). Every ship arriving in the location of NTAA shall report its anchorage position to the Head of Sambu Island Port Office and/or Harbour Master by means of the radio station of Transit Anchorage Control (TAC).
- (2). Every ship arriving in the location will be subject to a prior inspection by the functional officer for shipping safety and the other related agencies in accordance with their main duty.



- (3). The appointed shipping agent will be required to submit the data of the ship which will carry out the activities to the Head of Sambu Island Port Office and/or Harbour Master and the copies will be submitted to the other related agencies and to the operator.

CHAPTER VI

THE SHIP AT ANCHORAGE AND THE SHIP AT ANCHORAGE  
TO CARRY OUT THE ACTIVITIES IN  
NIPAH TRANSIT ANCHORAGE AREA

Article 8

THE SHIP AT ANCHORAGE

- (1). Every ship at anchorage shall be subject to a prior approval from the Head of Sambu Island Port Office and/or Harbour Master after all the requirements and the prevailing provisions have been fulfilled.
- (2). Every ship at anchorage shall comply with the provisions on shipping safety, prevention and overcoming of marine pollution from the ship.
- (3). The ship at anchorage shall not be allowed to move from the stipulated anchorage position without any permit of or beyond the knowledge of the Head of Sambu Island Port Office and/or Harbour Master.
- (4). Any position for the ship at anchorage will be determined by the Head of Sambu Island Port Office in accordance with the appointed location.





Master, excluding the ship crew.

Article 9

THE SHIP AT ANCHORAGE TO CARRY OUT THE ACTIVITIES

- (1). Every ship at anchorage before carrying out the activities shall obtain an approval from the Head of Sambu Island Port Office and/or Harbour Master.
- (2). The ships riding at anchor and carrying out the activities will be required to comply with the prevailing provisions, among other things:
  - a. the provisions on ship piloting;
  - b. Ship to Ship Transfer Guide (Petroleum) 4th Edition 2005 (OCIMF);
  - c. Ship to Ship Transfer Guide (Liquefied Gases) 2nd Edition 1995 (OCIMF);
  - d. International Safety Guide for Oil Tankers and Terminals (ISGOTT) 5th Edition 2006 (International Chambers of Shipping and Oil Companies International Marine Forum);
  - e. Solas 1974 and its amendment;
  - f. ISPS Code;
  - g. MARPOL 73/78 and its amendment;
  - h. TSP (Tanker Safety Pollution Prevention) 1978.

Article 10

SHIP CARRYING OUT THE ACTIVITIES

- (1). Before carrying out the activities, the ship Master





- b. Data on the activities to be carried out;
- c. Time of commencement and completion of the activities;
- d. Quantity and kind of cargo;
- e. Condition of the ship;
- f. Weather condition;
- g. Other matters.

CHAPTER VII

Article 11

DEPARTURE OF SHIP

- (1). Before the departure of the ship from the location of NTAA, the appointed shipping Agent shall previously submit a notification on departure of the ship to CIQF officer at Sambu Island Port and the operator of NTAA as well as the other necessary agencies.
- (2). The notification as referred to in the above paragraph 1 shall be accompanied among other things with:
  - a. Application for departure of the ship;
  - b. Data of the ship;
  - c. Crew list;
  - d. Manifest;
  - e. Other data pursuant to the provisions applicable in NTAA.
- (3). The application for departure of the ship shall also be submitted to the operator of NTAA and the other



necessary agencies.

- (4). Prior to the departure of the ship, the Head of Sambu Island Port Office and/or Harbour Master shall conduct an inspection related to the shipping safety and the marine environmental pollution.
- (5). For the ship which has been in and will depart from NTAA and used the Port Clearance for High Sea at the time of arrival in the location, its departure may be approved by means of the original port clearance after an approval has been obtained from the the Head of Sambu Island Port Office and/or Harbour Master who will give an Endorsement on the Port Clearance.
- (6). For the ship which has been in and will depart from NTAA and used the Port Clearance for Nipah Island or Sambu Island at the time of arrival in the location, its departure will be allowed by means of the Sailing Permit from the the Head of Sambu Island Port Office and/or Harbour Master of Sambu Island.
- (7). The agent/Shipping Company shall discharge the obligations on the charges arising prior to the departure of the ship from NTAA.
- (8). The ship Master shall immediately notify the radio station of Transit Anchorage Control that the ship will depart from the location of NTAA.



CHAPTER VIII

SUPERVISION

Article 12

- (1). Supervision over the ships in Nipah Transit Anchorage Area shall be carried out by the Head of Sambu Island Port Office and the State Ship of Marine and Coastal Safeguarding Unit.
- (2). The supervision shall be carried out to avoid any events which may inflict a loss from an activity and or which will harm the safety of the ship, person and marine environment in Nipah Transit Anchorage Area.

CHAPTER IX

PREVENTION AND OVERCOMING OF MARINE POLLUTION

Article 13

- (1). Every ship carrying out the activities in Nipah Transit Anchorage Area will be required to comply with the National and International regulations.
- (2). The operator of activities in the Nipah Transit Anchorage Area will be required to own or to control the equipment for prevention and overcoming of pollution from oil spill (Oil Spill Response Equipment).
- (3). In case of pollution in the location of NTAA, the operator shall report to the Head of Sambu Island Port Office and/or Harbour Master on the first occasion.



(4). The overcoming and prevention of pollution from oil spill in the location of NTAA shall be formulated in Contingency Plan.

(5). The Head of Sambu Island Port Office and/or Harbour Master will take over the overcoming of pollution in the location of NTAA in capacity as On Scene Commander (OSC) pursuant to the applicable provisions.

CHAPTER X

SANCTIONS

Article 14

(1). All the parties carrying out the activities in Nipah Transit Anchorage Area shall comply with the nationally and internationally prevailing statutory regulations.

(2). Any violation of the provision as stipulated in Paragraph (1) shall cause the sanction pursuant to the prevailing statutory regulations.

(3). The ship Master/owner will be required to make a statement of willingness to accept the sanctions and responsibility for the activities carried out by him.

CHAPTER XI

CLOSING PROVISIONS

Article 15

(1). The matters which should be further stipulated as



implementation of this decision will be stipulated by the Head of Sambu Island Port Office and/or Harbour Master in the form of standard procedure for services to ships in Nipah Transit Anchorage Area.

(2). Upon enactment of this Decision, Decision of Director General of Sea Transportation Number: PP 72/8/1-03 dated November 20, 2003 on Standard Operation Procedure for Management and Operation of Nipah Transit Anchorage Area in the Waters of Nipah is declared null and void.

(3). This decision shall come into effect as of the date of enactment.

Enacted in Jakarta  
On June 2, 2008

DIRECTOR GENERAL OF  
SEA TRANSPORTATION,

(Common seal over signature)

EFFENDI BATUBARA

Reg.No.120087763

Copies of this Decision are sent to:

1. Minister of Transportation;
2. Secretary General of Department of Transportation;
3. Inspector General of Department of Transportation;
4. Head of Bureau of Legal Affairs and Foreign Cooperation of Department of Transportation;
5. Secretary of Directorate General of Sea Transportation;
6. Directors and Heads of Divisions in the circle of Directorate General of Sea Transportation;
7. Head of Transportation Service of the Province of Kepulauan Riau;



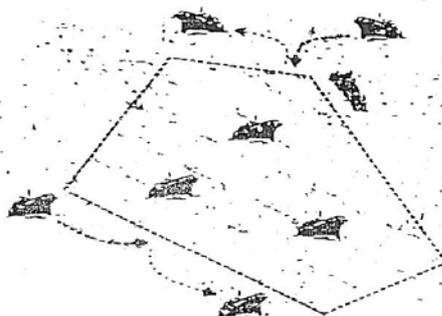
8. Head of Transportation Service of the City of Batam;
9. Head of Sambu Island Fort Office;
10. Board of Directors of PT (Persero) Pelabuhan Indonesia I
11. Board of Directors of PT Maxsteer Dyrynusa Perdana.



Appendix I to Decision of  
Director General of Sea Transportation  
Number : PU 60/1/19/DJPL-08  
Date : June 2, 2008

MAP-347 | WESTERN PART

Flow Chart on Exit and Entrance  
of Ships in the Waters of Nipah,  
Singapore Straits/NTAA



Note:

1. ----> DIRECTION OF EXIT AND ENTRANCE OF SHIPS  
<---- FROM THE NORTH SIDE THROUGH COORDINATE  
POINTS 01-09'.17 N/103-36'.05 E
2. ----> DIRECTION OF EXIT AND ENTRANCE OF SHIPS  
<---- FROM THE WEST SIDE THROUGH COORDINATE  
POINTS 01-06'.08 N/103-36'.24 E

DIRECTOR GENERAL OF SEA TRANSPORTATION,

(Common seal over signature)

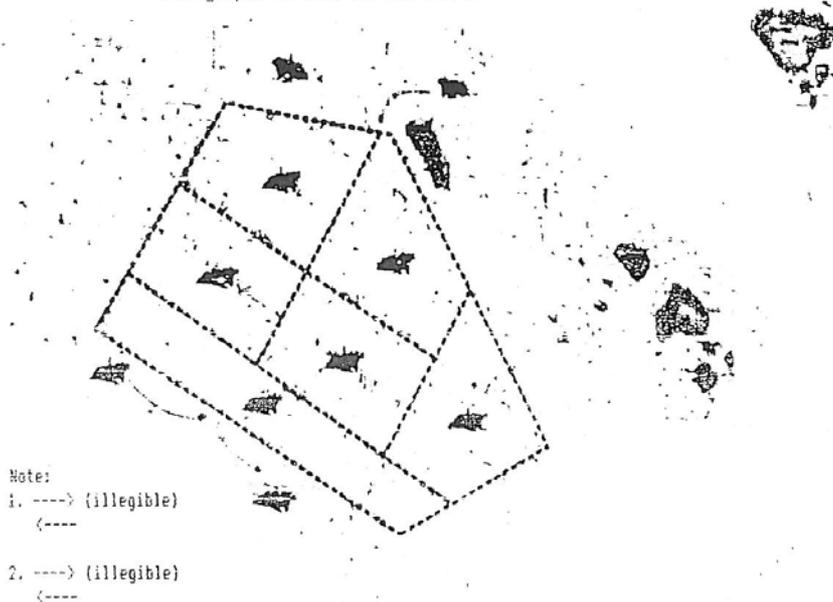
EFFENDI BATUBARA

Reg.No.120087763



Appendix II to Decision of  
Director General of Sea Transportation  
Number : PU 60/1/19/DJPL-08  
Date : June 2, 2008

Flow Chart on Exit and Entrance  
of Ships in the Waters of Nipah,  
Singapore Straits/NTAA



DIRECTOR GENERAL OF SEA TRANSPORTATION,

(Common seal over signature)

EFFENDI BATUBARA

Reg.No.120087763





*United Nations Economic Commission  
For Europe Global Trade Solutions Branch  
Palais des Nations, CH-1211 GENEVE 10 Switzerland  
Fax: 41 22 917 00 37/E-mail: LOCODE@unise.org*

2. Thus, we convey our information and thank you for your attention.

On behalf of  
DIRECTOR GENERAL OF SEA TRANSPORTATION  
SECRETARY OF DIRECTORATE GENERAL

*Signed and sealed*

Capt. BOBBY R. MAMAHIT

Senior Main Builder (IV/d)

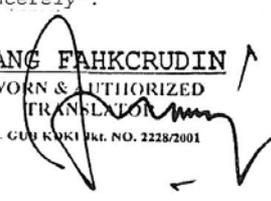
Reg. No. 19560912 198503 1 002

Copies:

1. Directorate General of Sea Transportation;
2. Directorate General of Customs and Excise;
3. Directorate of Port and Dredging of Directorate General of Sea Transportation;
4. Head of Legal Department of Directorate General of Sea Transportation.
5. Director Marine Safety Departement, IMO.

*"We realize properly qualified and properly timing Public Services by working hard, thinking smartly, and providing services sincerely".*

**ANANG FAHKCRUDIN**  
SWORN & AUTHORIZED  
TRANSLATOR  
SK. GUN KUKI (Kt. NO. 2228/2001)



EXPLANATION ON COLUMN:

**Column 1 (Ch)**

Containing mark (+) meaning that the code element us just added to the new version list of code. Mark (x) meaning that the code will be deleted during the next version list of UN/LOCODE. Mark (I) meaning that the code has been changed.

**Column 2 (LOCODE)**

Containing codes of location name, two-character of the earliest alphabets showing the initial of the country and the next three characters indicate the location in the country.

**Column 3 (Name)**

Name of location listed in the UN/LOCODE that is possibly written/typed in the local language and one location possibly has more than one name spelling.

**Column 4 (Name without Diacritics)**

Name without Diacritics means the location name listed in the UN/LOCODE that is English language of the location name mentioned in Column 2 (LOCODE) without addition of any additional mark.

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TRANSLATOR  
SK. C/PB/KIR/1/Jkr. NO. 2229/2001

**Column 5 (Sub Division)**

Consisting of 1-3 characters (alphabets/numbers) indicating the initial of administration officer at the location (state, province, department, etc.)

**Column 6 (Function)**

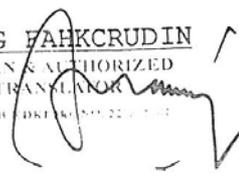
Containing 1-digit code of function classification of a location, namely:

- 1 = Port
- 2 = Railway Station
- 3 = Land Terminal
- 4 = Airport
- 5 = Post Office
- 6 = Allotted for multimedia
- 7 = Allotted for unmovable transportation function  
(example: oil platform)
- 8 = Border
- 0 = function is still/has not been known yet, or there is no special function

**Column 7 (Status)**

It is a code that status; the registration has been approved by the Government or by the Customs and Excise, or based on the request of the user before obtaining the approval from

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TRANSLATOR  
SR. GURU (DITRANS) 2011/2012



the Authority. The explanations on the status code are as follows:

- AA = Approved by central governmental institution
- AC = Approved by Customs and Excise
- AF = Approved by a national facility agency (such as KADIN or Indonesian Chamber of Commerce)
- AI = Adopted by relevant international organization (for example: IATA or ECLAC, IMO)
- AM = Approved by UN/LOCODE Maintenance Agency
- AS = Approved by national standardization agency
- AQ = Registration is accepted by the function is not explained in details
- RL = Location is recognized (Recognized Location) - Existence and representation of location nominated should be rechecked.
- RN = On request of trustable national source for the location in the country.
- RS = Request is still being considered
- RR = Request is rejected
- QQ = Registration is not verified since the date mentioned
- UR = Registration on request of the User has not been officially approved by Local Authority.
- XX = List will be deleted on the next UN/LOCODE issuance.

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TRANSLATOR  
No. 100/2010/01/2010

**Column 8 (Date)**

Consisting of date of reference, namely year and month of code registration request, or the latest approval status, which one is the relevant.

**Column 9 (IATA)**

Containing location code of IATA if there is code other than those contained in the LOCODE column (second part code).

**Column 10 (Coordinates)**

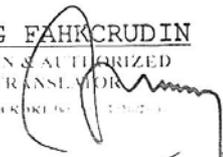
Containing coordinates of the location position.

**Column 11 (Remarks)**

Containing explanations are necessarily added to.

-----  
*This document is translated from Indonesian into English on June 1, 2010 by Anang Fahkcrudin, the Certified and Sworn Translator Based on the Decree of the Governor of the Special Capital City Area of Jakarta Number 2228/2001 dated July 31, 2001.*

**ANANG FAHKCRUDIN**  
SWORN & AUTHORIZED  
TRANSLATOR  
No. 2228/2001 dated July 31, 2001



Attachment of Decree of the Director General of Sea Transportation

Number : BXXXIV-134/PD.53  
Dated : May 26, 2010

Attachment of Code for Anchorage Activity Location of PT. (Persero) Pelabuhan Indonesia I in Nipah Waters of Singapore Strait.

Ch	LOCODE	Name	Name Without Diacritics	Sub Div.	Function	Status	Date	IATA	Coordinates	Remarks
+	ID NTA	NIPAH	NIPAH	MCT	1	AA	30410		3. 01° - 09.4' N 103° - 36.6' E	
									3. 01° - 09.1' N 103° - 38.6' E	
									3. 01° - 09.5' N 103° - 40.8' E	
									3. 01° - 04.5' N 103° - 38.8' E	
									3. 01° - 06.8' N 103° - 35.0' E	

On behalf of DIRECTOR GENERAL OF SEA TRANSPORTATION  
SECRETARY OF DIRECTORATE GENERAL

*Signed and sealed*

CAPT. BOBBY S. MAWARIT

Service Yain Builder (IV/d)

Reg. No. 19560912 198505 1 002

**ANANG FAHKCRUDIN**  
SWORN & AUTHORIZED  
TIMBALAN  
SK (CI) 1981 JPK. NO. 222-0101

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4 ALBERT EMBANKMENT  
LONDON SE1 7SR  
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Ref. T2-OSS/2.7.1

SN.1/Circ.293/Corr.1  
20 June 2011  
ENGLISH ONLY

## **ROUTEING MEASURES OTHER THAN TRAFFIC SEPARATION SCHEMES**

The following corrections should be made to SN.1/Circ.293:

### **Cover page**

Paragraph 2

### **IN THE APPROACHES TO THE NEW PORT OF KING ABDULLAH PORT (KAP Port) IN THE NORTHERN RED SEA**

Paragraph 2 should be replaced by the following text:

"As advised by the Government of Saudi Arabia, the new deep-water route including an associated precautionary area "In the approaches to the new port of King Abdullah port (KAP Port) in the Northern Red Sea" (paragraph 1.2) will be implemented at 0000 hours UTC on 31 August 2011."

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SN.1/Circ.309  
28 May 2012

## **ROUTEING MEASURES OTHER THAN TRAFFIC SEPARATION SCHEMES**

1 The Maritime Safety Committee, at its ninetieth session (16 to 25 May 2012), adopted, in accordance with the provisions of resolution A.858(20), the following new routeing measures other than traffic separation schemes including amendments to existing routeing measures other than traffic separation schemes, annexed hereto:

- .1 three new two-way routes in "Norra Kvarken";
- .2 new area to be avoided "At West Hinder" Traffic Separation Scheme;
- .3 new deep-water Route "In the Approaches to the River Scheldt";
- .4 new precautionary area In the vicinity of Thornton and Bligh Banks;
- .5 amendment to the description of the area to be avoided "Off The Washington Coast";
- .6 amendment to the deep-water route off the east coast of Langeland;
- .7 recommendation on navigation through the Strait of Bonifacio;
- .8 recommended two-way routes and two precautionary areas to the north-west of the port of Isla Del Carmen, Campeche,
- .9 recommended two-way routes to the north-east of the port of Dos Bocas, Tabasco;
- .10 recommended two-way routes and four precautionary areas off the ports of Cayo Arcas, Ta'kuntah and Yuum K'ak Naab;
- .11 five areas to be avoided in the Gulf of Campeche and the ports of Cayo Arcas, Ta'kuntah and Yuum K'ak Naab; and
- .12 revocation of the existing routeing measures other than traffic separation schemes detailed in sections 2.5, 2.6 and 3.2 of annex 1 to resolution A.527(13) relating to the Gulf of Campeche, the maritime oil terminal off Cayo Arcas and the recommended tracks in the Gulf of Campeche respectively.

2 Accordingly, the aforementioned routeing measures other than traffic separation schemes will be implemented as follows: routeing measures listed in subparagraph 1.1 will be implemented at 0000 hours UTC on 1 May 2013; routeing measures listed in subparagraphs 1.2, 1.3, 1.4, 1.5, 1.6, 1.7, 1.8, 1.9, 1.10 and 1.11 will be implemented at 0000 hours UTC on 1 December 2012, whilst the existing routeing measures other than traffic separation schemes listed in subparagraph 1.12 will be **revoked** at 0000 hours UTC on 1 December 2012.

\*\*\*

**ANNEX**

**ROUTING MEASURES OTHER THAN TRAFFIC SEPARATION SCHEMES**

**ESTABLISHMENT OF THREE NEW TWO-WAY ROUTES "IN NORRA KVARKEN"**

(Reference chart: Finnish chart number 47 edition 2005 V based on World Geodetic System (WGS 84))

**Part I**

(a) A two-way route is established bounded by a line connecting the following geographical positions:

(20)	63° 25'.21 N	020° 35'.75 E	(21)	63° 25'.54 N	020° 33'.94 E
(6)	63° 27'.42 N	020° 36'.84 E	(3)	63° 27'.03 N	020° 38'.32 E

**Part II**

(b) A two-way route is established bounded by a line connecting the following geographical positions:

(4)	63° 27'.77 N	020° 39'.24 E	(5)	63° 28'.12 N	020° 37'.93 E
(13)	63° 32'.23 N	020° 41'.09 E	(10)	63° 31'.19 N	020° 43'.77 E

**Part III**

(c) A two-way route is established bounded by a line connecting the following geographical positions:

(11)	63° 32'.29 N	020° 46'.24 E	(12)	63° 32'.71 N	020° 45'.40 E
(23)	63° 33'.49 N	020° 52'.35 E	(19)	63° 35'.04 N	021° 01'.26 E
(16)	63° 34'.42 N	021° 01'.76 E	(22)	63° 32'.90 N	020° 51'.03 E

**ESTABLISHMENT OF A NEW AREA TO BE AVOIDED "AT WEST HINDER" TRAFFIC SEPARATION SCHEME**

(Reference charts: D11 and 102INT1480 published by the Agency of Maritime and Coastal Services, Flemish Hydrography.

**Note:** *These charts are based on World Geodetic System 1984 Datum (WGS 84))*

An area to be avoided is established bounded by a line connecting the following geographical positions:

1	51° 23'.45 N	002° 36'.92 E	AN Buoy
2	51° 23'.95 N	002° 36'.90 E	
3	51° 24'.40 N	002° 40'.30 E	
4	51° 23'.81 N	002° 40'.30 E	

## ESTABLISHMENT OF A NEW DEEP-WATER ROUTE IN THE APPROACHES TO THE RIVER SCHELDT

(Reference charts: D11 and 102INT1480 published by the Agency of Maritime and Coastal Services, Flemish Hydrography.

**Note:** *These charts are based on World Geodetic System 1984 Datum (WGS 84)*

### Description of the Deep-water route

A Deep-water route for ships with a draught of more than 13.1 m is bounded by a line connecting the following geographical positions:

1	51° 24'.25 N	002° 44'.52 E	GZ buoy
2	51° 25'.95 N	002° 48'.12 E	VG2 buoy
3	51° 25'.50 N	002° 52'.92 E	VG4 buoy
4	51° 25'.07 N	002° 57'.92 E	VG6 buoy
5	51° 25'.03 N	003° 02'.85 E	S4 buoy
6	51° 24'.53 N	002° 59'.92 E	VG7 buoy
7	51° 24'.63 N	002° 57'.92 E	VG5 buoy
8	51° 25'.05 N	002° 52'.92 E	VG3 buoy
9	51° 25'.03 N	002° 49'.05 E	VG1 buoy
10	51° 23'.38 N	002° 46'.21 E	VG buoy

## ESTABLISHMENT OF A NEW PRECAUTIONARY AREA IN THE VICINITY OF THORNTON AND BLIGH BANKS

(Reference chart: 1630INT1416 published jointly by the Hydrographer of the Royal Netherlands Navy at Den Haag and by the United Kingdom National Hydrographer at Taunton.

**Note:** *This chart is based on World Geodetic System 1984 Datum (WGS 84)*

### Description of the Precautionary Area

A new **Precautionary Area** is established bounded by a line joining the following geographical positions:

1	51° 32'.664 N	003° 05'.562 E
2	51° 33'.051 N	003° 04'.805 E
3	51° 44'.687 N	002° 45'.364 E
4	51° 44'.112 N	002° 42'.448 E
5	51° 42'.305 N	002° 41'.845 E
6	51° 39'.130 N	002° 44'.779 E
7	51° 38'.015 N	002° 47'.146 E
8	51° 36'.973 N	002° 47'.745 E
9	51° 35'.774 N	002° 50'.363 E
10	51° 35'.195 N	002° 53'.014 E
11	51° 34'.053 N	002° 55'.013 E
12	51° 32'.842 N	002° 52'.365 E
13	51° 28'.198 N	002° 59'.626 E

## **AMENDMENT TO THE DESCRIPTION OF THE AREA TO BE AVOIDED "OFF THE WASHINGTON COAST"**

(Reference charts: United States 18003, 18500, 2008 edition, and 18480, 2006 edition.

**Note:** These charts are based on North American 1983 datum which is equivalent to WGS 1984 datum)

### **Description of the area to be avoided**

"In order to reduce the risk of a marine casualty and resulting pollution and damage to the environment of the Olympic Coast National Marine Sanctuary, all ships and barges\* that carry oil or hazardous materials in bulk as cargo or cargo residue and all ships 400 gross tonnage and above solely in transit should avoid the area bounded by a line connecting the following geographical positions:"

## **AMENDMENT TO THE NOTE RELATING TO THE DEEP-WATER ROUTE OFF THE EAST COAST OF LANGELAND**

**Note:** The Deep-water route is intended for use by ships which, because of their draught, are unable to navigate safely in areas outside the Deep-water route.

Ships with a draught of 10 metres or less should use the nationally recommended Route H, which lies to the east. The recommended Route H has a minimum depth of water below mean sea level of 12 metres.

Ship masters should take into account the information given in the IMO publication, *Ships' Routing on Recommendation on navigation through the entrances to the Baltic Sea*.

## **RECOMMENDATION ON NAVIGATION THROUGH THE STRAIT OF BONIFACIO**

### **1 Use of ships' routing**

Vessels navigating in the Strait shall exercise full diligence and regard for the requirements of the existing recommended two-way route in the Strait of Bonifacio. Due to the narrowness of the Strait, masters of vessels shall ensure that an appropriate monitoring of the ship's route is done on board in order to avoid groundings and collisions.

### **2 Ship reporting and navigation information**

Ships of 300 GT and over entering the Strait shall participate in the mandatory ship reporting system (BONIFREP) established by the competent authorities as described in IMO's publication on *Ships' Routing* (Section G 1/8).

### **3 Pilotage**

Masters of vessels passing through the Strait are recommended to avail themselves of the services of a qualified pilot.

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\*

This ATBA does not apply to any warship, naval auxiliary, barge (whether towed by a Government or commercial tug), or other ship owned or operated by a Contracting Government and used, for the time being, only on Government non-commercial service.

### 3.1 Categories of ships concerned

Ships for which the IMO Assembly recommends in its resolution A.766(18) of 17 November 1993 to Governments to prohibit or at least strongly discourage the transit in the Strait of Bonifacio: laden oil tankers and ships carrying dangerous chemicals or substances in bulk, as listed in the annex to resolution MEPC.49(31) adopted on 4 July 1991.

### 3.2 Description of the applicable procedure for requesting a pilot

Vessels wishing to order a Bonifacio Strait pilot should, as much as possible, send by e-mail or by fax the following information to the service named "Bonifacio Strait pilotage":

- ship's name and call sign;
- type of vessel and gross tonnage;
- draught;
- destination port/name and address of the local agent;
- boarding position and ETA.

24 hours prior to arrival, vessels should inform or confirm their ETA to the head office of the Bonifacio Strait pilotage service.

Once on Bonifacio Strait road, vessels should confirm their ETA 2 hours prior to arrival calling "Bonifacio Traffic" on VHF 10.

### 3.3 Description of the pilotage service

The pilotage area covers the Strait and its approaches. Usually the vessels entering the Strait board their pilots out of the "BONIFREP" zone.

The boarding positions are the following (WGS 84):

- Eastern boarding position: 41° 24'.80 N 009° 30'.00 E;
- Western boarding position: 41° 17'.28 N 008° 58'.50 E.

## **ESTABLISHMENT OF RECOMMENDED TWO-WAY ROUTES AND PRECAUTIONARY AREAS TO THE NORTH-WEST OF THE PORT OF ISLA DEL CARMEN, CAMPECHE**

(Reference chart: Chart of the Bay of Campeche S.M. 840, Ministry of the Navy (fourth edition October 2010))

**Note:** This chart is based on World Geodetic System 1984 Datum (WGS 84))

Establishment of recommended routes and precautionary areas within the Gulf of Campeche oil exploration and production area. These recommended routes are primarily intended for oil exploration and production support vessels. Other vessels are strongly recommended to avoid the recommended system.

The ships' routing measures from the port of Isla del Carmen, Campeche, to the oil exploitation area of the Gulf of Campeche consist of the following:

- **One precautionary area labelled "A"**
- **Four two-way routes**

### **Precautionary area "A"**

All the proposed recommended two-way routes to/away from the precautionary area labelled "A" located to the north-west of the port of Isla del Carmen, Campeche, with the direction of traffic flow indicated; it is bounded by a line connecting the following geographical positions:

(1)	18° 45'.45 N	091° 53'.41 W
(2)	18° 49'.01 N	091° 54'.07 W
(3)	18° 49'.03 N	091° 59'.04 W
(4)	18° 44'.14 N	091° 56'.15 W

### **Recommended two-way route 1**

The following routes are only to be used for ships involved in oil-related activities.

Established at the north-north-west of the port of Isla del Carmen, Campeche:

(2)	18° 49'.01 N	091° 54'.07 W
(5)	19° 15'.45 N	091° 59'.05 W
(7)	19° 13'.88 N	092° 01'.09 W
(8)	18° 49'.02 N	091° 56'.44 W

### **Recommended two-way route 2**

The following routes are only to be used for ships involved in oil-related activities.

Established at the north-west of the port of Isla del Carmen, Campeche:

(7)	18° 49'.02 N	091° 56'.44 W
(8)	19° 09'.74 N	092° 08'.68 W
(9)	19° 08'.83 N	092° 10'.84 W
(3)	18° 49'.03 N	091° 59'.04 W

### **Recommended two-way route 3**

The following routes are only to be used for ships involved in oil-related activities.

Established at the west-north-west of the port of Isla del Carmen, Campeche:

(3)	18° 49'.03 N	091° 59'.04 W
(10)	18° 55'.69 N	092° 35'.10 W
(11)	18° 53'.09 N	092° 33'.27 W
(12)	18° 46'.50 N	091° 57'.55 W

### **Recommended two-way route 4 with precautionary area "B"**

The following routes are recommended for use by ships of 50 gross tonnage and upwards.

Established at the west of the port of Isla del Carmen, Campeche:

A junction with a precautionary area labelled "B" bounded by a line connecting the following geographical positions:

(13)	18° 46'.50 N	092° 47'.07 W
(14)	18° 46'.50 N	092° 50'.70 W
(15)	18° 44'.70 N	092° 53'.00 W
(16)	18° 44'.70 N	092° 49'.37 W

A two-way route limited by the following geographical positions:

(12)	18° 46'.50 N	091° 57'.55 W
(13)	18° 46'.50 N	092° 47'.07 W
(16)	18° 44'.70 N	092° 49'.37 W
(17)	18° 44'.70 N	091° 56'.47 W

**Note 1:** An anchorage is established for vessels arriving at or manoeuvring north-east of the port of Isla del Carmen, Campeche, located north-west of the sea buoy.

**Note 2:** An anchorage is established for vessels arriving at or manoeuvring west to the port of Frontera, Tabasco.

### **ESTABLISHMENT OF RECOMMENDED TWO-WAY ROUTES TO THE NORTH-EAST OF THE PORT OF DOS BOCAS, TABASCO**

The ships' routing measures from the port of Dos Bocas, Tabasco, to the oil exploitation area of the Gulf of Campeche consist of the following:

The following routes are only to be used for ships involved in oil-related activities.

Established at the north-east of the port of Dos Bocas, Tabasco

Three two-way routes limited by the following geographical positions:

(18)	18° 27'.63 N	093° 10'.78 W
(16)	18° 44'.70 N	092° 49'.37 W
(15)	18° 44'.70 N	092° 53'.00 W
(19)	18° 29'.32 N	093° 12'.23 W
(13)	18° 46'.50 N	092° 47'.07 W
(20)	18° 53'.02 N	092° 38'.88 W
(21)	18° 54'.43 N	092° 40'.74 W
(14)	18° 46'.50 N	092° 50'.70 W
(10)	18° 55'.69 N	092° 35'.10 W
(22)	19° 05'.35 N	092° 23'.46 W
(23)	19° 07'.09 N	092° 25'.02 W
(24)	18° 57'.45 N	092° 36'.50 W

A junction with a precautionary area labelled "B" as defined above.

**Note 1:** An anchorage is established for vessels other than tankers involved in cargo exportation activities, arriving at or manoeuvring northwest to the port of Dos Bocas, Tabasco.

**Note 2:** An anchorage is established for vessels involved in oil-related activities to the west of the Taratunich oil exploitation field.

**Note 3:** An anchorage is established for vessels involved in oil-related activities to the west of the oil exploitation area of the Rebombeco oilfield.

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## ESTABLISHMENT OF RECOMMENDED TWO-WAY ROUTES AND FOUR PRECAUTIONARY AREAS OFF THE PORTS OF CAYO ARCAS, TA'KUNTAH AND YÚUM K'AK NAAB

The ships' routing measures for tankers coming from abroad involved in loading crude for exportation and heading to the ports of Cayo Arcas, Ta'kuntah and Yúum K'ak Naab in the Gulf of Mexico consist of the following elements:

- **Four precautionary areas labelled C, D, E and F**
- **Five two-way routes**

The following routes are only to be used for oil tankers.

### Routeing System I – Two two-way routes and a precautionary area

Established at the west and south-west of the port of Cayo Arcas for tankers arriving at the port or heading to the proposed anchorage east of the port of Ta'kuntah and vice versa.

#### Two-way route 1

(25)	20° 12'.00 N	092° 16'.45 W
(26)	20° 05'.50 N	092° 07'.20 W
(27)	20° 05'.50 N	092° 03'.36 W
(28)	20° 14'.80 N	092° 16'.45 W

A precautionary area labelled "C" bounded by a line connecting the following geographical positions:

(27)	20° 05'.50 N	092° 03'.36 W
(26)	20° 05'.50 N	092° 07'.20 W
(29)	20° 03'.30 N	092° 06'.50 W
(30)	20° 01'.30 N	092° 04'.30 W
(31)	20° 03'.30 N	092° 02'.90 W

#### Two-way route 2

(30)	20° 01'.30 N	092° 04'.30 W
(32)	19° 45'.00 N	091° 53'.98 W
(33)	19° 45'.00 N	091° 51'.20 W
(31)	20° 03'.30 N	092° 02'.90 W

**Note:** An anchorage for vessels involved in oil-related activities is established to the east of the Cantarell oilfield.

### Routeing System II – Two two-way routes and a precautionary area

Established at the south-west and south of the port of Cayo Arcas with a two-way route for tankers arriving at the port or heading to the proposed anchorage for this port.

#### Two-way route 1

(34)	20° 03'.30 N	092° 16'.45 W
(29)	20° 03'.30 N	092° 06'.50 W
(26)	20° 05'.50 N	092° 07'.20 W
(35)	20° 05'.50 N	092° 16'.45 W

A precautionary area labelled "D" bounded by a line connecting the following geographical positions:

(35)	20° 05'.50 N	092° 16'.45 W
(36)	20° 05'.50 N	092° 18'.65 W
(37)	20° 03'.30 N	092° 18'.65 W
(34)	20° 03'.30 N	092° 16'.45 W

#### **Two-way route 2**

(31)	20° 03'.30 N	092° 02'.90 W
(38)	20° 03'.30 N	091° 55'.00 W
(39)	20° 05'.50 N	091° 55'.00 W
(27)	20° 05'.50 N	092° 03'.36 W

**Note:** An anchorage for tankers involved in loading operation in the port of Cayo Arcas is established to the south-east of the port of Cayo Arcas.

#### **Routeing System III – Two two-way routes and a precautionary area**

Established at the west and south-west of the port of Cayo Arcas with a two-way route for tankers arriving at the port of Yúum K'ak Naab.

#### **Two-way route 1**

(40)	20° 13'.55 N	092° 18'.65 W
(36)	20° 05'.50 N	092° 18'.65 W
(35)	20° 05'.50 N	092° 16'.45 W
(25)	20° 12'.00 N	092° 16'.45 W

A precautionary area labelled "D" as defined above.

#### **Two-way route 2**

(37)	20° 03'.30 N	092° 18'.65 W
(41)	19° 40'.71 N	092° 18'.65 W
(42)	19° 41'.65 N	092° 16'.45 W
(34)	20° 03'.30 N	092° 16'.45 W

A precautionary area labelled "E" bounded by a line connecting the following geographical positions:

(41)	19° 40'.90 N	092° 18'.65 W
(43)	19° 38'.70 N	092° 18'.65 W
(44)	19° 39'.45 N	092° 16'.45 W
(42)	19° 41'.65 N	092° 16'.45 W

### **Routeing System IV – One two-way route and a precautionary area**

Established at the south of the port of Cayo Arcas with a two-way route for tankers heading from the precautionary area labelled "C" to precautionary area labelled "F" and vice versa.

#### **Two-way route**

(29)	20° 03'.30 N	092° 06'.50 W
(45)	19° 45'.00 N	092° 06'.50 W
(46)	19° 45'.00 N	092° 04'.30 W
(30)	20° 01'.30 N	092° 04'.30 W

A precautionary area labelled "F" bounded by a line connecting the following geographical positions:

(47)	19° 42'.80 N	092° 06'.50 W
(48)	19° 42'.80 N	092° 04'.30 W
(46)	19° 45'.00 N	092° 04'.30 W
(45)	19° 45'.00 N	092° 06'.50 W

### **Routeing System V – Two two-way routes**

Established at the north of the port of Ta'kuntah with a two-way route for tankers sailing from the proposed anchorage to the east of this port and going on to handle cargo for the ports of Ta'kuntah, Yúum K'ak Naab and Dos Bocas, Tabasco.

#### **Two-way route 1**

(49)	19° 45'.00 N	091° 55'.00 W
(46)	19° 45'.00 N	092° 04'.30 W
(48)	19° 42'.80 N	092° 04'.30 W
(50)	19° 42'.80 N	091° 55'.00 W

Precautionary areas labelled "E" and "F" as defined above.

#### **Two-way route 2**

(45)	19° 45'.00 N	092° 06'.50 W
(42)	19° 41'.65 N	092° 16'.45 W
(44)	19° 39'.45 N	092° 16'.45 W
(47)	19° 42'.80 N	092° 06'.50 W

**Note:** An anchorage is established for exportation tankers involved in loading operations in the ports of Ta'kuntah and Yúum K'ak Naab.

### **FIVE AREAS TO BE AVOIDED**

Five polygons are proposed delimiting areas to be avoided at tanker loading terminals for exporting crude and in the oil exploitation area of the Gulf of Mexico, specifically in the port of Cayo Arcas, in the Gulf of Campeche, in the Rebombero oilfield, in the Enlace Litoral Tabasco oilfield and at the monobuoys in the port of Dos Bocas, Tabasco.

## **1 Amendment to the area to be avoided at the port of Cayo Arcas**

The area to be avoided by ships not involved in oil-related activities in the port of Cayo Arcas is bounded by a line connecting the following geographical positions:

(51)	20° 08'.54 N	092° 00'.58 W
(52)	20° 08'.54 N	091° 56'.67 W
(53)	20° 10'.24 N	091° 56'.67 W
(54)	20° 12'.65 N	091° 59'.60 W
(55)	20° 12'.65 N	092° 00'.58 W

## **2 Amendment to the area to be avoided in the Gulf of Campeche**

The area to be avoided by ships not involved in oil-related activities in the Gulf of Campeche is bounded by a line connecting the following geographical positions:

(22)	19° 05'.35 N	092° 23'.46 W
(56)	19° 08'.00 N	092° 12'.80 W
(57)	19° 12'.09 N	092° 03'.40 W
(58)	19° 17'.50 N	091° 56'.40 W
(59)	19° 30'.50 N	091° 56'.40 W
(60)	19° 36'.30 N	092° 04'.00 W
(61)	19° 42'.20 N	092° 04'.00 W
(62)	19° 42'.20 N	092° 06'.20 W
(63)	19° 37'.50 N	092° 06'.20 W
(64)	19° 37'.50 N	092° 18'.65 W
(65)	19° 16'.20 N	092° 23'.95 W
(23)	19° 07'.09 N	092° 25'.02 W

## **3 Establishment of an area to be avoided at the Rebombeo oilfield**

The area to be avoided by ships not involved in oil-related activities in the Rebombeo oilfield is bounded by a line connecting the following geographical positions:

(66)	18° 56'.80 N	092° 43'.80 W
(67)	18° 51'.80 N	092° 37'.30 W
(11)	18° 53'.09 N	092° 33'.27 W
(70)	18° 58'.80 N	092° 37'.60 W

## **4 Establishment of an area to be avoided at the May oilfield**

The area to be avoided by ships not involved in oil-related activities in the May oilfield is bounded by a line connecting the following geographical positions:

(69)	18° 42'.60 N	092° 37'.10 W
(70)	18° 41'.85 N	092° 34'.10 W
(71)	18° 42'.50 N	092° 33'.70 W
(72)	18° 44'.00 N	092° 36'.10 W

**5 Establishment of an area to be avoided in the loading buoy area in the port of Dos Bocas, Tabasco**

The area to be avoided by ships not involved in crude loading and loading operations for exportation in the loading buoy area in the port of Dos Bocas, Tabasco, is bounded by a line connecting the following geographical positions:

(73)	18° 36'.50 N	093° 12'.10 W
(74)	18° 36'.50 N	093° 08'.70 W
(75)	18° 38'.70 N	093° 08'.70 W
(76)	18° 38'.70 N	093° 12'.10 W

**REVOCAION OF THE EXISTING ROUTEING MEASURES OTHER THAN TRAFFIC SEPARATION SCHEMES IN THE GULF OF CAMPECHE, AT MARITIME OIL TERMINAL OFF CAYO ARCAS AND RECOMMENDED TRACKS IN THE GULF OF CAMPECHE**

Existing routeing measures other than traffic separation schemes as detailed in sections 2.5, 2.6 and 3.2 of Annex 1 to resolution A.527(13), namely in the Gulf of Campeche, at maritime oil terminal off Cayo Arcas and recommended tracks in the Gulf of Campeche respectively are revoked.

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SN.1/Circ.309/Corr.1  
13 July 2012  
ENGLISH ONLY

## **ROUTEING MEASURES OTHER THAN TRAFFIC SEPARATION SCHEMES**

The following correction should be made to SN.1/Circ.309:

### **Page 2, paragraph 2**

Paragraph 2 should be replaced by the following text:

"Accordingly, the aforementioned routeing measures other than traffic separation schemes will be implemented as follows: routeing measures listed in subparagraph 1.1 will be implemented at 0000 hours UTC on 1 May 2013; routeing measures listed in subparagraphs 1.2, 1.3, 1.4, 1.5, 1.6, 1.8, 1.9, 1.10 and 1.11 will be implemented at 0000 hours UTC on 1 December 2012, whilst that listed in subparagraph 1.7 will be implemented at 0000 hours UTC on 1 July 2014.

The existing routeing measures other than traffic separation schemes listed in subparagraph 1.12 will be **revoked** at 0000 hours UTC on 1 December 2012."

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SN.1/Circ.317  
4 December 2012

## **ROUTEING MEASURES OTHER THAN TRAFFIC SEPARATION SCHEMES**

1 The Maritime Safety Committee, at its ninety-first session (26 to 30 November 2012), adopted, in accordance with the provisions of resolution A.858(20), the following new routeing measures other than traffic separation schemes, including amendments to existing routeing measures other than traffic separation schemes, annexed hereto:

- .1 two new precautionary areas and a new area to be avoided as part of establishing a new routeing system "In the approaches to IJmuiden";
- .2 new precautionary area, a new recommended route and a new area to be avoided as part of establishing a new routeing system in the area "West of Rijnveld";
- .3 amendments to the existing "Deep-water route leading to IJmuiden";
- .4 amendments to the existing Routeing measures other than traffic separation schemes, as part of the revision of the routeing system "In the Approaches to Hook of Holland and at North Hinder";
- .5 amendments to the existing Deep-water route leading to Europoort, as part of the revision of the routeing system "In the Approaches to Hook of Holland and at North Hinder";
- .6 new recommendatory area to be avoided off the Ningaloo Coast, Western Australia;
- .7 a new area to be avoided by ships 300 GT or over and a mandatory No Anchoring Area for all ships, as Associated Protective Measures (APMs) for Saba Bank PSSA;
- .8 new areas to be avoided in waters off the Brazilian south-east coast;
- .9 revocation of the existing Deep-water route inside the borders of the traffic separation schemes from Gogland Island to Rodsher Island;
- .10 new recommended tracks and traffic separation line between the traffic separation schemes "Off Rodsher Island" and "Off Gogland Island"; and
- .11 recommendatory measure for vessels crossing the traffic separation scheme and precautionary areas in the Singapore Strait during hours of darkness;

2 Accordingly, the aforementioned routeing measures other than traffic separation schemes will be implemented as follows: routeing measures listed in subparagraphs 1.1, 1.2, 1.3, 1.4, and 1.5 will be implemented at 0000 hours UTC on 1 August 2013; routeing measures listed in subparagraphs 1.6, 1.7, 1.8, 1.10 and 1.11 will be implemented at 0000 hours UTC on 1 June 2013, whilst the existing routeing measures other than traffic separation schemes listed in subparagraph 1.9 will be **revoked** at 0000 hours UTC on 1 June 2013.

\*\*\*

**ANNEX**

**ROUTEING MEASURES OTHER THAN TRAFFIC SEPARATION SCHEMES**

**TWO NEW PRECAUTIONARY AREAS AND A NEW AREA TO BE AVOIDED (ATBA) "IN THE APPROACHES TO IJMUIDEN"**

Reference chart Netherlands 1631 (INT 1418 edition 3)

**Note:** This chart is based on World Geodetic System 1984 datum (WGS 84)

**IJmuiden Junction precautionary area**

- (a) A precautionary area between the IJmuiden Inner and Outer traffic separation schemes is bounded by a line connecting the following geographical positions:

(21)	52° 28'.58 N	004° 10'.85 E	(8)	52° 31'.50 N	004° 08'.13 E
(22)	52° 28'.29 N	004° 08'.97 E	(15)	52° 29'.87 N	004° 09'.28 E
(32)	52° 31'.50 N	004° 06'.70 E	And back to 21		

**Area to be avoided "by IJmuiden northern approaches"**

- (a) An area to be avoided for all ships is bounded by a line connecting the following geographical positions:

(i)	52° 32'.15 N	004° 04'.82 E	(iii)	52° 34'.65 N	004° 02'.22 E
(ii)	52° 34'.04 N	004° 04'.82 E	(iv)	52° 32'.79 N	004° 02'.22 E
And back to (i)					

- (b) The area to be avoided in paragraph (a) above is to be labelled "*Amm. Dumps*"

**IJmuiden Crossing precautionary area**

- (a) A precautionary area immediately west of the IJmuiden West Outer traffic separation scheme is established by a line connecting the following geographical positions:

(33)	52° 31'.50 N	003° 56'.38 E	(36)	52° 25'.16 N	003° 48'.53 E
(35)	52° 25'.53 N	003° 54'.43 E	(37)	52° 31'.50 N	003° 50'.57 E
And back to 33					

**Note:**

**CAUTIONS**

- 1) (Near the buoyed deep-water channel route in the IJmuiden Junction and IJmuiden Crossing precautionary areas)  
For ships that have to cross the deep-water route attention is drawn to rule 18(d)(i) of the 1972 Collision Regulations. Mariners are, however, reminded that when risk of collision is deemed to exist, the 1972 Collision Regulations fully apply and, in particular, the rules of part B, sections II and III are of specific relevance to the crossing situation.
- 2) (By the entrance of the south-south-eastbound traffic lane of the IJmuiden North traffic separation scheme (see section I of part D))  
The area to be avoided on the western boundary of the IJmuiden North traffic separation scheme's south-south-eastbound lane encloses an ammunition dump dating from the end of the Second World War. Mariners are warned not to enter this area and, in particular, not to anchor in it, even in an emergency.

## **NEW PRECAUTIONARY AREA, A NEW RECOMMENDED ROUTE AND A NEW AREA TO BE AVOIDED (ATBA) IN THE AREA "WEST OF RIJNVELD"**

Reference chart Netherlands 1630 (INT 1416), edition 4/2010

**Note:** This chart is based on World Geodetic System 1984 datum (WGS 84)

And:

Reference chart Netherlands 1631 (INT 1418), edition 3

**Note:** This chart is based on World Geodetic System 1984 datum (WGS 84)

### **"Rijnveld" precautionary area**

A precautionary area is established off the entrance to the Rotterdam Waterway. The area is bounded by a line connecting the following geographical positions:

(1)	52° 21'.54 N	003° 27'.14 E	(4)	52° 07'.81 N	003° 26'.80 E
(2)	52° 14'.47 N	003° 29'.38 E	(5)	52° 12'.85 N	003° 12'.42 E
(3)	52° 10'.15 N	003° 29'.58 E	(6)	52° 20'.22 N	003° 24'.90 E

And back to 1

### **Recommended southbound route**

A recommended southbound traffic route is established from the southern end of the southbound traffic lane branching from the south-westbound lane of the Off Texel traffic separation scheme to the north end of the Rijnveld precautionary area. The route is marked by dashed outlined arrows which are placed in a direction of 189.2 degrees in between the following geographical positions:

(6)	52° 20'.22 N	003° 24'.90 E	(8)	52° 31'.76 N	003° 29'.87 E
(7)	52° 31'.94 N	003° 28'.01 E	(1)	52° 21'.54 N	003° 27'.14 E

### **Area to be avoided "at De Ruyter"**

An area to be avoided for all ships, except authorized, around the De Ruyter offshore oil and gas installation is established and bounded by a line connecting the following geographical positions:

(i)	52° 21'.12 N	003° 19'.73 E	(iii)	52° 22'.75 N	003° 22'.00 E
(ii)	52° 22'.75 N	003° 19'.73 E	(iv)	52° 21'.12 N	003° 22'.00 E

And back to i

### **Note:**

#### **CAUTIONS**

- 1) (Rijnveld West precautionary area)  
Mariners are warned that in this precautionary area ships on routes to and from the traffic separation scheme "Off Texel", the River Scheldt and Europoort are merging or crossing.

## AMENDMENT TO THE EXISTING DEEP-WATER ROUTE LEADING TO IJMUIDEN

Reference chart Netherlands 1631 (INT 1418 edition 3)

**Note:** This chart is based on World Geodetic System 1984 datum (WGS 84)

### Description of the amended deep-water route

The deep-water route consists of a deep-water channel (IJ-Geul) and a deep-water approach area (IJ-Geul approach area).

### The deep-water channel (IJ-Geul)

(a) The specific deep-water channel is bounded by a line connecting the following geographical positions:

(1)	52° 28'.10 N	004° 32'.02 E	(16)	52° 29'.94 N	003° 54'.91 E
(2)*	52° 29'.00 N	004° 24'.16 E	(17)	52° 29'.95 N	003° 55'.87 E
(3)*	52° 29'.65 N	004° 23'.45 E	(18)	52° 30'.03 N	004° 07'.74 E
(4)	52° 29'.39 N	004° 20'.73 E	(19)	52° 30'.04 N	004° 09'.16 E
(5)	52° 30'.38 N	004° 11'.84 E	(20)	52° 30'.06 N	004° 12'.50 E
(6)	52° 30'.36 N	004° 08'.93 E	(21)	52° 29'.03 N	004° 21'.70 E
(7)	52° 30'.36 N	004° 07'.51 E	(22)*	52° 28'.80 N	004° 23'.41 E
(8)	52° 30'.27 N	003° 55'.98 E	(23)*	52° 28'.80 N	004° 23'.72 E
(9)	52° 30'.26 N	003° 54'.91 E	(24)	52° 27'.81 N	004° 31'.95 E

\* Geographical positions (2), (3), (22) and (23) are connected by an arc of a circle with a radius of 0.432 miles centred at geographical position (x) 52° 29'.22 N 004° 23'.56 E

### The deep-water approach area (IJ-Geul approach area)

(b) The specific deep-water approach area is bounded by a line connecting the following geographical positions:

(9)	52° 30'.26 N	003° 54'.91 E	(13)	52° 27'.31 N	003° 40'.51 E
(10)	52° 31'.50 N	003° 54'.91 E	(14)	52° 28'.07 N	003° 49'.47 E
(11)	52° 31'.50 N	003° 50'.57 E	(15)	52° 28'.54 N	003° 54'.91 E
(12)	52° 31'.49 N	003° 47'.17 E	(16)	52° 29'.94 N	003° 54'.91 E

### Notes:

Notes 2.1 to 2.4 are to remain unchanged.

Note 2.5, referring to the emergency turning basin, is to be removed.

## AMENDMENTS TO THE EXISTING ROUTEING MEASURES OTHER THAN TRAFFIC SEPARATION SCHEMES "IN THE APPROACHES TO HOOK OF HOLLAND AND AT NORTH HINDER"

Reference chart Netherlands 1630 (INT 1416), Edition 4/2010

**Note:** This chart is based on World Geodetic System 1984 datum (WGS 84)

### Maas Centre precautionary area

A precautionary area is established off the entrance to the Rotterdam Waterway. The area is bounded by a line connecting the following geographical positions:

(58) <sup>1</sup>	51° 59'.67 N	004° 02'.84 E	(18)	52° 05'.04 N	003° 34'.66 E
(57) <sup>1</sup>	51° 59'.14 N	004° 02'.49 E	(15)	52° 05'.96 N	003° 36'.27 E
(56) <sup>2</sup>	51° 58'.12 N	003° 57'.86 E	(14)	52° 06'.17 N	003° 36'.64 E
(31)	51° 57'.11 N	003° 40'.05 E	(11)	52° 07'.09 N	003° 38'.25 E
(30)	51° 56'.26 N	003° 35'.66 E	(10)	52° 07'.13 N	003° 44'.66 E
(28)	51° 58'.25 N	003° 35'.44 E	(3)	52° 07'.14 N	003° 47'.10 E
(25)	51° 59'.92 N	003° 35'.24 E	(2)	52° 07'.17 N	003° 54'.08 E
(23)	52° 00'.57 N	003° 35'.17 E	(7)	52° 07'.18 N	003° 55'.95 E
(22)	52° 02'.56 N	003° 34'.94 E	(59)	52° 07'.19 N	004° 00'.08 E
(19)	52° 04'.74 N	003° 34'.69 E		And back to 58	

<sup>1</sup> Position (58) is the North Mole Head light and position (57) is the South Mole Head Light.

<sup>2</sup> The line between positions (57) and (56) follows southern sea wall.

### Maas Junction precautionary area

A precautionary area between the Maas West Inner and Outer traffic separation schemes is established by a line connecting the following geographical positions:

(20)	52° 04'.63 N	003° 26'.20 E	(50)	51° 52'.59 N	003° 16'.43 E
(21)	52° 02'.12 N	003° 25'.73 E	(49)	51° 55'.99 N	003° 17'.31 E
(24)	51° 59'.75 N	003° 25'.29 E	(46)	51° 58'.49 N	003° 17'.96 E
(26)	51° 59'.09 N	003° 25'.17 E	(40)	51° 59'.15 N	003° 18'.13 E
(27)	51° 56'.90 N	003° 24'.78 E	(39)	52° 01'.77 N	003° 18'.81 E
(29)	51° 54'.10 N	003° 24'.29 E	(36)	52° 04'.54 N	003° 19'.53 E
		And back to 20			

### North Hinder Junction precautionary area

A precautionary area is established off North Hinder. The area is bounded by a line connecting the following geographical positions:

(75)	51° 45'.42 N	002° 39'.92 E	(67)	52° 05'.55 N	003° 06'.32 E
(51)	51° 50'.72 N	003° 06'.78 E	(61)	52° 07'.29 N	003° 03'.08 E
(48)	51° 54'.77 N	003° 07'.49 E	(64)	52° 09'.03 N	002° 59'.83 E
(47)	51° 57'.64 N	003° 08'.00 E	(66)	52° 10'.99 N	002° 56'.16 E
(41)	51° 59'.13 N	003° 08'.26 E	(77)	51° 51'.35 N	002° 28'.70 E
(38)	52° 01'.26 N	003° 08'.37 E	(72)	51° 48'.53 N	002° 34'.04 E
(37)	52° 04'.37 N	003° 08'.52 E	(71)	51° 47'.88 N	002° 35'.27 E
		And back to 75			

### Inshore traffic zone

An inshore traffic zone south of the Maas West Inner TSS and the Maas Centre is established between the coast and a line connecting the following geographical positions:

(60)	51° 34'.00 N	003° 30'.00 E	(31)	51° 57'.11 N	003° 40'.05 E
(29)	51° 54'.10 N	003° 24'.29 E	(56)	51° 58'.12 N	003° 57'.86 E

### Area to be avoided at Maas North

An area to be avoided for all ships is established within the separation zone of the Maas North traffic separation scheme and is bounded by a line connecting the following geographical positions:

(i)	52° 15'.45 N	003° 51'.42 E	(iii)	52° 12'.45 N	003° 48'.32 E
(ii)	52° 12'.45 N	003° 51'.42 E	(iv)	52° 15'.45 N	003° 48'.32 E

And back to (i)

### Notes:

#### CAUTIONS

- 1 (Maas Junction precautionary area between Maas West Outer traffic separation scheme and Maas West Inner separation scheme)  
Mariners are warned that in this precautionary area ships on routes to and from the traffic separation scheme "Off Texel", the River Scheldt and Europoort are merging or crossing.
- 2 (Off the seaward entrances to the "Maas West Inner", the "Maas Northwest" and the "Maas North" traffic separation schemes)  
The precautionary area in the approaches to Hook of Holland should be avoided by passing traffic which is not entering or leaving the adjacent ports.
- 3 (Near the deep-water route in the North Hinder Junction precautionary area and near the "deep-water route leading to Europoort" between the "Maas West Outer" and the "Maas West Inner" traffic separation schemes (see section I of part D)).  
For ships that have to cross the deep-water route attention is drawn to rule 18(d)(i) of the 1972 Collision Regulations. Mariners are, however, reminded that, when risk of collision is deemed to exist, the 1972 Collision Regulations fully apply and, in particular, the rules of part B, sections II and III are of specific relevance to the crossing situation.
- 4 (In the Maas North separation zone below the area to be avoided)  
The area to be avoided within the Maas North separation zone encloses two ammunition dumps. Mariners are warned not to enter this area and, in particular, not to anchor in it, even in an emergency.

## AMENDMENTS TO THE EXISTING DEEP-WATER ROUTE LEADING TO EUROPOORT

Reference chart Netherlands 1630 (INT 1416), Edition 4/2010

**Note:** This chart is based on World Geodetic System 1984 datum (WGS 84)

The deep-water route is bounded by a line connecting the following geographical positions:

(1)	51° 59'.52 N	004° 02'.74 E	(14)	51° 57'.28 N	002° 54'.68 E
(2)	51° 59'.94 N	004° 01'.32 E	(19)	51° 56'.53 N	002° 55'.29 E
(3)*	52° 01'.03 N	003° 56'.91 E	(20)	51° 57'.64 N	003° 08'.00 E
(4)*	52° 02'.33 N	003° 55'.89 E	(21)	51° 58'.49 N	003° 17'.96 E
(5)	52° 02'.00 N	003° 53'.00 E	(22)	51° 59'.09 N	003° 25'.17 E
(6)	52° 00'.57 N	003° 35'.17 E	(23)	51° 59'.47 N	003° 29'.78 E
(7)	51° 59'.75 N	003° 25'.29 E	(24)*	51° 58'.86 N	003° 33'.51 E
(8)	51° 59'.15 N	003° 18'.13 E	(25)*	51° 59'.89 N	003° 34'.87 E
(9)*	51° 58'.79 N	003° 13'.86 E	(26)*	52° 01'.35 N	003° 52'.98 E
(10)*	51° 59'.47 N	003° 12'.28 E	(27)*	52° 01'.16 N	003° 55'.07 E
(11)	51° 59'.13 N	003° 08'.26 E	(28)	51° 59'.66 N	004° 01'.12 E
(12)*	52° 00'.37 N	003° 01'.29 E	(29)	51° 59'.26 N	004° 02'.57 E
(13)*	51° 58'.24 N	002° 57'.73 E			

\* *These positions are connected by circular arcs centred about the following points:*

Ref.	Latitude	Longitude	Radius in nm	Arc between points
(a)	52° 01'.65 N	3° 56'.28 E	0'.729	(3) & (4)
(b)	51° 58'.77 N	3° 12'.66 E	0'.729	(9) & (10)
(c)	51° 58'.73 N	3° 00'.42 E	1'.728	(12) & (13)
(d)	51° 59'.56 N	3° 33'.82 E	0'.729	(24) & (25)
(e)	51° 58'.59 N	3° 53'.40 E	2'.775	(26) & (27)

The mandatory one way deep-water approach route to Eurogeul for inbound vessels with the draught over 17.4 m from the south is bounded by a line connecting the following geographical positions:

(14)	51° 57'.28 N	002° 54'.68 E	(17)	51° 50'.04 N	002° 41'.75 E
(15)	51° 54'.41 N	002° 45'.65 E	(18)	51° 53'.17 N	002° 46'.62 E
(16)	51° 50'.94 N	002° 40'.25 E	(19)	51° 56'.53 N	002° 55'.29 E

### Notes:

#### 1 *Least water depths*

The limiting depths in the route should be ascertained by reference to the latest large-scale navigation charts of the area, noting that the charted depths are checked and maintained by frequent surveys and dredging.

2 *Electronic navigational aids*

- (i) Uninterrupted differential GPS coverage is normally available in this area, so masters of deep draught ships equipped with GPS navigational systems can be informed continuously and highly accurately about the ship's deviation from and progress along the axis of the route.
- (ii) Those ships which because of their draught are confined to the mid-channel zone are strongly advised to make use of the above equipment.

**ESTABLISHMENT OF A NEW RECOMMENDATORY AREA TO BE AVOIDED OFF THE NINGALOO COAST, WESTERN AUSTRALIA**

**Reference charts**

<b>Electronic Navigational Charts (ENC)</b>					
<b>Number</b>	<b>Scale</b>	<b>Horizontal Datum</b>	<b>Vertical Datum</b>	<b>Title</b>	<b>Published</b>
AU322113	90000	WG 84	LAT	Western Australia – Jurabi Point to Low Point	2008
AU422114	180000	WG 84	LAT	Western Australia – Thevenard Island to North West Cape	2008
AU323113	180000	WG 84	LAT	Western Australia – Point Cloates	2008
AU230110	1500000	WG 84	LAT	Australia – Port Hedland to Geraldton	2010

<b>Paper Charts</b>					
<b>Number</b>	<b>Scale</b>	<b>Horizontal Datum</b>	<b>Vertical Datum</b>	<b>Title</b>	<b>Published</b>
AUS 72	50000	WG 84	LAT	Norwegian bay and Point Cloates	2011
AUS 745	150000	WG 84	LAT	North West Cape to Point Maud	1985
AUS 744	150000	WG 84	LAT	Exmouth Gulf and Approaches	1984
AUS 329	300000	WG 84	LAT	North West Cape to Point Cloates	1967
AUS 328	300000	WG 84	LAT	Montebello Islands to North West Cape	1985
AUS 4725	1500000	WG 84	LAT	North West Cape to Cape Leeuwin	2010
AX4723F	1500000	WG 84	LAT	Java to North West Cape	2011
AUS 4723	1500000	WG 84	LAT	Java to North West Cape	2010

**Description of the area to be avoided**

The area lies off the western Australian coast between latitudes 21° 47'.00 S and 22° 50' S, extending between 3 and 12 nm to seaward of the High Water line.

In order to reduce the risk of a marine casualty and resulting pollution and damage to the sensitive marine environment off the Ningaloo Coast, all ships over 150 gross tonnage and ships engaged in towing operations, regardless of size, should avoid the area bounded by a line joining the geographical positions listed below.

.1	21° 47'.00 S	114° 09'.75 E	.6	21° 47'.00 S	113° 50'.00 E
.2	21° 47'.00 S	114° 12'.50 E	.7	22° 40'.00 S	113° 29'.00 E
.3	21° 44'.00 S	114° 12'.50 E	.8	22° 50'.00 S	113° 33'.80 E
.4	21° 42'.00 S	114° 10'.50 E	.9	The coastline at 22° 50'.00 S	
.5	21° 42'.00 S	114° 00'.00 E	.10	Then along the coastline to (1) above	

### **NEW AREA TO BE AVOIDED BY SHIPS OF 300 GT OR OVER AND A MANDATORY NO ANCHORING AREA FOR ALL SHIPS AS ASSOCIATED PROTECTIVE MEASURES (APMS) FOR SABA BANK PSSA**

#### **Description of the mandatory no anchoring and an area to be avoided**

An area to be avoided by ships of 300 GT and over and a mandatory no anchoring area for all ships is established in the area designated as a Particularly Sensitive Sea Area and bounded by a line connecting the following geographical positions:

(Reference Chart: Netherlands 2020, Edition November 2007

**Note:** This chart is based on World Geodetic System 1984 (WGS 84))

1.	17° 27'.06 N	063° 56'.14 W
2.	17° 29'.00 N	063° 55'.09 W
3.	17° 27'.94 N	063° 43'.32 W
4.	17° 38'.03 N	063° 27'.41 W
5.	17° 43'.35 N	063° 32'.74 W
6.	17° 45'.98 N	063° 29'.98 W
7.	17° 40'.34 N	063° 21'.10 W
8.	17° 30'.88 N	063° 10'.92 W
9.	17° 23'.80 N	063° 11'.25 W
10.	17° 16'.27 N	063° 15'.85 W
11.	17° 13'.44 N	063° 26'.89 W
12.	17° 10'.55 N	063° 41'.81 W
13.	17° 20'.85 N	063° 49'.89 W

### **ESTABLISHMENT OF TWO NEW AREAS TO BE AVOIDED IN WATERS OFF THE BRAZILIAN SOUTH-EAST COAST**

(Reference charts: Brazil 22800, 2009 edition and Brazil 22900, 2008 edition;

**Note:** These charts are based on WGS 84 datum.)

#### **Description of the areas to be avoided**

1 Golfinho Field

An area within the circle of 7 nautical miles radius centred on the following geographical position:

20° 00' 10" S 039° 34' 45" W

2 Jubarte Field

An area within the circle of 7.5 nautical miles radius centred on the following geographical position:

21° 16' 25" S      040° 01' 54" W

**Note:** All vessels not engaged in offshore activities are requested to avoid these areas.

**REVOCAION OF THE DEEP-WATER ROUTE INSIDE THE BORDERS OF THE TRAFFIC SEPARATION SCHEME FROM GOGLAND ISLAND TO RODSHER ISLAND**

Positions are based on World Geodetic System 1984 Datum (WGS 84). The Russian Federation reference chart #23004 (Pulkovo). For obtaining position in WGS datum charted positions should be moved 0'.14 (8".3) westward.

The deep-water route with established direction of traffic flow within the borders of the traffic separation scheme from Gogland Island to Rodsher Island intended for the passage of ships with a draught up to 15 m is revoked.

**NEW RECOMMENDED TRACKS AND TRAFFIC SEPARATION LINE BETWEEN THE TRAFFIC SEPARATION SCHEMES "OFF RODSHER ISLAND" AND "OFF GOGLAND ISLAND"**

Positions are based on World Geodetic System 1984 Datum (WGS 84). The Russian Federation reference chart #23004 (Pulkovo). For obtaining position in WGS datum charted positions should be moved 0'.14 (8".3) westward.

**New recommended tracks and traffic separation line between traffic separation schemes "Off Rodsher Island" and "Off Gogland Island"**

Recommended tracks are eastbound and westbound traffic lanes separated by a traffic separation line connecting the following geographical positions:

- 1) 60° 00.10' N,      026° 44.16' E; and
- 2) 59° 59.00' N,      026° 57.26' E.

The traffic lanes are 1.25 miles wide.

## **RECOMMENDATORY MEASURE FOR VESSELS CROSSING THE TRAFFIC SEPARATION SCHEME (TSS) AND PRECAUTIONARY AREAS IN THE SINGAPORE STRAIT DURING HOURS OF DARKNESS**

1 Vessels are recommended to display, if carried, the night signals consisting of three all-round green lights\* in a vertical line in the following situations:

- (a) vessels departing from ports or anchorages when crossing the westbound or eastbound lane of the TSS or precautionary areas in the Singapore Strait to join the eastbound or westbound lane respectively; and
- (b) eastbound or westbound vessels in the TSS or precautionary areas in the Singapore Strait crossing to proceed to ports or anchorages in the Singapore Strait.

2 The night signals are recommended to be displayed by:

- (a) vessels of 300 gross tonnage and above;
- (b) vessels of 50 metres or more in length; and
- (c) vessels engaged in towing or pushing with a combined 300 gross tonnage and above, or with a combined length of 50 metres or more.

3 Vessels crossing the TSS and precautionary areas in the Singapore Strait to proceed to or from ports or anchorages should comply with the following procedures:

- (a) a vessel in the Singapore Strait which intends to cross the eastbound or westbound traffic lanes in the TSS or precautionary areas respectively should comply with the following:
  - (i) report to the VTIS to indicate its intention in advance, allowing VTIS to alert ships in the vicinity of the crossing vessel;
  - (ii) display the signals consisting of three all-round green lights in a vertical line in ample time prior to crossing in order for other vessels to note the intention to cross the TSS or precautionary areas;
  - (iii) when traffic conditions are favourable make a large alteration of course, if necessary, so as, to be readily apparent to other vessels in the vicinity observing visually or by radar and cross the traffic lane on a heading as nearly as practicable at right angles to the general direction of traffic flow; and
  - (iv) report to VTIS and switch off the night signals when it has safely left/crossed or joined the appropriate traffic lane.
- (b) displaying the night signals does not exempt the crossing vessel of its obligations to comply with the COLREG.

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\* The technical specifications of the lights used in the "three green lights" signal should, if possible, comply closely with positioning and technical details of lights in annex I of COLREG.

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SN.1/Circ.317/Corr.1  
6 February 2013  
ENGLISH ONLY

## **ROUTEING MEASURES OTHER THAN TRAFFIC SEPARATION SCHEMES**

The following corrections should be made to SN.1/Circ.317.

### **Annex, page 2**

#### **Recommended southbound route**

The text of this paragraph should be amended to read as follows:

A recommended direction of traffic flow southbound is established from the southern end of the southbound traffic lane branching from the south-westbound lane of the Off Texel traffic separation scheme to the north end of the Rijnveld precautionary area. The route is marked by dashed outlined arrows which are placed in a direction of 189.2 degrees in between the following geographical positions:

(6)	52° 20'.22 N	003° 24'.90 E	(8)	52° 31'.76 N	003° 29'.87 E
(7)	52° 31'.94 N	003° 28'.01 E	(1)	52° 21'.54 N	003° 27'.14 E

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24 January 2013

## **SAFETY OF NAVIGATION**

### **ASSOCIATED NEW RULES AND PROCEDURES FOR SHIPS TRANSITING AND USING THE ANCHORAGE AND THE SEPARATION ZONE OF THE TRAFFIC SEPARATION SCHEME "IN THE SINGAPORE STRAIT"**

- 1 The Maritime Safety Committee, at its seventy-eighth session (12 to 21 May 2004), adopted, in accordance with the provisions of resolution A.858(20), an amendment to the traffic separation scheme "In the Singapore Strait" for the establishment of an anchorage area in the existing separation zone for emergency anchoring of vessels including damaged vessels for repairs prior to entry into a shipyard or similar matters. This information was circulated by COLREG.2/Circ.54 of 28 May 2004 and the amendment was implemented at 0000 hours UTC on 1 January 2005.
- 2 The delegation of Indonesia had further informed the Maritime Safety Committee in May 2004 that the associated new rules and procedures for ships transiting and using the amended TSS "In the Singapore Strait" would be submitted to IMO before 1 December 2004.
- 3 On 28 June 2004, the Organization received a copy of the text of a Decree of the Directorate General of the Sea Communications No. PP 72/8/1-03 dated 20 November 2003 on "Standard operating procedures for management and operation of the Nipah transit anchorage area on the waters of Nipah" from the Government of the Republic of Indonesia. This information was brought to the attention of Member Governments by means of SN/Circ.238.
- 4 On 27 October 2010, the Organization received from the Government of the Republic of Indonesia, a copy of the text of a Decree of the Minister of Transportation No. KP.255 Year 2007 dated 12 June 2007 on "Establishment of location for the activities of anchorage of PT (PERSERO) PELABUHAN INDONESIA I in the waters of Nipah, Singapore Straits" and a copy of the Decision of the Director General of Sea Transportation No. PU.60/1/19/DJPL.08 dated 2 June 2008 on "Standard operation procedure for management and operation of Nipah Transit Anchorage Area (NTAA) in the waters of Nipah, Singapore Straits". This information was brought to the attention of Member Governments by means of SN.1/Circ.238/Rev.1 dated 16 November 2010.
- 5 On 10 October 2011, the Organization received from the Government of the Republic of Indonesia a copy of the text of a Decree of the Minister of Transportation No. KP.509 of 2010 dated 17 December 2010 on "Granting of permit to operator of Sambu Port in cooperation with Pt. Asinusa Putra Sekawan to develop anchorage area and ship-to-ship transfer activities in waters territory of Nipah Island Singapore Strait" and a copy of the Decree of the Director General of Sea Transportation No. PU63/1/1/DJPL-11 dated 21 January 2011 on "Standard operation procedure for management and operation of anchorage area and ship-to-ship transfer at waters of Nipah Island in the Singapore Strait."

6 On 23 January 2013, the Organization received from the Government of the Republic of Indonesia a copy of the text of a Decree of the Minister of Transportation No. KP 1121 of 2012 dated 4 December 2012 on "Granting of permit to operator of Sambu Port in cooperation with PT. Asinusa Putra Sekawan to develop anchorage area and ship-to-ship transfer activities in waters territory of Nipah Island Singapore Strait".

7 Accordingly, the Decree of the Minister of Transportation No.KP.509 of 2010 dated 17 December 2010 on "Granting of permit to operator of Sambu Port in cooperation with PT. Asinusa Putra Sekawan to develop anchorage area and ship-to-ship transfer activities in waters territory of Nipah Island Singapore Strait" is null and void as of 4 December 2012.

8 The location of the anchorage in the waters of Nipah is given in the annex, where ship-to-ship transfer, tank cleaning, blending, bunker, ship lay up and ship chandlery activities can now be executed at the Nipah Island Transit Anchorage Area (NITAA).

9 Member Governments are invited to bring the annexed information to the attention of all concerned.

10 This circular revokes SN.1/Circ.238/Rev.2.

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**ANNEX**

**DECREE OF MINISTER OF TRANSPORTATION**

**NUMBER: KP 1121 YEAR 2012**

**CONCERNING**

**PERMIT GRANTING TO SAMBU PORT OPERATOR IN COOPERATION WITH PT.  
ASINUSA PUTRA SEKAWAN TO DEVELOP THE ANCHORAGE AND SHIP TO  
SHIP TRANSFER AREA IN NIPAH ISLAND WATERS OF THE SINGAPORE  
STRAIT**

**BY THE GRACE OF GOD ALMIGHTY**

**THE MINISTER OF TRANSPORTATION**

Reading : Letter of Director General of Marine  
Transportation Number PPO01/5/8/DJPL-12 dated  
October 11, 2012 regarding the expansion of  
Anchorage Area Transit Location in Nipah  
Island Waters for Ship to Ship Transfer  
Activities.

Considering : a. that in order to perform the harbor  
service concession activities in Nipah  
Island waters of the Singapore Strait,  
the Sambu Port Operator in cooperation  
with PT. Asinusa Putra Sekawan activity  
has been developing the anchorage and  
ship to ship transfer area in Nipah  
waters of the Singapore Strait based on  
the Decree of the Minister of

Transportation Number KP 509 Year 2010  
dated December 17, 2010;

- b. that in order to increase the number of ships to conduct anchorage and ship to ship transfer activities in Nipah Island waters of the Singapore Strait, it is necessary to expand the said anchorage and ship to ship transfer area which shall be stipulated by Decree of the Minister of Transportation;
- c. That based on the considerations as referred to in paragraph a and b, it shall be required to stipulate the Decree of the Minister of Transportation concerning Permit Granting to Sambu Port Operator in cooperation with PT. Asinusa Putra Sekawan to develop the Anchorage and Ship to Ship Transfer Area in Nipah Island waters of the Singapore Strait.

In view of : 1. Law Number 17 Year 2008 concerning Shipping (State Gazette of the Republic of Indonesia Number 64 Year 2008, Supplement to State Gazette Number 4849);

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TRANSLATOR  
BK. GOR. KDKI JKT. NO. 2228/2007

2. Law Number 32 Year 2009 concerning Environment Protection and Management (State Gazette of the Republic of Indonesia Number 140 Year 2009, Supplement to State Gazette Number 5059);
3. Government Regulation Number 61 Year 2009 concerning Port Affairs (State Gazette of the Republic of Indonesia Number 151 Year 2009, Supplement to State Gazette Number 5070);
4. Government Regulation Number 5 Year 2010 concerning Navigational Matters (State Gazette of the Republic of Indonesia Number 8 Year 2010, Supplement to State Gazette Number 5093);
5. Government Regulation Number 20 Year 2010 concerning Water Transportation (State Gazette of the Republic of Indonesia Number 26 Year 2010, Supplement to State Gazette Number 5108); as amended by Government Regulation Number 22 Year 2011 (State Gazette of the Republic of Indonesia

Number 43 Year 2011, Supplement to State Gazette Number 5208)

6. Government Regulation Number 21 Year 2010 concerning Marine Environment Protection (State Gazette of the Republic of Indonesia Number 27 Year 2010, Supplement to State Gazette Number 5109);
7. Presidential Decree Number 65 Year 1980 concerning the Ratification of "International Convention for the Safety of Life at Sea 1974"
8. Presidential Regulation Number 47 Year 2009 concerning Formation and Organization of State Ministries as amended several times, the latest by Presidential Regulation Number 91 Year 2011;
9. Presidential Regulation Number 24 Year 2010 concerning Position, Task and Function of State Ministries and Organization Structure, Task and Function of Echelon I of State Ministries as latest amended by

Presidential Regulation Number 92 Year  
2011;

10. Decree of the Minister of Transportation  
Number KM 54 Year 2002 concerning the  
Organization of Sea Ports;
11. Decree of the Minister of Transportation  
Number KP 255 Year 2007 concerning  
Determination of Anchorage Location of  
PT. Pelabuhan Indonesia I (Persero) in  
Nipah Waters of the Singapore Strait.
12. Regulation of the Minister of  
Transportation Number KM 60 Year 2010  
concerning the Organization and  
Procedures of the Ministry of  
Transportation;
13. Regulation of the Minister of  
Transportation Number KM 62 Year 2010  
concerning the Organization and  
Procedures of Port Operating Unit Office  
as amended by Regulation of the Minister  
of Transportation Number PM 44 Year  
2011;
14. Decree of the Minister of Transportation  
Number KP 438 Year 2010 concerning  
Granting of Business Permit to PT.

Asinusa Putra Sekawan as Port Business  
Entity:

15. Regulation of the Minister of  
Transportation Number PM 53 Year 2011  
concerning the Guiding Service;

**D E C I D E D:**

by revoking and declaring as invalid Decree  
of the Minister of Transportation Number KP  
509 Year 2010 concerning Permit Granting to  
Sambu Port Operator in cooperation with PT.  
Asinusa Putra Sekawan to Develop the  
Anchorage and Ship to Ship Transfer Area in  
Nipah Island Waters of the Singapore Strait.

To Stipulate : DECREE OF THE MINISTER OF TRANSPORTATION  
CONCERNING PERMIT GRANTING TO SAMBU PORT  
OPERATOR IN COOPERATION WITH PT. ASINUSA  
PUTRA SEKAWAN TO DEVELOP THE ANCHORAGE AND  
SHIP TO SHIP TRANSFER AREA IN NIPAH ISLAND  
WATERS OF THE SINGAPORE STRAIT.

FIRST : Granting permit to Sambu Port Operator in  
cooperation with:

- a. Name of Company : PT. Asinusa Putra Sekawan
- b. Field of Business: Management of terminal and  
other port facilities

c. Address : Plaza Marein Building 16<sup>th</sup>  
Floor, Sudirman Plaza  
Business Complex, Jl.  
Jenderal Sudirman Kav. 76-  
78, Kelurahan Setiabudi,  
Kecamatan Setiabudi,  
Jakarta Selatan

d. Taxpayer ID No. : 01.832.244.6-018.000

e. PIC : Andy Tangara (Managing  
Director)

to develop and undertake the harbor service in  
Nipah Island Waters of the Singapore Strait at  
geographical coordinates of points:

Point A : 01°10'18"N / 103°35'18"E

Point B : 01°10'18"N / 103°38'42"E

Point C : 01°09'10"N / 103°38'42"E

Point D : 01°09'36"N / 103°35'18"E

Zonation A

Point A : 01°09'33.0"N / 103°34'54.0"E

Point B : 01°09'36.0"N / 103°35'18.0"E

Point C : 01°09'27.0"N / 103°36'30.0"E

Point D : 01°06'10.0"N / 103°34'33.0"E

Point E : 01°07'04.0"N / 103°33'02.0"E

Zonation B

Point A : 01°10'18"N / 103°35'18"E

Point B : 01°10'18"N / 103°35'18"E  
Point C : 01°10'18"N / 103°35'18"E  
Point D : 01°10'18"N / 103°35'18"E  
Point E : 01°10'18"N / 103°35'18"E

Zonation B

Point A : 01°08'17.0"N / 103°40'43.0"E  
Point B : 01°07'40.0"N / 103°39'32.0"E  
Point C : 01°06'18.0"N / 103°42'00.0"E  
Point D : 01°06'33.0"N / 103°42'30.0"E  
Point E : 01°05'48.0"N / 103°42'48.0"E  
Point F : 01°04'54.0"N / 103°40'54.0"E

SECOND : The water territory as referred to in the  
FIRST dictum is used for following  
activities:

- a. ship to ship transfer
- b. tank cleaning
- c. material blending
- d. oil or water filling (bunker)
- e. laid up ship chander

THIRD : PT. Asinusa Putra Sekawan in conducting  
harbor service concession activities in Nipah  
Island waters of the Singapore Strait as the  
anchorage and ship to ship transfer area, the  
implementation shall be carried out by

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SWORN & AUTHORIZED  
TRANSLATOR  
SK GUB BENDI JAL NO. 22307/001

concession agreements or other form of agreements with Sambu Port Operator.

FOURTH : In conducting harbor service concession activities in Nipah Island waters of the Singapore Strait, the permit holder is required to:

- a. comply with statutory regulations and provisions concerning harbor and environmental sustainability;
- b. comply with statutory regulations of other government institutions which are related to its main business;
- c. maintain necessary facilities for the smooth flow of traffic of goods and government task implementation;
- d. provide waste storage facility in accordance with the statutory regulations;
- e. be fully responsible for the development and concession activities of harbor service;
- f. submit monthly operational reports to the Minister of Transportation through

the Director General of Marine  
Transportation.

- FIFTH : Permit of development and concession of harbor service as referred to in the FIRST Dictum could be revoked if the permit holder does not perform the obligations as referred to in the THIRD and FOURTH dictum, as well as prevailing statutory regulations in shipping.
- SIXTH : The Director General of Marine Transportation shall perform technical guidance and supervision against the implementation of this Decree of the Minister of Transportation.
- SEVENTH : This Decree of the Minister of Transportation shall be effective from the date of stipulation.

Stipulated in Jakarta

on December 4, 2012

MINISTER OF TRANSPORTATION

[signed]

E.E. MANINDAAN

Copy of this Decree of the Minister of Transportation shall be presented to:

1. Coordinating Minister for the Economic Affairs;
2. Coordinating Minister for Political, Legal and Security Affairs;
3. Minister of Law and Human Rights;
4. Minister of Defense;
5. Minister of Finance;
6. Minister of Industry;
7. Minister of Trade;
8. Minister of Environment;
9. Secretary General, Inspector General, and Director General of Marine Transportation of Ministry of Transportation;
10. Governor of Riau Island
11. Head of Sambu Port Operating Unit Office
12. Board of Directors of PT. Asinusa Putra Sekawan

Certifies as a true copy  
HEAD OF LEGAL AFFAIRS AND  
FOREIGN COOPERATION BUREAU

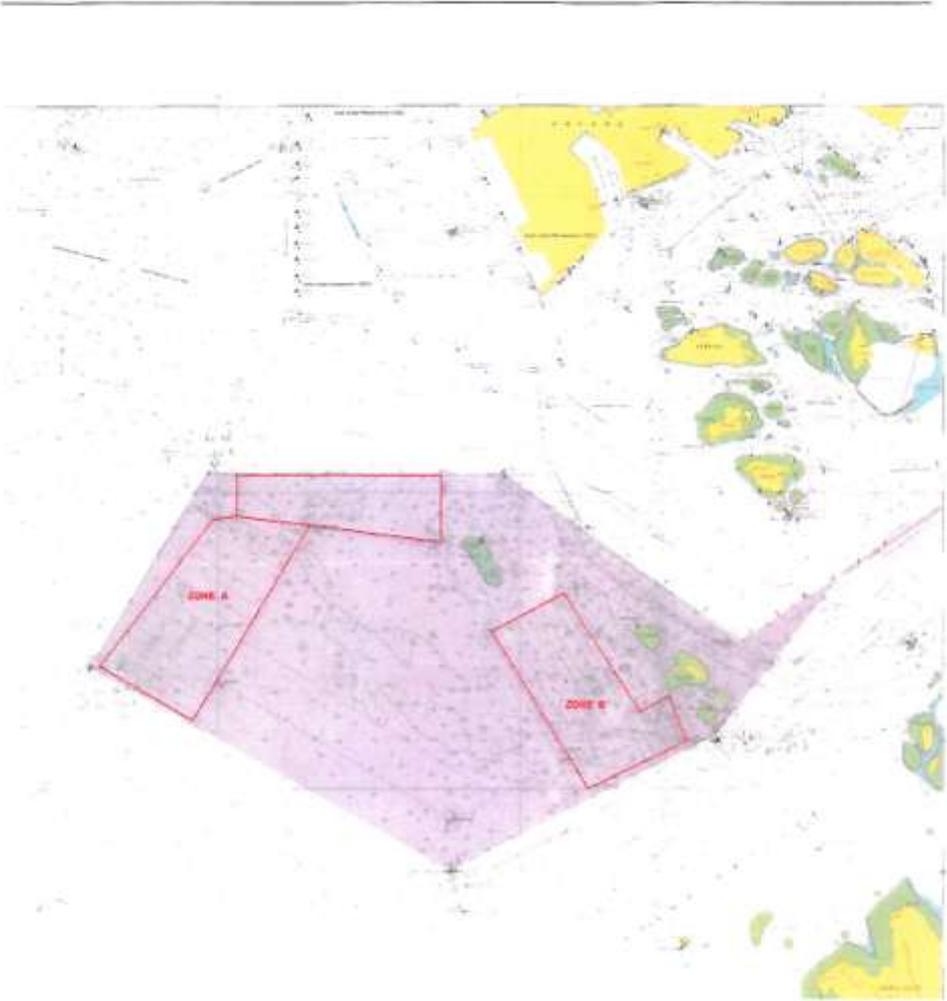
[sealed and signed]

UMAR ARIS, SH, MM, MH  
Junior Administrator (IV/C)  
NIP. 19630220 198903 1 001

I, Anang Fahkrudin, a sworn and authorized translator, by virtue of Jakarta Capital Territory Governor's Decree No. 2228/2001, practicing in Jakarta, do solemnly and sincerely declare that the foregoing document is a true and faithful translation from Indonesian into English of the original version.

Jakarta, December 19, 2012

ANANG FAHKRUDIN  
SWORN & AUTHORIZED  
TRANSLATOR  
SK. GUB. DKI JKR. NO. 2228/2001



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SN.1/Circ.326  
23 May 2014

## **ROUTING MEASURES OTHER THAN TRAFFIC SEPARATION SCHEMES**

1 The Maritime Safety Committee, at its ninety-third session (14 to 23 May 2014), adopted, in accordance with resolution A.858(20), the following new routing measures other than traffic separation schemes:

- .1 two-way route in the Great Barrier Reef and Torres Strait;
- .2 recommendations on navigation for the new traffic separation scheme "On the Pacific coast of Panama" (Part 1 "Gulf of Panama");
- .3 precautionary area for the new traffic separation scheme "At the approaches to Puerto Cristobal";

and revoked the existing routing measures other than traffic separation schemes:

- .4 existing area to be avoided and a mandatory no anchoring area at El Paso deep-water port in the Gulf of Mexico.

2 Accordingly, the aforementioned will be implemented at 0000 hours UTC on 1 December 2014.

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ANNEX

ROUTING MEASURES OTHER THAN TRAFFIC SEPARATION SCHEMES

TWO-WAY ROUTE IN THE GREAT BARRIER REEF AND TORRES STRAIT

A two-way route as described in paragraphs A, B and C is established:

**A) In the Prince of Wales Channel, Torres Strait**

Reference Charts: AUS293, 2011-11-18 edition, AUS296, 2011-11-18 Edition, AU411141, 2012-12-14 Edition, AU411142, 2012-12-21 edition.

**Note:** These charts are based on the World Geodetic System 1984 (WGS 84) datum.

The Northern limit is bounded by lines joining the following geographical positions:

(1)	10° 33'.33 S	142° 00'.00 E	(16)	10° 30'.28 S	142° 13'.79 E
(2)	10° 31'.91 S	141° 56'.09 E	(17)	10° 30'.35 S	142° 14'.67 E
(3)	10° 32'.00 S	141° 54'.05 E	(18)	10° 29'.41 S	142° 17'.07 E
(4)	10° 32'.17 S	141° 53'.14 E	(19)	10° 28'.20 S	142° 20'.50 E
(5)	10° 32'.40 S	141° 52'.16 E	(20)	10° 28'.05 S	142° 22'.82 E
(6)	10° 32'.77 S	141° 51'.62 E	(21)	10° 28'.54 S	142° 26'.93 E
(7)	10° 32'.39 S	141° 51'.34 E	(22)	10° 28'.81 S	142° 25'.61 E
(8)	10° 32'.18 S	141° 51'.95 E	(23)	10° 28'.38 S	142° 22'.61 E
(9)	10° 31'.65 S	141° 53'.14 E	(24)	10° 28'.37 S	142° 22'.35 E
(10)	10° 31'.38 S	141° 56'.17 E	(25)	10° 28'.78 S	142° 19'.99 E
(11)	10° 32'.66 S	142° 01'.83 E	(26)	10° 29'.46 S	142° 18'.26 E
(12)	10° 33'.12 S	142° 05'.98 E	(27)	10° 29'.53 S	142° 20'.60 E
(13)	10° 33'.24 S	142° 08'.00 E	(28)	10° 29'.62 S	142° 21'.10 E
(14)	10° 32'.29 S	142° 09'.30 E	(29)	10° 29'.65 S	142° 21'.61 E
(15)	10° 30'.29 S	142° 12'.23 E	(30)	10° 29'.51 S	142° 22'.29 E

The Southern limit is bounded by lines joining the following geographical positions:

(31)	10° 33'.62 S	142° 00'.00 E	(43)	10° 34'.30 S	142° 07'.57 E
(32)	10° 33'.97 S	141° 55'.37 E	(44)	10° 33'.17 S	142° 09'.22 E
(33)	10° 34'.34 S	141° 53'.85 E	(45)	10° 32'.49 S	142° 09'.83 E
(34)	10° 34'.84 S	141° 52'.91 E	(46)	10° 32'.21 S	142° 10'.24 E
(35)	10° 35'.49 S	141° 52'.41 E	(47)	10° 30'.83 S	142° 12'.45 E
(36)	10° 35'.66 S	141° 52'.65 E	(48)	10° 30'.70 S	142° 15'.68 E
(37)	10° 35'.16 S	141° 53'.01 E	(49)	10° 29'.99 S	142° 18'.15 E
(38)	10° 34'.98 S	141° 53'.28 E	(50)	10° 30'.00 S	142° 18'.53 E
(39)	10° 34'.83 S	141° 53'.74 E	(51)	10° 30'.03 S	142° 19'.40 E
(40)	10° 34'.72 S	141° 54'.34 E	(52)	10° 30'.10 S	142° 21'.54 E
(41)	10° 34'.60 S	141° 59'.92 E	(53)	10° 30'.45 S	142° 24'.02 E
(42)	10° 34'.50 S	142° 02'.86 E			

**B) In the Great Barrier Reef Inner Route (North)**

Reference Charts: AUS828, 2012-09-07 edition, AUS829, 2012-10-05 edition, AUS830, 2006-03-03 edition, AUS831, 2006-03-31 edition, AUS832, 2006-04-14 edition, AUS833, 2006-06-23 edition, AUS834, 2006-03-17 edition, AUS835, 2006-03-03 edition, AUS839, 2012-01-27 edition, AU412142, 2012-09-03 edition, AU415144, 2011-10-21 edition, AU411142, 2012-12-21 edition, AU415145, 2011-09-09 edition, AU417146, 2011-07-01 edition, AU417145, 2012-11-20 edition, AU414144, 2011-07-28 edition, AU419146, 2012-12-19 edition, AU414143, 2012-02-24 edition, AU413143, 2011-07-01 edition, AU416145, 2012-11-27 edition, AU412143, 2012-12-12 edition, AU418146, 2012-12-21 edition.

**Note:** These charts are based on the World Geodetic System 1984 (WGS 84) datum.

The Western limit is bounded by lines joining the following geographical positions:

(1)	10° 30'.00 S	142° 18'.53 E	(23)	13° 53'.71 S	144° 14'.49 E
(2)	10° 34'.77 S	142° 26'.87 E	(24)	14° 06'.89 S	144° 25'.69 E
(3)	10° 41'.41 S	142° 34'.45 E	(25)	14° 08'.19 S	144° 29'.28 E
(4)	10° 42'.12 S	142° 37'.66 E	(26)	14° 09'.91 S	144° 33'.19 E
(5)	10° 45'.50 S	142° 40'.64 E	(27)	14° 14'.42 S	144° 36'.88 E
(6)	10° 48'.41 S	142° 47'.23 E	(28)	14° 20'.77 S	144° 39'.81 E
(7)	11° 14'.87 S	142° 53'.31 E	(29)	14° 27'.42 S	144° 47'.64 E
(8)	11° 25'.52 S	142° 53'.76 E	(30)	14° 32'.29 S	144° 55'.80 E
(9)	11° 35'.40 S	142° 57'.06 E	(31)	14° 43'.58 S	145° 06'.97 E
(10)	11° 58'.21 S	143° 17'.95 E	(32)	14° 49'.91 S	145° 15'.32 E
(11)	12° 05'.31 S	143° 13'.37 E	(33)	14° 55'.11 S	145° 22'.16 E
(12)	12° 13'.01 S	143° 14'.06 E	(34)	14° 59'.91 S	145° 22'.96 E
(13)	12° 18'.91 S	143° 17'.26 E	(35)	15° 05'.25 S	145° 23'.46 E
(14)	12° 26'.47 S	143° 22'.06 E	(36)	15° 15'.10 S	145° 22'.36 E
(15)	12° 37'.50 S	143° 28'.18 E	(37)	15° 33'.06 S	145° 21'.73 E
(16)	12° 49'.53 S	143° 34'.45 E	(38)	15° 40'.35 S	145° 21'.25 E
(17)	12° 50'.97 S	143° 35'.84 E	(39)	15° 44'.91 S	145° 23'.31 E
(18)	12° 52'.25 S	143° 38'.59 E	(40)	16° 01'.79 S	145° 28'.84 E
(19)	12° 58'.48 S	143° 43'.41 E	(41)	16° 31'.47 S	145° 37'.73 E
(20)	13° 09'.56 S	143° 47'.36 E	(42)	16° 54'.66 S	146° 01'.07 E
(21)	13° 17'.03 S	143° 49'.98 E	(43)	18° 08'.46 S	146° 22'.56 E
(22)	13° 41'.48 S	144° 03'.92 E	(44)	18° 25'.46 S	146° 29'.74 E

The Eastern limit is bounded by lines joining the following geographical positions:

(45)	10° 30'.03 S	142° 19'.40 E	(70)	14° 22'.70 S	144° 44'.10 E
(46)	10° 30'.82 S	142° 21'.02 E	(71)	14° 26'.60 S	144° 53'.80 E
(47)	10° 31'.77 S	142° 23'.45 E	(72)	14° 28'.90 S	144° 56'.92 E
(48)	10° 30'.10 S	142° 21'.54 E	(73)	14° 29'.00 S	144° 57'.44 E
(49)	10° 30'.45 S	142° 24'.02 E	(74)	14° 29'.00 S	144° 59'.70 E
(50)	10° 32'.25 S	142° 27'.17 E	(75)	14° 32'.20 S	145° 03'.80 E
(51)	10° 35'.80 S	142° 33'.46 E	(76)	14° 33'.20 S	145° 16'.00 E
(52)	10° 44'.52 S	142° 41'.07 E	(77)	14° 35'.49 S	145° 19'.00 E
(53)	10° 48'.22 S	142° 50'.06 E	(78)	14° 39'.43 S	145° 25'.73 E
(54)	11° 22'.17 S	143° 00'.60 E	(79)	15° 29'.33 S	145° 23'.79 E
(55)	11° 34'.91 S	142° 58'.73 E	(80)	15° 35'.46 S	145° 24'.00 E
(56)	11° 57'.71 S	143° 19'.65 E	(81)	15° 39'.05 S	145° 25'.21 E
(57)	12° 05'.22 S	143° 14'.65 E	(82)	15° 44'.03 S	145° 31'.25 E
(58)	12° 14'.32 S	143° 15'.46 E	(83)	16° 01'.38 S	145° 31'.27 E
(59)	12° 26'.98 S	143° 23'.47 E	(84)	16° 20'.20 S	145° 36'.94 E
(60)	12° 49'.33 S	143° 36'.15 E	(85)	16° 27'.40 S	145° 40'.54 E
(61)	12° 51'.09 S	143° 37'.86 E	(86)	16° 49'.91 S	146° 00'.00 E
(62)	12° 51'.79 S	143° 39'.35 E	(87)	16° 50'.00 S	146° 03'.23 E
(63)	12° 56'.20 S	143° 43'.27 E	(88)	16° 38'.70 S	146° 12'.07 E
(64)	13° 17'.11 S	143° 51'.02 E	(89)	16° 40'.11 S	146° 13'.94 E
(65)	13° 41'.32 S	144° 05'.63 E	(90)	16° 51'.33 S	146° 05'.16 E
(66)	13° 45'.90 S	144° 09'.23 E	(91)	16° 55'.57 S	146° 03'.78 E
(67)	14° 07'.34 S	144° 29'.25 E	(92)	17° 14'.14 S	146° 09'.95 E
(68)	14° 10'.77 S	144° 36'.92 E	(93)	18° 07'.73 S	146° 25'.06 E
(69)	14° 19'.93 S	144° 41'.13 E	(94)	18° 22'.87 S	146° 34'.96 E

Polygon cut out is defined by lines joining the following geographical positions:

(95)	10° 33'.35 S	142° 26'.58 E	(97)	10° 41'.31 S	142° 36'.97 E
(96)	10° 41'.02 S	142° 35'.27 E	(98)	10° 38'.41 S	142° 34'.57 E

Polygon cut out is defined by lines joining the following geographical positions:

(99)	11° 04'.09 S	142° 52'.37 E	(102)	11° 30'.84 S	142° 57'.22 E
(100)	11° 15'.14 S	142° 54'.97 E	(103)	11° 21'.47 S	142° 58'.73 E
(101)	11° 24'.92 S	142° 55'.26 E			

Polygon cut out is defined by lines joining the following geographical positions:

(104)	14° 03'.86 S	144° 24'.62 E	(107)	14° 06'.18 S	144° 26'.66 E
(105)	14° 04'.98 S	144° 25'.33 E	(108)	14° 04'.82 S	144° 25'.83 E
(106)	14° 05'.95 S	144° 26'.14 E			

Polygon cut out is defined by lines joining the following geographical positions:

(109)	14° 23'.85 S	144° 45'.29 E	(115)	14° 30'.61 S	145° 00'.26 E
(110)	14° 26'.85 S	144° 48'.47 E	(116)	14° 29'.30 S	144° 58'.80 E
(111)	14° 31'.11 S	144° 55'.15 E	(117)	14° 29'.30 S	144° 57'.05 E
(112)	14° 32'.91 S	144° 59'.38 E	(118)	14° 28'.90 S	144° 55'.65 E
(113)	14° 34'.26 S	145° 04'.87 E	(119)	14° 27'.20 S	144° 53'.60 E
(114)	14° 33'.18 S	145° 03'.60 E			

Polygon cut out is defined by lines joining the following geographical positions:

(120)	14° 34'.14 S	144° 59'.30 E	(122)	14° 51'.77 S	145° 19'.54 E
(121)	14° 44'.48 S	145° 09'.88 E	(123)	14° 40'.42 S	145° 12'.47 E

Polygon cut out is defined by lines joining the following geographical positions:

(124)	14° 33'.41 S	145° 06'.55 E	(128)	14° 53'.54 S	145° 22'.71 E
(125)	14° 37'.66 S	145° 12'.55 E	(129)	14° 40'.81 S	145° 24'.20 E
(126)	14° 43'.29 S	145° 15'.60 E	(130)	14° 38'.35 S	145° 21'.58 E
(127)	14° 49'.65 S	145° 19'.60 E	(131)	14° 34'.15 S	145° 16'.00 E

Polygon cut out is defined by lines joining the following geographical positions:

(132)	15° 38'.87 S	145° 23'.44 E	(134)	15° 53'.83 S	145° 29'.17 E
(133)	15° 42'.68 S	145° 23'.31 E	(135)	15° 43'.96 S	145° 29'.16 E

**C) In the Great Barrier Reef Inner Route (South)**

Reference Charts: AUS490, 2011-07-01 edition, AUS816, 2011-02-25 edition, AUS818, 2006-03-17 edition, AUS819, 2006-03-31 edition, AUS820, 2006-03-03 edition, AUS821, 2006-03-17 edition, AUS822, 2009-05-08 edition, AUS823, 2010-03-12 edition, AUS824, 2006-03-17 edition, AUS825, 2006-03-03 edition, AUS826, 2006-03-31 edition, AUS827, 2006-05-26 edition, AUS828, 2012-09-07 edition, AU424151, 2012-12-20 edition, AU319147, 2012-12-13 edition, AU320147, 2012-12-04 edition, AU420146, 2012-12-21 edition, AU422149, 2013-02-26 edition, AU323151, 2012-11-16 edition, AU323152, 2012-11-16 edition, AU324152, 2011-10-14 edition, AU324153, 2011-10-14 edition, AU421148, edition 2012-11-15, AU421150, edition 2013-02-14, AU425152, edition 2013-02-07, AU325153, edition 2012-03-09, AU419146, edition 2012-12-19, AU320148, edition 2012-11-20, AU421149, edition 2013-02-22, AU423150, edition 2013-02-14, AU323153, edition 2012-11-16, AU320149, edition 2011-09-08, AU322150, edition 2012-11-16.

**Note:** These charts are based on the World Geodetic System 1984 (WGS 84) datum.

The Western limit is bounded by lines joining the following geographical positions:

(1)	18° 25'.46 S	146° 29'.74 E	(28)	20° 50'.32 S	149° 46'.69 E
(2)	18° 45'.10 S	146° 44'.96 E	(29)	20° 54'.83 S	149° 40'.32 E
(3)	19° 00'.00 S	146° 51'.00 E	(30)	21° 01'.15 S	149° 35'.95 E
(4)	19° 00'.00 S	146° 54'.01 E	(31)	21° 02'.85 S	149° 38'.42 E
(5)	18° 43'.74 S	146° 47'.65 E	(32)	20° 56'.97 S	149° 42'.48 E
(6)	18° 30'.96 S	146° 39'.10 E	(33)	20° 52'.58 S	149° 48'.70 E
(7)	18° 43'.20 S	146° 54'.40 E	(34)	21° 00'.20 S	149° 55'.48 E
(8)	19° 00'.00 S	146° 54'.40 E	(35)	21° 46'.01 S	150° 36'.49 E
(9)	19° 00'.00 S	146° 57'.50 E	(36)	21° 54'.31 S	150° 44'.01 E
(10)	18° 45'.60 S	146° 57'.50 E	(37)	23° 45'.57 S	151° 30'.11 E
(11)	19° 17'.75 S	147° 37'.63 E	(38)	23° 45'.00 S	151° 31'.50 E
(12)	19° 22'.35 S	147° 42'.84 E	(39)	23° 45'.00 S	151° 33'.00 E
(13)	19° 13'.81 S	147° 29'.16 E	(40)	23° 30'.24 S	151° 33'.00 E
(14)	19° 07'.12 S	147° 02'.94 E	(41)	23° 14'.13 S	151° 38'.31 E
(15)	19° 09'.38 S	147° 02'.26 E	(42)	23° 07'.59 S	151° 54'.56 E
(16)	19° 16'.59 S	147° 27'.83 E	(43)	23° 05'.38 S	152° 00'.83 E
(17)	19° 31'.72 S	147° 52'.06 E	(44)	23° 03'.64 S	152° 06'.64 E
(18)	19° 47'.59 S	148° 01'.82 E	(45)	23° 33'.65 S	152° 35'.97 E
(19)	19° 46'.01 S	148° 04'.38 E	(46)	23° 44'.53 S	152° 32'.58 E
(20)	19° 31'.17 S	147° 55'.25 E	(47)	23° 51'.11 S	152° 32'.26 E
(21)	19° 42'.16 S	148° 22'.76 E	(48)	23° 57'.96 S	152° 25'.96 E
(22)	19° 50'.22 S	148° 37'.57 E	(49)	23° 53'.01 S	151° 47'.23 E
(23)	19° 47'.60 S	148° 15'.00 E	(50)	23° 55'.99 S	151° 46'.77 E
(24)	19° 50'.50 S	148° 15'.00 E	(51)	24° 01'.48 S	152° 29'.70 E
(25)	19° 53'.91 S	148° 44'.34 E	(52)	24° 05'.22 S	152° 46'.79 E
(26)	20° 06'.69 S	149° 07'.86 E	(53)	24° 27'.14 S	153° 28'.51 E
(27)	20° 17'.20 S	149° 17'.28 E	(54)	24° 29'.98 S	153° 31'.29 E

The Eastern limit is bounded by lines joining the following geographical positions:

(55)	18° 22'.87 S	146° 34'.96 E	(75)	20° 01'.33 S	150° 16'.38 E
(56)	18° 27'.70 S	146° 39'.82 E	(76)	20° 01'.48 S	150° 17'.43 E
(57)	18° 28'.07 S	146° 45'.00 E	(77)	20° 06'.38 S	150° 16'.64 E
(58)	18° 22'.37 S	146° 55'.41 E	(78)	20° 27'.05 S	150° 21'.96 E
(59)	18° 11'.83 S	147° 06'.04 E	(79)	20° 34'.86 S	150° 18'.11 E
(60)	18° 13'.97 S	147° 08'.16 E	(80)	20° 41'.63 S	150° 07'.10 E
(61)	18° 24'.86 S	146° 56'.75 E	(81)	20° 47'.78 S	149° 55'.58 E
(62)	18° 39'.66 S	146° 57'.97 E	(82)	20° 50'.85 S	149° 51'.17 E
(63)	18° 48'.00 S	147° 05'.30 E	(83)	20° 58'.20 S	149° 57'.72 E
(64)	19° 15'.43 S	147° 39'.54 E	(84)	21° 44'.00 S	150° 38'.72 E
(65)	19° 26'.80 S	147° 52'.40 E	(85)	21° 47'.81 S	150° 42'.17 E
(66)	19° 39'.44 S	148° 24'.04 E	(86)	21° 51'.58 S	150° 47'.03 E
(67)	20° 04'.30 S	149° 09'.74 E	(87)	22° 09'.81 S	151° 10'.50 E
(68)	20° 15'.20 S	149° 19'.52 E	(88)	22° 52'.34 S	152° 26'.68 E
(69)	20° 48'.59 S	149° 49'.17 E	(89)	22° 44'.99 S	152° 51'.06 E
(70)	20° 45'.22 S	149° 54'.02 E	(90)	22° 11'.41 S	153° 01'.42 E
(71)	20° 38'.98 S	150° 05'.69 E	(91)	22° 12'.69 S	153° 06'.21 E
(72)	20° 34'.14 S	150° 17'.29 E	(92)	23° 32'.00 S	152° 41'.67 E
(73)	20° 26'.95 S	150° 20'.84 E	(93)	24° 26'.27 S	153° 35'.06 E
(74)	20° 06'.42 S	150° 15'.56 E			

Polygon cut out is defined by lines joining the following geographical positions:

(94)	18° 31'.47 S	146° 44'.57 E	(96)	18° 26'.13 S	146° 54'.29 E
(95)	18° 39'.20 S	146° 54'.40 E			

Polygon cut out is defined by lines joining the following geographical positions:

(97)	22° 00'.15 S	150° 49'.67 E	(101)	23° 04'.81 S	151° 53'.44 E
(98)	23° 37'.51 S	151° 30'.00 E	(102)	23° 00'.61 S	151° 59'.17 E
(99)	23° 29'.76 S	151° 30'.00 E	(103)	22° 59'.57 S	152° 02'.64 E
(100)	23° 11'.87 S	151° 35'.90 E	(104)	22° 47'.82 S	151° 51'.12 E

Polygon cut out is defined by lines joining the following geographical positions:

(105)	22° 30'.74 S	151° 37'.50 E	(107)	22° 57'.87 S	152° 08'.30 E
(106)	22° 44'.19 S	151° 54'.88 E	(108)	22° 54'.38 S	152° 19'.90 E

Polygon cut out is defined by lines joining the following geographical positions:

(109)	23° 01'.94 S	152° 12'.29 E	(111)	22° 50'.82 S	152° 49'.26 E
(110)	23° 27'.98 S	152° 37'.73 E			

Polygon cut out is defined by lines joining the following geographical positions:

(112)	23° 37'.67 S	152° 39'.91 E	(116)	23° 58'.52 S	152° 30'.31 E
(113)	23° 45'.67 S	152° 37'.42 E	(117)	24° 02'.39 S	152° 48'.01 E
(114)	23° 52'.89 S	152° 34'.54 E	(118)	24° 19'.98 S	153° 21'.49 E
(115)	23° 58'.41 S	152° 29'.47 E			

## RECOMMENDATIONS ON NAVIGATION IN THE TRAFFIC SEPARATION SCHEME "ON THE PACIFIC COAST OF PANAMA" (PART 1 "GULF OF PANAMA")

In order to help reduce the risk of lethal strikes with cetaceans, it is recommended that, as far as it is safe and practical to do so, ships should proceed at a speed of not more than 10 knots from 1 August to 30 November every year.

This recommendation applies to both traffic lanes of the Traffic Separation Scheme in the Gulf of Panama, north of latitude 08°00'.00 N.

## PRECAUTIONARY AREA "AT THE APPROACHES TO PUERTO CRISTOBAL"

Reference chart: British Admiralty 1400, 2000 edition

**Note:** This chart is based on World Geodetic System 1984 (WGS 84) datum

### Description of precautionary area

A precautionary area is established by a line connecting ten geographical positions:

(22)	09°21'.40 N, 079°59'.10 W (onshore)	(12)	09°33'.90 N, 079°53'.50 W
(2)	09°28'.90 N, 079°59'.20 W	(13)	09°33'.85 N, 079°51'.20 W
(5)	09°31'.00 N, 079°57'.52 W	(16)	09°33'.15 N, 079°49'.80 W
(8)	09°32'.20 N, 079°56'.50 W	(3)	09°31'.95 N, 079°48'.10 W
(9)	09°33'.40 N, 079°54'.92 W	(23)	09°29'.00 N, 079°43'.50 W (onshore)

then following the coast line from the geographical position (23) to geographical position (22).

### **Note:**

*In the precautionary area ships are required to proceed with caution owing to the arrival and departure of ships to and from the Panama Canal and the ports located in the bays of Limón, Manzanillo and Las Minas.*

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SN.1/Circ.327  
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## **ROUTING MEASURES OTHER THAN TRAFFIC SEPARATION SCHEMES**

1 The Maritime Safety Committee, at its ninety-fourth session (17 to 21 November 2014), adopted, in accordance with resolution A.858(20), new routing measures other than traffic separation schemes, set out in annexes 1 and 2, as follows :

- .1 new areas to be avoided "Off Friesland";
- .2 new two-way routes and a precautionary area at Jomard Entrance, Papua New Guinea; and

amended existing routing measures other than traffic separation schemes, set out in annexes 3 to 6, as follows:

- .3 amendment to the existing recommended directions of traffic flow in the precautionary area off Tanger-Med in the Strait of Gibraltar areas;
- .4 amendments to the deep-water routes forming parts of routing system "Off Friesland";
- .5 amendments to the mandatory route for tankers from North Hinder to the German Bight; and
- .6 amendments to the existing two-way route in the Great North-East Channel

2 The committee revoked the area to be avoided in the region of the Great Barrier Reef,

3 Accordingly, the aforementioned will be implemented at 0000 hours UTC on 1 June 2014.

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**ANNEX 1**

**NEW AREAS TO BE AVOIDED "OFF FRIESLAND"**

Reference charts, Netherlands 1632 (INT 1420), edition 2011, 1633 (INT 1417), edition 2010 and 1307 (1045) editions 2011.

**Note:** These charts are based on World Geodetic System 1984 datum (WGS 84)

- (a) An area to be avoided is established and bounded by a line connecting the following geographical positions:

(101)	54° 01.27 N	004° 24.79 E	(102)	54° 02.23 N	004° 37.05 E
(103)	54° 00.78 N	004° 36.28 E	(104)	53° 59.61 N	004° 20.79 E

- (b) An area to be avoided is established and bounded by a line connecting the following geographical positions:

(105)	54° 02.70 N	004° 43.12 E	(106)	54° 03.57 N	004° 54.19 E
(107)	54° 02.13 N	004° 53.32 E	(108)	54° 01.26 N	004° 42.33 E

\*\*\*

## ANNEX 2

### TWO-WAY ROUTES AND PRECAUTIONARY AREA AT JOMARD ENTRANCE

#### Reference Charts:

Electronic Navigation charts (ENC): AU412152 (edition 2, 2014), (edition 3, planned 2014/15, will include an inset at a scale of 1:45,000 covering Jomard Entrance as part of the depiction of the Two-way route.), AU220150 (edition 3, 2013).

Paper charts: Aus62x (Planned for 2014/15), Aus510 (edition 1, 2007), Aus4621(INT 621) (edition 4, 2011).

Note: All charts above and geographical positions are based on WGS 84.

#### Description of the Two-Way Routes and Precautionary Area

The ships' routing system consists of four recommendatory Two-way routes and a precautionary area through Jomard Entrance, aligned with and centred upon the existing charted preferred route. At the shoalest point within the proposed route, depths are in excess of 200 metres. In the area immediately south of Jomard Entrance, three existing Coral Sea shipping routes converge (and diverge) at Jomard Entrance. A precautionary area will assist with improving the safety of navigational interaction in the region.

A list of geographical coordinates of the four recommendatory two-way routes and precautionary area are provided below.

#### Two-way route at Jomard Entrance (aligned 005°-185°)

(1)	11° 10'.00S	152° 06'.42E	(16)	11° 20'.00S	152° 07'.14E
(2)	11° 18'.00S	152° 05'.72E	(17)	11° 18'.00S	152° 06'.76'E
(3)	11° 20'.00S	152° 04'.97E	(18)	11° 10'.00S	152° 07'.46E

#### Precautionary Area

(3)	11° 20'.00S	152° 04'.97E	(15)	11° 22'.50S	152° 07'.59E
(4)	11° 22'.50S	152° 02'.88E	(16)	11° 20'.00S	152° 07'.14E

#### South-western Two-way route (aligned 040°-220°)

(4)	11° 22'.50S	152° 02'.88E
(5)	11° 26'.00S	151° 59'.90E
(6)	11° 26'.00S	152° 01'.18E
(7)	11° 22'.50S	152° 04'.14E

**Southern Two-Way route (aligned 005°-185°)**

(8)	11° 22'.50S	152° 05'.33E
(9)	11° 26'.00S	152° 05'.00E
(10)	11° 26'.00S	152° 06'.05E
(11)	11° 22'.50S	152° 06'.35E

**South-eastern Two-way route (aligned 350°-170°)**

(12)	11° 22'.50S	152° 06'.56E
(13)	11° 26'.00S	152° 07'.22E
(14)	11° 26'.00S	152° 08'.24E
(15)	11° 22'.50S	152° 07'.59E

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### ANNEX 3

#### **AMENDMENTS TO THE EXISTING RECOMMENDED DIRECTIONS OF TRAFFIC FLOW WITHIN THE PRECAUTIONARY AREA OFF TANGER-MED IN THE STRAIT OF GIBRALTAR**

Reference chart No.445, issued by the Hydrographic Institute of the Spanish Navy, Datum WGS 84, 4th edition, June 2007.

#### **Description of the amended precautionary area off Tanger-Med**

A precautionary area with recommended directions of traffic flow is established off the Moroccan port of Tanger-Med in the Gibraltar TSS, formed by the lines connecting the following geographical positions:

(08)	36° 00'.35 N	005° 28'.98 W
(09)	35° 58'.68 N	005° 35'.44 W
(14)	35° 54'.55 N	005° 33'.90 W
(15)	35° 56'.35 N	005° 27'.40 W

\*\*\*

#### ANNEX 4

### AMENDMENTS TO THE DEEP-WATER ROUTES FORMING PARTS OF THE ROUTEING SYSTEM "OFF FRIESLAND"

Reference charts Netherlands 1632 (INT 1420), edition 2011, 1633 (INT 1417), edition 2010 and 1307 (1045) editions 2011.

**Note:** These charts are based on World Geodetic System 1984 datum (WGS 84)

(EXISTING GEOGRAPHICAL POSITIONS IN ED50 COINCIDING WITH THE PROPOSED  
NEW SYSTEM HAVE BEEN CONVERTED TO WGS 84.)

- 1 The part **"Friesland Junction" precautionary area** (paragraphs e) and f)) is deleted.
- 2 The text: **Deep-water route from the traffic separation scheme "Off Botney Ground" to the precautionary area "Friesland Junction"** is replaced by:  
  
**Deep-water route from the traffic separation scheme "Off Botney Ground" to the traffic separation scheme "North Friesland"**
- 3 After existing paragraph (h), a new paragraph is added reading:
  - (i) Geographical positions (26) and (31) form part of the traffic separation scheme "North Friesland".and renumber existing paragraph (i) to (j).
- 4 Replace the words "Friesland Junction" in note 2 by "TSS North Friesland".

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**ANNEX 5**

**AMENDMENTS TO THE MANDATORY ROUTE FOR TANKERS  
FROM NORTH HINDER TO THE GERMAN BIGHT**

Reference charts, Netherlands 1632 (INT 1420), edition 2011, 1633 (INT 1417), edition 2010 and 1307 (1045) editions 2011.

**Note:** These charts are based on World Geodetic System 1984 datum (WGS 84)

**1** The "Friesland junction" precautionary area is replaced by:

**Traffic separation scheme "North Friesland"**

(a) A separation zone is established bounded by a line connecting the following geographical positions:

(79)	54° 04'.30 N	004° 59'.98 E	(80)	54° 04'.78 N	005° 05'.94 E
(81)	54° 02'.76 N	005° 04'.73 E	(82)	54° 02'.28 N	004° 58'.76 E

(b) A separation zone is established bounded by a line connecting the following geographical positions:

(75)	54° 02'.84 N	004° 41'.41 E	(76)	54° 03'.99 N	004° 56'.11 E
(77)	54° 01'.98 N	004° 54'.89 E	(78)	54° 00'.83 N	004° 40'.34 E

(c) A separation zone is established bounded by a line connecting the following geographical positions:

(71)	54° 01'.52 N	004° 24'.62 E	(72)	54° 02'.55 N	004° 37'.69 E
(73)	54° 00'.54 N	004° 36'.62 E	(74)	53° 59'.21 N	004° 19'.05 E

(d) A separation zone is established bounded by a line connecting the following geographical positions:

(67)	54° 00'.37 N	004° 09'.21 E	(68)	54° 01'.10 N	004° 18'.89 E
(69)	53° 58'.91 N	004° 13'.93 E	(70)	53° 58'.66 N	004° 09'.60 E

(e) A traffic lane for eastbound traffic is established between the separation zone in paragraph (d) and the following existing geographical positions:

(26)	53° 57'.16 N	004° 09'.94 E	(22)	53° 57'.56 N	004° 15'.09 E
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(f) A traffic lane for eastbound traffic is established between the separation zone in paragraph (c) and the amended separation zone of the traffic separation scheme "West Friesland".

(g) A traffic lane for eastbound traffic is established between the separation zones in paragraph (b) and the new separation zone of the amended traffic separation scheme "West Friesland".

(h) A traffic lane for eastbound traffic is established between the separation zone in paragraph (b) and the following geographical positions:

(25)	54° 59'.96 N	004° 45'.92 E	(96)	54° 00'.60 N	004° 54'.06 E
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- (i) A traffic lane for eastbound traffic is established between the separation zone in paragraph (a) and the following geographical positions:

(97) 54° 00'.91 N 004° 57'.94 E (98) 54° 01'.38 N 005° 03'.90 E

- (j) A traffic lane for westbound traffic is established between the separation zone in paragraph (a) and the following geographical positions:

(94) 54° 06'.14 N 005° 06'.77 E (93) 54° 05'.67 N 005° 00'.81 E

- (k) A traffic lane for westbound traffic is established between the separation zone in paragraph (b) and the following geographical positions:

(92) 54° 05'.37 N 004° 56'.94 E (91) 54° 04'.20 N 004° 42'.14 E

- (l) A traffic lane for westbound traffic is established between the separation zone in paragraph (c) and the following geographical positions:

(90) 54° 03'.91 N 004° 38'.43 E (89) 54° 03'.13 N 004° 28'.46 E

- (m) A traffic lane for westbound traffic is established between the separation zone in paragraph (d) and the following geographical positions:

(88) 54° 02'.65 N 004° 22'.44 E (31) 54° 01'.87 N 004° 08'.88 E

- (n) A traffic lane for south-westbound traffic is established between, on the west side, a line connecting the following geographical positions:

(68) 54° 01'.10 N 004° 18'.89 E (64) 53° 58'.91 N 004° 13'.93 E

and, on the east side, a line connecting the following geographical positions:

(71) 54° 01'.52 N 004° 24'.62 E (74) 53° 59'.21 N 004° 19'.05 E

- (o) A traffic lane for northbound traffic is established between, on the west side, a line connecting the following geographical positions:

(72) 54° 02'.55 N 004° 37'.69 E (73) 54° 00'.54 N 004° 36'.62 E

and, on the east side, a line connecting the following geographical positions:

(75) 54° 02'.84 N 004° 41'.41 E (78) 54° 00'.83 N 004° 40'.34 E

## **2 The traffic separation scheme "East Friesland" is amended as follows:**

- (p) The western boundary of the separation zone is amended as follows:

Existing position 32 is shifted east to new position (84) 54° 03'.26 N, 005° 08'.65 E

Existing position 37 is shifted east to new position (83) 54° 04'.84 N, 005° 09'.60 E

- (q) The traffic lane for eastbound traffic is amended as follows:

Existing position (28) is shifted east to new position (99) 54° 01'.69 N, 005° 07'.70 E

(r) The traffic lane for westbound traffic is amended as follows:

Existing position (29) is shifted east to new position (95) 54° 06'.44 N, 005° 10'.57 E

**3 The traffic separation scheme "West Friesland" is amended as follows**

(s) The eastern boundary of the separation zone is amended from existing position (19) north-eastward and newly bounded by the following geographical positions as follows:

(100) 53° 55'.36 N 004° 33'.85 E (21) 53° 59'.18 N 004° 35'.92 E

(t) A new separation zone is established bounded by a line connecting the following geographical positions:

(85) 53° 59'.46 N 004° 39'.60 E (86) 53° 59'.68 N 004° 42'.44 E  
(87) 53° 57'.17 N 004° 38'.40 E

A traffic lane for northbound traffic branching off from the main north-eastbound traffic lane is established between the separation zones in paragraphs (s) and (t).

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## ANNEX 6

### AMENDMENTS TO THE TWO-WAY ROUTE IN THE GREAT NORTH-EAST CHANNEL, TORRES STRAIT

#### Reference charts:

Electronic Navigation Charts (ENC): AU410143 (edition 9), AU411142 (edition 4), AU411143 (edition 8)

Paper charts: Aus292 (2005 June edition), Aus293 (2011 November edition), Aus837 (2012 February edition), Aus839 (2012 January edition), Aus840 (2012 July edition)

#### Description of the area

(a) The northern limits are bound by the line joining the following geographical positions:

(1)	10° 29'.51 S	142° 22'.29 E
(2)	10° 28'.81 S	142° 25'.61 E
(3)	10° 28'.54 S	142° 26'.93 E
(4)	10° 27'.80 S	142° 28'.45 E
(5)	10° 26'.40 S	142° 31'.30 E
(6)	10° 21'.90 S	142° 41'.50 E
(7)	10° 19'.37 S	142° 47'.97 E
(8)	10° 18'.14 S	142° 50'.82 E
(9)	10° 13'.38 S	142° 54'.96 E
(10)	10° 00'.50 S	143° 03'.42 E
(11)	09° 47'.73 S	143° 10'.40 E
(12)	09° 25'.80 S	143° 31'.07 E
(13)	09° 12'.47 S	143° 51'.34 E

(b) The southern limits are bound by the line joining the following geographical positions:

(14)	10° 30'.45 S	142° 24'.02 E
(15)	10° 28'.38 S	142° 28'.66 E
(16)	10° 27'.38 S	142° 31'.85 E
(17)	10° 22'.85 S	142° 41'.95 E
(18)	10° 19'.80 S	142° 48'.23 E
(19)	10° 17'.63 S	142° 53'.29 E
(20)	10° 09'.78 S	143° 05'.55 E
(21)	09° 53'.97 S	143° 15'.61 E
(22)	09° 46'.02 S	143° 18'.48 E
(23)	09° 37'.96 S	143° 21'.97 E
(24)	09° 27'.60 S	143° 32'.15 E
(25)	09° 13'.95 S	143° 52'.62 E

(c) The centre polygon is defined by the following geographical positions:

(26)	10° 16'.10 S	142° 53'.82 E
(27)	10° 13'.79 S	142° 55'.85 E
(28)	10° 01'.05 S	143° 04'.20 E
(29)	09° 48'.10 S	143° 11'.30 E
(30)	09° 41'.04 S	143° 18'.87 E
(31)	09° 45'.72 S	143° 17'.51 E
(32)	09° 53'.84 S	143° 14'.50 E
(33)	10° 09'.15 S	143° 04'.70 E

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## **ROUTING MEASURES OTHER THAN TRAFFIC SEPARATION SCHEMES**

The following corrections should be made to SN.1/Circ.327:

### **Page 1**

#### **Paragraph 1.6**

Insert "." at the end of the paragraph.

#### **Paragraphs 2 and 3**

The text of these paragraphs should be amended to read as follows:

2 The Committee revoked the area to be avoided in the region of the Great Barrier Reef.

3 Accordingly, the aforementioned will be implemented at 0000 hours UTC on 1 June 2015.

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SN.1/Circ.327/Corr.2  
20 May 2016

## **ROUTEING MEASURES OTHER THAN TRAFFIC SEPARATION SCHEMES**

### **Corrigendum**

1 The Maritime Safety Committee, at its ninety-sixth session (11 to 20 May 2016), approved corrections to the amendments to the mandatory route for tankers from North Hinder to the German Bight adopted at its ninety-fourth session (17 to 21 November 2014), as set out in the annex, replacing annex 5 of SN.1/Circ.327 dated 21 November 2014.

2 The corrections to the amended traffic separation scheme detailed and reproduced in the annex will take immediate effect.

\*\*\*

**ANNEX**

**AMENDMENTS TO THE MANDATORY ROUTE FOR TANKERS  
FROM NORTH HINDER TO THE GERMAN BIGHT  
(Corrected text of SN.1/Circ.327, annex 5)**

Reference charts, Netherlands 1632 (INT 1420), edition 2011, 1633 (INT 1417), edition 2010 and 1307 (1045) editions 2011.

**Note:** These charts are based on World Geodetic System 1984 datum (WGS 84)

**1** The "**Friesland junction**" precautionary area is replaced by:

**Traffic separation scheme "North Friesland"**

(a) A separation zone is established bounded by a line connecting the following geographical positions:

(79) 54°04'.30 N 004°59'.98 E	(81) 54°02'.76 N 005°04'.73 E
(80) 54°04'.78 N 005°05'.94 E	(82) 54°02'.28 N 004°58'.76 E

(b) A separation zone is established bounded by a line connecting the following geographical positions:

(75) 54°02'.84 N 004°41'.41 E	(77) 54°01'.98 N 004°54'.89 E
(76) 54°03'.99 N 004°56'.11 E	(78) 54°00'.83 N 004°40'.34 E

(c) A separation zone is established bounded by a line connecting the following geographical positions:

(71) 54°01'.52 N 004°24'.62 E	(73) 54°00'.54 N 004°36'.62 E
(72) 54°02'.55 N 004°37'.69 E	(74) 53°59'.21 N 004°19'.05 E

(d) A separation zone is established bounded by a line connecting the following geographical positions:

(67) 54°00'.37 N 004°09'.21 E	(69) 53°58'.91 N 004°13'.93 E
(68) 54°01'.10 N 004°18'.89 E	(70) 53°58'.66 N 004°09'.60 E

(e) A traffic lane for eastbound traffic is established between the separation zone in paragraph (d) and the following existing geographical position:

(26) 53°57'16 N 004°09'.94 E

(f) A traffic lane for eastbound traffic is established between the separation zone in paragraph (c) and the amended separation zone of the traffic separation scheme "West Friesland".

- (g) A traffic lane for eastbound traffic is established between the separation zone in paragraph (b) and the following geographical positions:

(85) 53°59'.46 N 004°39'.60 E (86) 53°59'.68 N 004°42'.44 E  
(25) 54°59'.96 N 004°45'.92 E (96) 54°00'.60 N 004°54'.06 E

- (h) A traffic lane for eastbound traffic is established between the separation zone in paragraph (a) and the following geographical positions:

(97) 54°00'.91 N 004°57'.94 E (98) 54°01'.38 N 005°03'.90 E

- (i) A traffic lane for westbound traffic is established between the separation zone in paragraph (a) and the following geographical positions:

(94) 54°06'.14 N 005°06'.77 E (93) 54°05'.67 N 005°00'.81 E

- (j) A traffic lane for westbound traffic is established between the separation zone in paragraph (b) and the following geographical positions:

(92) 54°05'.37 N 004°56'.94 E (91) 54°04'.20 N 004°42'.14 E

- (k) A traffic lane for westbound traffic is established between the separation zone in paragraph (c) and the following geographical positions:

(90) 54°03'.91 N 004°38'.43 E (89) 54°03'.13 N 004°28'.46 E

- (l) A traffic lane for westbound traffic is established between the separation zone in paragraph (d) and the following geographical positions:

(88) 54°02'.65 N 004°22'.44 E (31) 54°01'.87 N 004°08'.88 E

- (m) A traffic lane for south-westbound traffic is established between, on the west side, a line connecting the following geographical positions:

(68) 54°01'.10 N 004°18'.89 E (69) 53°58'.91 N 004°13'.93 E

and, on the east side, a line connecting the following geographical positions:

(71) 54°01'.52 N 004°24'.62 E (74) 53°59'.21 N 004°19'.05 E

- (n) A traffic lane for northbound traffic is established between, on the west side, a line connecting the following geographical positions:

(72) 54°02'.55 N 004°37'.69 E (73) 54°00'.54 N 004°36'.62 E

and, on the east side, a line connecting the following geographical positions:

(75) 54°02'.84 N 004°41'.41 E (78) 54°00'.83 N 004°40'.34 E

**2 The traffic separation scheme "East Friesland" is amended as follows:**

- (o) The western boundary of the separation zone is amended as follows:

Existing position 32 is shifted east to new position (84) 54°03'.26 N, 005°08'.65 E  
Existing position 37 is shifted east to new position (83) 54°04'.84 N, 005°09'.60 E

- (p) The traffic lane for eastbound traffic is amended as follows:

Existing position (28) is shifted east to new position (99) 54°01'.69 N, 005°07'.70 E

- (q) The traffic lane for westbound traffic is amended as follows:

Existing position (29) is shifted east to new position (95) 54°06'.44 N, 005°10'.57 E

**3 The traffic separation scheme "West Friesland" is amended as follows**

- (r) The eastern boundary of the separation zone is amended from existing position (19) north-eastward and newly bounded by the following geographical positions as follows:

(100) 53°55'.36 N 004°33'.85 E                      (21) 53°59'.18 N 004°35'.92 E

- (s) A new separation zone is established bounded by a line connecting the following geographical positions:

(85) 53°59'.46 N 004°39'.60 E                      (87) 53°57'.17 N 004°38'.40 E  
(86) 53°59'.68 N 004°42'.44 E

- (t) The western boundary of the existing north-eastbound traffic lane is amended from existing position (19) north-eastward and newly bounded by the following geographical positions:

(86) 53°59'.68 N 004°42'.44 E                      (100) 53°55'.36 N 004°33'.85 E  
(87) 53°57'.17 N 004°38'.40 E

A traffic lane for northbound traffic branching off from the main north-eastbound traffic lane is established between the separation zones in paragraphs (r) and (s).

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SN.1/Circ.328  
21 November 2014

**AMENDMENTS TO THE EXISTING MANDATORY SHIP REPORTING SYSTEMS  
"OFF CHENGSHAN JIAO PROMONTORY"**

- 1 The Maritime Safety Committee, at its ninety-fourth session (17 to 21 November 2014), adopted, in accordance with the provisions of resolution A.858(20), amendments to the existing mandatory ship reporting system "Off Chengshan Jiao Promontory", as set out in the annex.
- 2 The amendments to the existing mandatory ship reporting system "Off Chengshan Jiao Promontory", will be implemented at 0000 hours UTC on 1 June 2015.
- 3 Member Governments are requested to bring the attached information to the attention of masters of ships under their flags and advise them that they are required to comply with the requirements of the adopted ship reporting system, in accordance with regulation V/11.7 of the International Convention for the Safety of Life at Sea, 1974, as amended.

\*\*\*

**ANNEX**

**RESOLUTION MSC 389(94)  
(Adopted on 21 November 2014)**

**ADOPTION OF AMENDMENTS TO THE EXISTING MANDATORY SHIP REPORTING  
SYSTEM "OFF CHENGSHAN JIAO PROMONTORY"**

THE MARITIME SAFETY COMMITTEE,

RECALLING Article 28(b) of the Convention on the International Maritime Organization concerning the functions of the Committee,

RECALLING ALSO regulation V/11 of the International Convention for the Safety of Life at Sea, 1974 (SOLAS Convention), in relation to the adoption of mandatory ship reporting systems by the Organization,

RECALLING FURTHER resolution A.858(20) resolving that the function of adopting ship reporting systems shall be performed by the Committee on behalf of the Organization,

TAKING INTO ACCOUNT the guidelines and criteria for ship reporting systems adopted by resolution MSC.43(64), as amended by resolutions MSC.111(73) and MSC.189(79),

HAVING CONSIDERED the recommendations of the Sub-Committee on Navigation, Communication and Search and Rescue at its first regular session,

- 1 ADOPTS in accordance with SOLAS regulation V/11, the amendments to the existing mandatory ship reporting system "Off Chengshan Jiao Promontory", as set out in the annex;
- 2 DECIDES that the above-mentioned amended mandatory ship reporting system will enter into force at 0000 hours UTC on 1 June 2015;
- 3 REQUESTS the Secretary-General to bring this resolution and its annex to the attention of Contracting Governments to the SOLAS Convention and to members of the Organization.

## ANNEX

### MANDATORY SHIP REPORTING SYSTEM OFF CHENGSHAN JIAO PROMONTORY

#### 1 Categories of ships required to participate in the system

1.1 The following ships are required to participate in the system:

- .1 *passenger ships;*
- .2 *all oil tankers 150 gross tonnage and above, all ships carrying hazardous cargo;*
- .3 *ships of LOA more than 200 m or draft more than 12 m;*
- .4 *ships engaged in towing or pushing another ship, regardless of gross tonnage; and*
- .5 *ships are compulsory to report to VTS in circumstances where they:*
  - are "not under command" or at anchor in the TSSs,*
  - are "restricted in their ability to maneuver"; or*
  - have defective navigational equipment.*

1.2 The meaning of hazardous cargoes is as follows:

- .1 goods classified in the International Maritime Dangerous Goods (IMDG Code);
- .2 substances classified in chapter 17 of the International Code for the Construction and Equipment of Ships Carrying Dangerous Chemicals in Bulk (IBC Code) and chapter 19 of the International Code for the Construction and Equipment of Ships Carrying Liquefied Gases in Bulk (IGC Code);
- .3 oils as defined in MARPOL Annex I;
- .4 noxious liquid substances as defined in MARPOL Annex II;
- .5 harmful substances as defined in MARPOL Annex III; and
- .6 radioactive materials specified in the Code for the Safe Carriage of Irradiated Nuclear Fuel, Plutonium and High-level Radioactive Wastes in Flasks on Board Ships (INF Code).

#### 2 Geographical coverage of the system and the numbers and editions of the reference charts used for the delineation of the system

2.1 The waters covered by the Ship Reporting System is the water area with the VTS Centre (geographical position is 37°23'.65N, 122°42'.12E) as the centre and 24 miles as the radius.

2.2 The relevant charts are Chinese charts Nos. 1305, 35001. Chart datum is World Geodetic System 1984 (WGS 84) Datum.

### **3 Format, reporting time and geographical positions for submitting reports, authority to whom the reports should be sent, available services**

#### **3.1 Format**

The format for reporting is as set forth in paragraph 2 of the appendix to Assembly resolution A.851(20)

A	Name of ship, call sign and IMO number (if applicable)
C or D	Position (latitude and longitude or in relation to a landmark)
E	Course
F	Speed
G	Port of departure
I	Port of destination (optional)
Q	Defects and limitation (ships towing are to report length of tow and name of object in tow)
U	Overall length and gross tonnage

#### **3.2 Content and geographical position for submitting reports**

3.2.1 Participating ships are to report the information in paragraph 3.1 when entering the ship reporting system area. Reports are not required when a participating ship leaves the area.

3.2.2 When a participating ship leaves a port that is located within the reporting area, it shall report its name, position, departure time and port of destination.

3.2.3 When a participating ship arrives at a port or anchorage within the reporting area, it shall report, on arrival at its berth, its name, position and arrival time.

3.2.4 When a traffic incident or a pollution incident occurs within the reporting area, the ship(s) shall immediately report the type, time, and location of the incident, extent of damage or pollution, and whether assistance is needed. The ship(s) shall provide any additional information related to the incident, as required by the shore-based authority.

#### **3.3 Authority**

The competent authority is *Weihai* Maritime Safety Administration, China. The voice call sign is "Chengshan Jiao VTS Centre".

### **4 Information to be provided to ships and procedures to be followed**

4.1 The Chengshan Jiao VTS Centre, where appropriate, will provide participating ships with information such as conflicting ship traffic, abnormal weather conditions and maritime safety information.

4.2 Participating ships shall maintain a listening watch on the designated VTS *working channel*.

## **5 Radio communications required for the system, frequencies on which reports should be transmitted and the information to be reported.**

5.1 The working channels of the Chengshan Jiao VTS Centre are:

*Primary-Channel 08*  
*Secondary-Channel 09 or 65*

5.2 The language used for reports in the system will be Chinese or English. Marine communication phrases in a prescribed format will be used in all direct-printing telegraphy and radiotelephony communications.

## **6 Rules and regulations in force in the area of the system**

China has taken appropriate action to implement international conventions to which it is a party including, where appropriate, adopting domestic legislation and promulgating regulations through domestic law. Relevant laws in force include domestic legislation and regulations to implement the Convention on the International Regulations for Preventing Collisions at Sea, 1972, the International Convention for the Safety of Life at Sea, 1974, and the International Convention for the Prevention of Pollution from Ships, 1973/1978.

## **7 Shore-based facilities to support operation of the system**

7.1 Chengshan Jiao VTS Centre is comprised of radar, VHF communications, information processing and display, information transmission, recording, replay, and hydro-meteorological sensors. Its functions are data collection and evaluation, provision of information, navigation assistance, and support to allied services.

7.2 Chengshan Jiao VTS Centre maintains a continuous 24 hour watch.

## **8 Alternative communications if the communication facility of the shore-based authority fails**

Chengshan Jiao VTS Centre has built in redundancies with multiple receivers on each channel. Alternative means of ship to shore communication are by HF (SSB), telex (facsimile), email or cellular telephone.

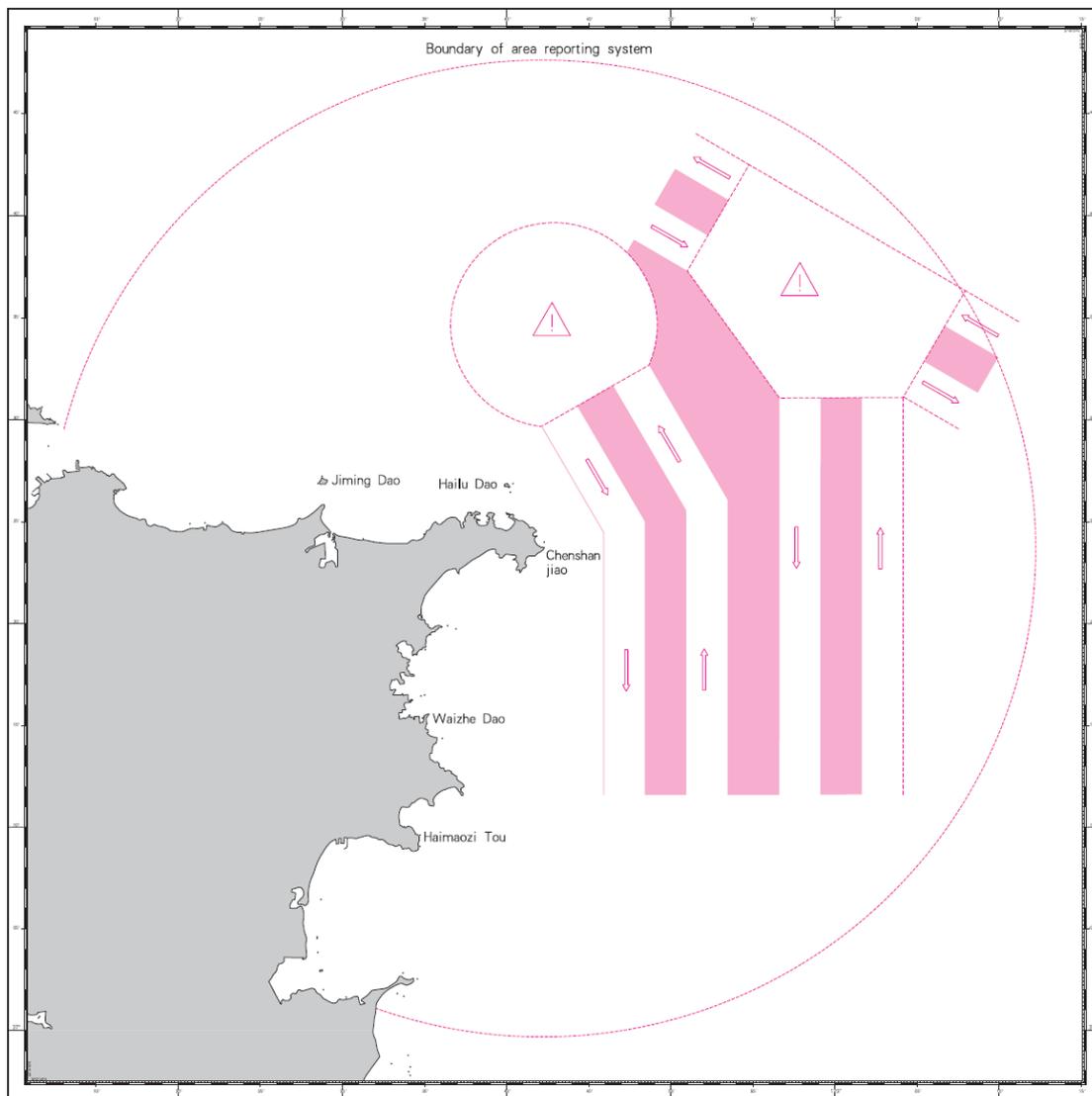
*Fax: +86-631-5232467*  
*Email: whvts@whmsa.gov.cn*  
*Mobile phone: +86-631-5203320 +86-631-5190330*

## **9 Measures to be taken if a ship fails to comply**

9.1 Appropriate measures will be taken to enforce compliance with the system, consistent with international law.

APPENDIX

CHARTLET



BOUNDARY OFF CHENGSHAN JIAO PROMONTORY MANDATORY

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SN.1/Circ.331  
13 July 2015

## **ROUTEING MEASURES OTHER THAN TRAFFIC SEPARATION SCHEMES**

1 The Maritime Safety Committee, at its ninety-fifth session (3 to 12 June 2015), adopted, in accordance with resolution A.858(20), new routeing measures other than traffic separation schemes, set out in the annex, as follows:

- .1 two-way routes in the south-west Coral Sea;
- .2 an area to be avoided in the south-west Coral Sea; and
- .3 five areas to be avoided in the region of the Aleutian Islands.

2 Accordingly, the aforementioned will be implemented at 0000 hours UTC on 1 January 2016.

\*\*\*

## ANNEX

### TWO-WAY ROUTES IN THE SOUTH-WEST CORAL SEA

(Reference charts: AUS614, Feb 1994 (Edition 2 – 2010); AUS615, Sept 1994 (Edition 1 - 2001); AUS4620 (INT 620), Nov 1996 (Edition 6 – 2011); AUS4621 (INT621), Oct 2002 (Edition 4 – 2011).

**Note:** These charts are based on World Geodetic System 1984 datum (WGS 84).

#### Description of the two-way routes

##### Diamond Passage

The Western limit is bounded by lines joining the following coordinates:

- (1) 16° 58'.25 S 151° 15'.56 E
- (6) 17° 32'.32 S 151° 10'.56 E
- (5) 17° 55'.00 S 151° 02'.41 E

The Eastern limit is bounded by lines joining the following coordinates:

- (2) 16° 58'.95 S 151° 20'.72 E
- (3) 17° 33'.50 S 151° 15'.68 E
- (4) 17° 56'.64 S 151° 07'.37 E

##### Holmes Reef

The Western limit is bounded by lines joining the following coordinates:

- (1) 15° 57'.78 S 147° 51'.50 E
- (6) 16° 23'.37 S 147° 28'.48 E
- (5) 16° 44'.76 S 147° 23'.76 E

The Eastern limit is bounded by lines joining the following coordinates:

- (2) 16° 01'.08 S 147° 55'.42 E
- (3) 16° 25'.69 S 147° 33'.29 E
- (4) 16° 45'.81 S 147° 28'.86 E.

### AREA TO BE AVOIDED IN THE SOUTH-WEST CORAL SEA

(Reference charts: AUS614, Feb 1994 (Edition 2 – 2010); AUS615, Sept 1994 (Edition 1 – 2001); AUS617 Part 1&2, May 1996 (Edition 1 – 2001); AUS4620 (INT 620), Nov 1996 (Edition 6 – 2011); AUS4621 (INT621), Oct 2002 (Edition 4 – 2011).

**Note:** These charts are based on World Geodetic System 1984 datum (WGS 84).

### Description of area to be avoided

An area to be avoided is established bounded by a line connecting the following geographical positions:

(1)	15° 42'.48 S	149° 06'.07 E	(11)	17° 59'.43 S	150° 38'.35 E
(2)	15° 31'.87 S	149° 40'.07 E	(12)	18° 15'.94 S	149° 37'.97 E
(3)	15° 36'.90 S	149° 50'.43 E	(13)	18° 01'.91 S	148° 23'.34 E
(4)	16° 01'.16 S	150° 09'.79 E	(14)	17° 55'.49 S	148° 16'.26 E
(5)	16° 23'.25 S	150° 24'.56 E	(15)	17° 32'.90 S	148° 05'.14 E
(6)	16° 40'.91 S	150° 52'.21 E	(16)	17° 22'.27 S	147° 41'.63 E
(7)	17° 28'.26 S	151° 08'.01 E	(17)	16° 45'.01 S	147° 30'.47 E
(8)	17° 30'.71 S	151° 08'.01 E	(18)	16° 18'.56 S	147° 40'.61 E
(9)	17° 32'.59 S	151° 07'.45 E	(19)	16° 15'.00 S	147° 43'.82 E
(10)	17° 46'.83 S	150° 57'.56 E.			

### AREAS TO BE AVOIDED "IN THE REGION OF THE ALEUTIAN ISLAND ARCHIPELAGO"

(Reference charts: United States 16011, 2012 edition; United States 16012, 2005 edition.

**Note:** These charts are based on North American 1983 Datum (NAD 83) which is equivalent to World Geodetic System 1984 Datum (WGS 84).

### Description of the areas to be avoided

In order to reduce the risk of a marine casualty and resulting pollution and damage to the environment "In the Region of the Aleutian Island Archipelago", all ships 400 gross tonnage and upwards solely in transit should avoid the areas to be avoided bounded by lines connecting the following geographical positions:

#### East area to be avoided

An area to be avoided is established and bounded by a line connecting the following geographical positions:

(1)	54° 07'.94 N	162° 19'.48 W	(7)	56° 19'.83 N	161° 04'.29 W
(2)	54° 22'.14 N	164° 59'.57 W	(8)	56° 04'.91 N	160° 29'.04 W
(3)	54° 43'.51 N	165° 09'.77 W	(9)	55° 40'.94 N	159° 32'.43 W
(4)	54° 59'.45 N	165° 14'.74 W	(10)	55° 22'.58 N	158° 49'.19 W
(5)	55° 43'.20 N	163° 38'.05 W	(11)	54° 41'.38 N	158° 31'.66 W
(6)	56° 08'.30 N	162° 22'.14 W	(12)	54° 21'.99 N	159° 11'.54 W

thence back to point (1).

### Unalaska area to be avoided

An area to be avoided is established and bounded by a line connecting the following geographical positions:

(13)	51° 41'.19 N	170° 52'.93 W	(19)	54° 21'.96 N	165° 43'.77 W
(14)	51° 53'.22 N	171° 32'.60 W	(20)	54° 11'.15 N	163° 41'.63 W
(15)	52° 41'.95 N	171° 50'.08 W	(21)	53° 40'.84 N	163° 41'.67 W
(16)	53° 17'.64 N	171° 50'.31 W	(22)	53° 24'.39 N	164° 07'.37 W
(17)	54° 09'.49 N	169° 23'.53 W	(23)	52° 46'.62 N	165° 56'.33 W
(18)	54° 17'.62 N	168° 11'.32 W	(24)	51° 57'.40 N	168° 57'.60 W

thence back to point (13).

### Atka area to be avoided

An area to be avoided is established and bounded by a line connecting the following geographical positions:

(25)	50° 38'.55 N	180° 00'.00 W	(30)	52° 41'.07 N	171° 56'.15 W
(26)	51° 11'.83 N	179° 50'.46 W	(31)	51° 37'.86 N	171° 34'.53 W
(27)	52° 39'.35 N	178° 39'.78 W	(32)	51° 15'.27 N	172° 36'.40 W
(28)	53° 13'.18 N	173° 49'.18 W	(33)	50° 21'.63 N	179° 24'.20 W
(29)	53° 02'.71 N	172° 51'.16 W			

thence back to point (25).

### Amchitka area to be avoided

An area to be avoided is established and bounded by a line connecting the following geographical positions:

(34)	51° 51'.50 N	174° 47'.54 E	(39)	52° 36'.31 N	179° 22.09'W
(35)	52° 15'.54 N	174° 53'.24 E	(40)	51° 32'.27 N	179° 41.19'W
(36)	52° 46'.63 N	176° 15'.15 E	(41)	50° 33'.65 N	179° 33.12'E
(37)	52° 57'.86 N	177° 37'.91 E	(42)	50° 44'.11 N	178° 10.33'E
(38)	52° 48'.39 N	180° 00'.00	(43)	51° 21'.00 N	175° 59.57'E

thence back to point (34).

### West area to be avoided

An area to be avoided is established and bounded by a line connecting the following geographical positions:

(44)	53° 40'.90 N	171° 50'.53 E	(50)	52° 08'.23 N	174° 21'.75 E
(45)	53° 49'.20 N	172° 29'.47 E	(51)	51° 40'.59 N	172° 45'.27 E
(46)	53° 47'.85 N	173° 25'.48 E	(52)	52° 20'.90 N	171° 29'.34 E
(47)	53° 24'.41 N	174° 54'.79 E	(53)	52° 40'.53 N	171° 10'.34 E
(48)	53° 07'.49 N	175° 18'.74 E	(54)	53° 00'.92 N	171° 06'.20 E
(49)	52° 19'.54 N	174° 51'.62 E	(55)	53° 23'.69 N	171° 19'.71 E

thence back to point (44).

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SN.1/Circ.333  
20 May 2016

## **ROUTING MEASURES OTHER THAN TRAFFIC SEPARATION SCHEMES**

1 The Maritime Safety Committee, at its ninety-sixth session (11 to 20 May 2016), adopted, in accordance with resolution A.858(20), new and amended routing measures other than traffic separation schemes, set out in annexes 1 to 3, as follows:

- .1 new two-way routes and precautionary areas "Approaches to the Schelde estuary" (new system), revoking the existing precautionary area "In the vicinity of Thornton and Bligh Banks" (SN.1/Circ.309, paragraph 1.4);
- .2 new routing measures "In Windfarm Borssele" (new system); and
- .3 amended areas to be avoided "Off the coast of Ghana in the Atlantic Ocean" (amended system).

2 Accordingly, the new and amended routing measures other than traffic separation schemes listed in:

- .1 subparagraphs 1.1 and 1.2 above and detailed in annexes 1 and 2 will be implemented at 0000 hours UTC on 1 June 2017, and
- .2 subparagraph 1.3 above and detailed in annex 3 will be implemented at 0000 hours UTC on 1 December 2016.

\*\*\*

## ANNEX 1

### NEW TWO-WAY ROUTES AND PRECAUTIONARY AREAS "APPROACHES TO THE SCHELDE ESTUARY"

(Reference charts:

- 1) Netherlands 1630 (INT 1416) (the Netherlands and the United Kingdom).
- 2) Flemish Hydrography charts 101 (INT 1474) and 102 (INT 1480).

**Note:** All three charts are based on the World Geodetic System 1984 datum (WGS 84)).

**Note:** The systems apply to all ships.

#### Description of the precautionary area<sup>1</sup> "In the vicinity of Thornton and Bligh Banks"

The precautionary area is bounded by a line joining the following geographical positions:

(1)	51°30'.51 N	003°02'.68 E	(9)	51°38'.02 N	002°47'.15 E
(2)	51°32'.57 N	003°05'.80 E	(10)	51°36'.97 N	002°47'.75 E
(3)	51°33'.05 N	003°04'.81 E	(11)	51°35'.77 N	002°50'.36 E
(4)	51°33'.82 N	003°03'.53 E	(12)	51°35'.20 N	002°53'.01 E
(5)	51°44'.69 N	002°45'.36 E	(13)	51°34'.05 N	002°55'.01 E
(6)	51°44'.11 N	002°42'.45 E	(14)	51°32'.84 N	002°52'.37 E
(7)	51°42'.31 N	002°41'.85 E	(15)	51°29'.04 N	002°58'.32 E
(8)	51°39'.13 N	002°44'.78 E			

#### Description of the new precautionary area "At Gootebank"

A precautionary area is established and bounded a line joining the following geographical positions:

(15)	51°29'.04 N	002°58'.32 E	(27)	51°25'.07 N	002°57'.92 E
(24)	51°26'.95 N	002°52'.72 E	(28)	51°25'.03 N	003°02'.85 E
(25)	51°25'.95 N	002°48'.12 E	(29)	51°25'.57 N	003°00'.78 E
(26)	51°25'.50 N	002°52'.92 E	(30)	51°27'.88 N	003°00'.32 E

#### Description of a two-way route "Westpit" connecting the precautionary area "At Gootebank" with the precautionary area "Schouwenbank Junction"

(a) A boundary line connecting the following geographical positions:

(30)	51°27'.88 N	003°00'.32 E	(32)	51°33'.59 N	003°11'.03 E
(31)	51°29'.24 N	003°04'.32 E	(33)	51°39'.06 N	003°12'.56 E

<sup>1</sup> This measure replaces the existing precautionary area "In the vicinity of Thornton and Bligh Banks" (SN.1/Circ.309, paragraph 1.4).

- (b) A boundary line connecting the following geographical positions:
- |      |           |   |            |   |      |           |   |            |   |
|------|-----------|---|------------|---|------|-----------|---|------------|---|
| (15) | 51°29'.04 | N | 002°58'.32 | E | (34) | 51°34'.38 | N | 003°08'.68 | E |
| (1)  | 51°30'.51 | N | 003°02'.68 | E | (35) | 51°38'.26 | N | 003°09'.99 | E |
| (2)  | 51°32'.57 | N | 003°05'.80 | E |      |           |   |            |   |

- (c) A two-way route is bounded by the boundary lines described in (a) and (b) above.

**Description of an SSE/NNW two-way route "Schouwenbank Southeast" adjoining the southern boundary of the precautionary area "Schouwenbank Junction"**

- (a) A boundary line connecting the following geographical positions:
- |      |           |   |            |   |      |           |   |            |   |
|------|-----------|---|------------|---|------|-----------|---|------------|---|
| (36) | 51°36'.37 | N | 003°20'.73 | E | (37) | 51°39'.96 | N | 003°15'.40 | E |
|------|-----------|---|------------|---|------|-----------|---|------------|---|
- (b) A boundary line connecting the following geographical positions:
- |      |           |   |            |   |      |           |   |            |   |
|------|-----------|---|------------|---|------|-----------|---|------------|---|
| (38) | 51°37'.11 | N | 003°23'.49 | E | (39) | 51°41'.73 | N | 003°21'.05 | E |
|------|-----------|---|------------|---|------|-----------|---|------------|---|
- (c) A two-way route is bounded by the boundary lines described in (a) and (b) above.

**Description of an SSW/NNE two-way route "Schouwenbank Northeast" connecting the precautionary area "Schouwenbank Junction" with the precautionary area "Maas Junction"**

- (a) A boundary line connecting the following geographical positions:
- |      |           |   |            |   |      |           |   |            |   |
|------|-----------|---|------------|---|------|-----------|---|------------|---|
| (40) | 51°54'.10 | N | 003°24'.29 | E | (41) | 51°47'.58 | N | 003°18'.25 | E |
|------|-----------|---|------------|---|------|-----------|---|------------|---|
- (b) A boundary line connecting the following geographical positions:
- |      |           |   |            |   |      |           |   |            |   |
|------|-----------|---|------------|---|------|-----------|---|------------|---|
| (42) | 51°52'.59 | N | 003°16'.43 | E | (43) | 51°48'.60 | N | 003°15'.38 | E |
|------|-----------|---|------------|---|------|-----------|---|------------|---|
- (c) A two-way route is bounded by the boundary lines described in (a) and (b) above.

**Description of an SSE/NNW two-way route "Schouwenbank Northwest" connecting the precautionary area "Schouwenbank Junction" with the precautionary area "North Hinder Junction"**

- (a) A boundary line connecting the following geographical positions:
- |      |           |   |            |   |      |           |   |            |   |
|------|-----------|---|------------|---|------|-----------|---|------------|---|
| (44) | 51°51'.22 | N | 003°09'.29 | E | (45) | 51°47'.54 | N | 003°12'.78 | E |
|------|-----------|---|------------|---|------|-----------|---|------------|---|
- (b) A boundary line connecting the following geographical positions:
- |      |           |   |            |   |      |           |   |            |   |
|------|-----------|---|------------|---|------|-----------|---|------------|---|
| (46) | 51°50'.10 | N | 003°03'.46 | E | (48) | 51°46'.32 | N | 003°09'.80 | E |
| (47) | 51°49'.69 | N | 003°05'.66 | E |      |           |   |            |   |
- (c) A two-way route is bounded by the boundary lines described in (a) and (b) above.

### Description of the precautionary area "Schouwenbank Junction"

A precautionary area is established and bounded by a line joining the following geographical positions:

(35)	51°38'.26 N	003°09'.99 E	(43)	51°48'.60 N	003°15'.38 E
(33)	51°39'.06 N	003°12'.56 E	(45)	51°47'.54 N	003°12'.78 E
(37)	51°39'.96 N	003°15'.40 E	(48)	51°46'.32 N	003°09'.80 E
(39)	51°41'.73 N	003°21'.05 E	(49)	51°41'.66 N	003°11'.15 E
(41)	51°47'.58 N	003°18'.25 E			

**Note:**

**CAUTIONS:** (Across the boundary between the "in the vicinity of Thornton and Bligh Banks" and "Windfarm Borssele" precautionary areas)

The "in the vicinity of Thornton and Bligh Banks" and "Windfarm Borssele" precautionary areas surround wind farm development zones. Ships, other than those that are engaged in supporting the construction of these sites, should avoid the areas as much as possible.

\*\*\*

**ANNEX 2**

**NEW ROUTEING MEASURES "IN WINDFARM BORSSELE"**

(Reference charts:

- 1) Netherlands 1630 (INT 1416) (the Netherlands and the United Kingdom)
- 2) Flemish Hydrography charts 101 (INT 1474) and 102 (INT 1480)

**Note:** All three charts are based on the World Geodetic System 1984 datum (WGS 84))

**Description of the precautionary area "Windfarm Borssele"**

A precautionary area is established and bounded by a line joining the following geographical positions:

(4)	51°33'.82 N	003°03'.53 E	(20)	51°45'.63 N	003°07'.06 E
(16)	51°36'.02 N	003°06'.54 E	(21)	51°48'.36 N	003°03'.98 E
(17)	51°40'.43 N	003°07'.83 E	(22)	51°45'.97 N	002°51'.93 E
(18)	51°41'.24 N	003°08'.07 E	(23)	51°45'.86 N	002°51'.39 E
(19)	51°41'.69 N	003°08'.20 E	(5)	51°44'.69 N	002°45'.36 E

**Description of the area to be avoided "Windfarm Borssele Pass"**

An area to be avoided is established within the precautionary area "Windfarm Borssele" and bounded by a line connecting the following geographical positions:

(17)	51°40'.43 N	003°07'.83 E	(viii)	51°45'.32 N	002°52'.80 E
(i)	51°40'.87 N	003°07'.06 E	(23)	51°45'.86 N	002°51'.39 E
* (ii)	51°41'.85 N	003°03'.78 E	(22)	51°45'.97 N	002°51'.93 E
*(iii)	51°42'.12 N	003°02'.99 E	(ix)	51°45'.56 N	002°52'.99 E
(iv)	51°42'.60 N	003°01'.55 E	(xi)	51°45'.08 N	002°55'.37 E
*(v)	51°43'.52 N	002°58'.38 E	(xii)	51°44'.74 N	002°56'.57 E
*(vi)	51°43'.87 N	002°57'.86 E	(xiii)	51°44'.16 N	002°58'.07 E
(vii)	51°44'.56 N	002°56'.14 E	(xiv)	51°43'.66 N	002°59'.79 E
(x)	51°44'.84 N	002°55'.20 E	(18)	51°41'.24 N	003°08'.07 E

\* These positions are connected by circular arcs centred about the following points:

Arc centre	Arc radius	Connecting positions
(α) 51°42'.00 N 003°03'.40 E	0.283 NM	(ii) and (iii)
(β) 51°43'.59 N 002°57'.93 E	0.283 NM	(v) and (vi)

## CAUTIONS

1 (Across the boundary between the "in the vicinity of Thornton and Bligh Banks" and "Windfarm Borssele" precautionary areas).

The "in the vicinity of Thornton and Bligh Banks" and "Windfarm Borssele" precautionary areas surround wind farm development zones. Ships, other than those that are engaged in supporting the construction of these sites, should avoid the areas as much as possible.

2 (Close by the area to be avoided in the Windfarm Borssele precautionary area)

In view of the limited width of the area to be avoided "Windfarm Borssele Pass", the following ships are recommended to avoid the area:

- a ships exceeding 45 m in length; and
- b ships not carrying dangerous goods.

Ships engaged in the construction and maintenance of wind turbines and their associated electrical infrastructure are permitted in this area.

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**ANNEX 3**

**AMENDED AREAS TO BE AVOIDED  
"OFF THE COAST OF GHANA IN THE ATLANTIC OCEAN"**

(Reference chart: British Admiralty 595, edition 3; 1383, edition 3; and 3100, edition 1.

**Note:** These charts are based on World Geodetic System 1984 Datum (WGS 84).)

**Description of the areas to be avoided**

Excepting ships authorized by the Ghana Maritime Authority, all ships should avoid following two areas within a radius of five nautical miles each centred on the following geographical positions:

04°32'.10 N, 002°54'.60 W; and

04°35'.34 N, 003°08'.40 W.

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16 June 2017

## **ROUTING MEASURES OTHER THAN TRAFFIC SEPARATION SCHEMES**

1 The Maritime Safety Committee, at its ninety-eighth session (7 to 16 June 2017), adopted, in accordance with resolution A.858(20) on *Procedure for the adoption and amendment of traffic separation schemes, routing measures other than traffic separation schemes, including designation and substitution of archipelagic sea lanes, and ship reporting systems*, new routing measures other than traffic separation schemes, set out in annexes 1 to 3, as follows:

- .1 recommended route "Off the western coast of Izu O Shima Island";
- .2 area to be avoided "Off Peninsula de Osa in the Pacific coast off Costa Rica";  
and
- .3 area to be avoided "Tubbataha Reefs Natural Park Particularly Sensitive Sea Area (PSSA) in the Sulu Sea" as an associated protective measure.

2 Accordingly, the aforementioned will be implemented at 0000 hours UTC on 1 January 2018.

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## ANNEX 1

### ROUTEING MEASURES OTHER THAN TRAFFIC SEPARATION SCHEME

#### NEW RECOMMENDED ROUTE "OFF THE WESTERN COAST OF IZU O SHIMA ISLAND"

(Reference charts:

Electronic Navigation Charts

Japanese charts Nos. JP44NVQC, Edition No.3/2014; JP34NC9C, Edition No.6/2014; and JP24NC90, Edition No.6/2016

Paper charts

Japanese charts Nos. W1066, 2014; W1078, 2005; W51, 2005; JP80/W80, 2007; W61B, 2000; and W81, 2002

**Note:** These charts are issued by the Japanese Coast Guard and based on the World Geodetic System 1984 datum (WGS 84.)

#### Description of the recommended route

A recommended route, recommended for use by all ships transiting the area, is established with a central line between the following geographical positions:

- (1) 34° 48'.00 N 139° 17'.00 E
- (2) 34° 42'.20 N 139° 10'.00 E

\*\*\*

## ANNEX 2

### NEW AREA TO BE AVOIDED "OFF PENINSULA DE OSA IN THE PACIFIC COAST OFF COSTA RICA"

(Reference paper charts: British Admiralty N°.1020, 2nd edition, October 2014; British Admiralty N°.1021, 2nd edition, December 2016 and British Admiralty N°.2493, March 2014.

**Note:** These charts are based on the World Geodetic System 1984 datum (WGS 84.)

#### Description of the area to be avoided

An area to be avoided by all ships of 900 gross tonnage and upwards is bounded by a line connecting the following geographical positions:

- (1) 08°32'.50 N, 083°17'.06 W (on the coast, Punta Arenitas)
- (2) 08°32'.48 N, 083°14'.10 W
- (3) 08°20'.00 N, 083°14'.10 W
- (4) 08°24'.50 N, 083°40'.00 W
- (5) 08°43'.60 N, 084°00'.00 W
- (6) 08°47'.25 N, 083°38'.69 W (on the coast, Punta Violin)

\*\*\*

### ANNEX 3

#### NEW AREA TO BE AVOIDED "TUBBATAHA REEFS NATURAL PARK (PSSA) IN THE SULU SEA<sup>1</sup>"

(Reference charts:

Philippine charts No.4707 (INT 5052), 2nd edition, November 2010; No.4357, 1st edition, May 2009

**Note:** These charts are issued by the National Mapping and Resource Information Authority, Philippines and based on the World Geodetic System 1984 datum (WGS 84.)

#### **Description of the area to be avoided**

An area to be avoided by all types of ships of 150 gross tonnage and upwards, in the area to be designated as a Particularly Sensitive Sea Area, is bounded by a line connecting the following geographical positions:

- |     |               |               |
|-----|---------------|---------------|
| (1) | 09° 17'.75 N, | 119° 47'.79 E |
| (2) | 09° 04'.73 N, | 120° 12'.76 E |
| (3) | 08° 49'.63 N, | 120° 13'.99 E |
| (4) | 08° 29'.63 N, | 119° 53'.16 E |
| (5) | 08° 36'.15 N, | 119° 35'.46 E |
| (6) | 09° 11'.06 N, | 119° 36'.67 E |
- thence back to point (1).

---

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25 May 2018

## **ROUTING MEASURES OTHER THAN TRAFFIC SEPARATION SCHEMES**

1 The Maritime Safety Committee, at its ninety-ninth session (16 to 25 May 2018), adopted, in accordance with the *Procedure for the adoption and amendment of traffic separation schemes, routeing measures other than traffic separation schemes, including designation and substitution of archipelagic sea lanes, and ship reporting systems* (resolution A.858(20)), new and amended routeing measures other than traffic separation schemes, set out in the annexes, as follows:

- .1 amended areas to be avoided "Off the coast of Ghana in the Atlantic Ocean" (annex 1);
- .2 recommended directions of traffic flow within the precautionary area "Dangan Channel No. 2" (annex 2);
- .3 deep-water routes, recommended routes and precautionary area "In the vicinity of Kattegat" (annex 3); and
- .4 two-way routes, precautionary areas and areas to be avoided "In the Bering Sea and Bering Strait" (annex 4).

2 Accordingly, the new and amended routeing measures other than traffic separation schemes listed in:

- .1 subparagraphs 1.1, 1.2 and 1.4 above should be implemented on 1 December 2018; and
- .2 subparagraph 1.3 above should be implemented on 1 July 2020.

\*\*\*

**ANNEX 1**

**AMENDED AREAS TO BE AVOIDED**  
**"OFF THE COAST OF GHANA IN THE ATLANTIC OCEAN"**  
(ref. SN.1/Circ.333, paragraph 1.3 and annex 3)

(Reference charts: British Admiralty 595, edition 3; 1383, edition 4; and 3100, edition 1.

**Note:** These charts are based on World Geodetic System 1984 Datum (WGS 84).)

**Description of the areas to be avoided**

Excepting ships authorized by the Ghana Maritime Authority, all ships should avoid following two areas within a radius of 5 nautical miles each centred on the following geographical positions:

04°32'.10 N, 002°54'.60 W;

04°35'.34 N, 003°08'.40 W; and

should avoid following area within a radius of 4 nautical miles centred on the following geographical position:

04°28'.16 N, 02°33'.20 W

\*\*\*

## ANNEX 2

### RECOMMENDED DIRECTIONS OF TRAFFIC FLOW WITHIN THE PRECAUTIONARY AREA "DANGAN CHANNEL NO. 2"

(Reference charts: Chinese charts 83001 and 84001, 2nd edition, 2015.

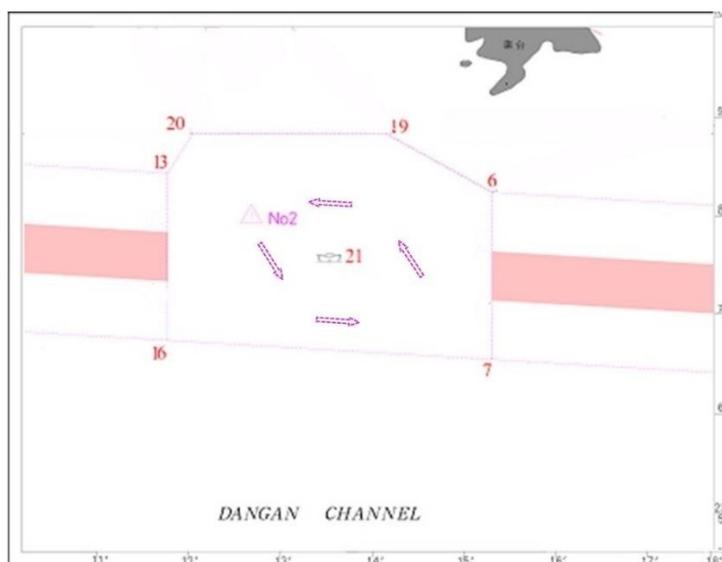
Note: These charts are based on World Geodetic System 1984 datum (WGS 84).)

#### Description of the recommended directions of traffic flow

The precautionary area *Dangan Channel No. 2* with recommended directions of traffic flow counter-clockwise<sup>1</sup> surrounding the light vessel located at (21) 22°07'.61N, 114°13'.54E is established in the Dangan Channel Traffic Separation Schemes,<sup>2</sup> formed by a line connecting the following geographical positions:

(6) 22°08'.31N, 114°15'.31E	(13) 22°08'.51N, 114°11'.77E
(19) 22°08'.91N, 114°14'.16E	(16) 22°06'.80N, 114°11'.77E
(20) 22°08'.91N, 114°12'.04E	(7) 22°06'.60N, 114°15'.31E

thence back to the point of beginning (6).



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<sup>1</sup> See diagram attached.

<sup>2</sup> See COLREG.2/Circ.71, paragraph 1.1.

### ANNEX 3

#### DEEP-WATER ROUTES, RECOMMENDED ROUTES AND PRECAUTIONARY AREA "IN THE VICINITY OF KATTEGAT"

(Reference chart: Danish paper chart No. 100, edition 10, October 2017; Swedish paper chart No. 92, edition 12, March 2015, issued by the Hydrographic Offices of Denmark and Sweden.

**Note:** These charts are based on World Geodetic System 1984 Datum (WGS 84).)

##### Description of the deep-water route "Kattegat North"

- (a) A deep-water route with a minimum depth of 19 metres, recommended for ships with a draught of 10 metres or more, is bounded by a line connecting the following geographical positions:

(67) 57°11'.26 N, 011°38'.89 E	(69) 56°52'.96 N, 011°46'.96 E
(68) 56°53'.59 N, 011°50'.26 E	(70) 57°10'.63 N, 011°35'.57 E

**Note:** Northbound traffic not restricted by their draught are recommended to use the area east of the deep-water route. Southbound traffic not restricted by their draught are recommended to use the area west of the deep-water route.

##### Description of the deep-water route "Kattegat South"

- (b) A deep-water route with a minimum depth of 19 metres, recommended for ships with a draught of 10 metres or more, is bounded by a line connecting the following geographical positions:

(71) 56°22'.10 N, 011°29'.14 E	(73) 56°17'.60 N, 011°23'.02 E
(72) 56°17'.26 N, 011°24'.12 E	(74) 56°22'.44 N, 011°28'.05 E

**Note:** Northbound traffic not restricted by their draught are recommended to use the area east of the deep-water route. Southbound traffic not restricted by their draught are recommended to use the area west of the deep-water route.

##### Description of the precautionary area "at Kummel Bank"

- (c) A precautionary area is established by a line connecting the following geographical positions:

(75) 57°31'.77 N, 011°27'.42 E	(78) 57°27'.01 N, 011°23'.74 E
(76) 57°27'.63 N, 011°34'.57 E	(79) 57°28'.65 N, 011°20'.95 E
(77) 57°24'.61 N, 011°25'.81 E	

### Description of the recommended route A

- (d) Recommended route A is established from the west coast of Denmark off Hanstholm harbour to the traffic separation scheme "Skagen West" with a central line between the following geographical positions:

(80) 57°22'.57 N, 008°22'.32 E	(82) 57°49'.48 N, 010°16'.04 E
(81) 57°48'.32 N, 009°37'.18 E	(83) 57°49'.99 N, 010°33'.12 E

### Description of the recommended route B

- (e) Recommended route B is established from the west coast of Denmark off Hanstholm harbour joining recommended route A described in paragraph (d) with a central line between the following geographical positions:

(84) 57°13'.26 N, 008°30'.99 E	(82) 57°49'.48 N, 010°16'.04 E
--------------------------------	--------------------------------

### Description of the recommended route T

- (f) Recommended route T, the route between Skagen and the Great Belt and recommended for:

- a) all traffic between Skagen and the Great Belt; and
- b) ships with a draught of 10 metres or more proceeding to and from the entrance to the Sound,

is established:

- i between the traffic separation scheme "Skagen East" and the precautionary area "at Kummel Bank" described in paragraph (c) with a central line between the following geographical positions:

(85) 57°46'.76 N, 010°55'.70 E	(86) 57°30'.26 N, 011°24'.29 E
--------------------------------	--------------------------------

- ii between the precautionary area "at Kummel Bank" described in paragraph (c) and the deep-water route "Kattegat North" described in paragraph (a) with a central line between the following geographical positions:

(87) 57°25'.36 N, 011°27'.98 E	(88) 57°10'.95 N, 011°37'.23 E
--------------------------------	--------------------------------

- iii between the deep-water routes "Kattegat North" described in paragraph (a) and "Kattegat South" described in paragraph (b) with a central line between the following geographical positions:

(89) 56°53'.28 N, 011°48'.61 E	(91) 56°22'.27 N, 011°28'.59 E
(90) 56°43'.70 N, 011°54'.68 E	

- iv from the deep-water route "Kattegat South" described in paragraph (b) and joining the nationally implemented Route T north of the traffic separation scheme "at Hatter Barn" with a central line between the following geographical positions:

(92) 56°17'.45 N, 011°23'.52 E	(93) 56°10'.48 N, 011°16'.37 E
--------------------------------	--------------------------------

### Description of the recommended route S

(g) Recommended route S, the route between Skagen and the entrance to the Sound and recommended for ships with a draught of 10 metres or less, is established:

i between the precautionary area "at Kummel Bank" described in paragraph (c) and the traffic separation scheme "Fladen" with a central line between the following geographical positions:

(94) 57°26'.39 N, 011°30'.98 E                      (95) 57°14'.60 N, 011°51'.22 E

ii between the traffic separation schemes "Fladen" and "Lilla Middelgrund" with a central line between the following geographical positions:

(96) 57°13'.09 N, 011°53'.30 E                      (97) 56°56'.29 N, 012°03'.89 E

iii between the traffic separation schemes "Lilla Middelgrund" and "Entrance to the Sound" with a central line between the following geographical positions:

(98) 56°55'.16 N, 012°04'.59 E                      (49) 56°10'.92 N, 012°24'.95 E

\*\*\*

## ANNEX 4

### TWO-WAY ROUTES, PRECAUTIONARY AREAS AND AREAS TO BE AVOIDED "IN THE BERING SEA AND BERING STRAIT"

(Reference charts: See table below.)

**Note:** All geographical positions are based on World Geodetic System 1984 Datum (WGS 84.)

**Note:** These routing measures are recommended for ships of 400 gross tonnage and upwards.

#### Description of the two-way routes and precautionary areas

Six (6) recommendatory two-way routes and six (6) precautionary areas are established in the Bering Sea and Bering Strait.

A list of the geographical coordinates of the two-way routes and precautionary areas is provided below.

(a) A precautionary area "A" is established, the waters contained within a circle of radius 4.00 miles centred at geographical position 58°45'.00 N, 167°27'.81 W.

(b) A two-way route, connecting with precautionary area "A" and precautionary area "B", is established between the following geographical positions:

- |                              |                                |
|------------------------------|--------------------------------|
| (1) 58°48'.91 N 167°26'.26 W | (7) 64°55'.19 N 168° 27'.77 W  |
| (2) 60°10'.86 N 168°19'.58 W | (8) 63°29'.57 N 167° 42'.57 W  |
| (3) 61°29'.47 N 167°35'.89 W | (9) 62°25'.26 N 167° 11'.99 W  |
| (4) 62°25'.14 N 167°03'.13 W | (10) 61°30'.52 N 167° 43'.95 W |
| (5) 63°30'.44 N 167°33'.86 W | (11) 60°10'.74 N 168° 27'.94 W |
| (6) 64°56'.08 N 168°18'.60 W | (12) 58°47'.65 N 167° 33'.56 W |

(c) A precautionary area "B" is established, which is bounded by a line connecting the following geographical positions:

- |                               |                               |
|-------------------------------|-------------------------------|
| (6) 64°56'.08 N 168°18'.60 W  | (16) 65°02'.60 N 168°37'.28 W |
| (13) 64°59'.22 N 168°20'.29 W | (17) 64°58'.14 N 168°29'.36 W |
| (14) 65°05'.00 N 168°20'.30 W | (7) 64°55'.19 N 168°27'.77 W  |
| (15) 65°05'.00 N 168°29'.75 W |                               |

thence back to the point of beginning (6).

(d) A two-way route, connecting with precautionary area "B" and precautionary area "C", is established between the following geographical positions:

- |                               |                               |
|-------------------------------|-------------------------------|
| (14) 65°05'.00 N 168°20'.30 W | (19) 66°26'.57 N 168°29'.75 W |
| (18) 66°26'.57 N 168°20'.30 W | (15) 65°05'.00 N 168°29'.75 W |

(e) A precautionary area "C" is established, the waters contained within a circle of radius 4.00 miles centred at geographical position 66°30'.00 N, 168°25'.00 W.

- (f) A two-way route, connecting with precautionary area "C" and precautionary area "D", is established between the following geographical positions:

(20) 66°30'.64 N 168°34'.79 W	(22) 66° 20'.83 N 169°11'.21 W
(21) 66°24'.59 N 169°14'.72 W	(23) 66° 26'.90 N 168°31'.34 W

- (g) A precautionary area "D" is established, the waters contained within a circle of radius 4.00 miles centred at geographical position 66°21'.50 N, 169°21'.00 W.

- (h) A two-way route, connecting with precautionary area "D" and precautionary area "E", is established between the following geographical positions:

(24) 66°18'.05 N 169°16'.11 W	(26) 65°56'.20 N 169°25'.87 W
(25) 66°18'.05 N 169°25'.87 W	(27) 65°56'.20 N 169°16'.11 W

- (i) A precautionary area "E" is established, which is bounded by a line connecting the following geographical positions:

(26) 65°56'.20 N 169°25'.87 W	(29) 65°45'.52 N 169°25'.87 W
(27) 65°56'.20 N 169°16'.11 W	(30) 65°47'.69 N 169°34'.01 W
(28) 65°45'.52 N 169°16'.11 W	(31) 65°52'.82 N 169°25'.87 W

thence back to the point of beginning (26).

- (j) A two-way route, connecting with precautionary area "E" and precautionary area "B", is established between the following geographical positions:

(28) 65°45'.52 N 169°16'.11 W	(16) 65°02'.60 N 168°37'.28 W
(29) 65°45'.52 N 169°25'.87 W	(15) 65°05'.00 N 168°29'.75 W
(32) 65°29'.65 N 169°25'.87 W	(33) 65°30'.71 N 169°16'.11 W

- (k) A two-way route, connecting with precautionary area "E" and precautionary area "F", is established between the following geographical positions:

(29) 65°45'.52 N 169°25'.87 W	(34) 64°28'.31 N 171°36'.35 W
(30) 65°47'.69 N 169°34'.01 W	(35) 64°26'.14 N 171°28'.60 W

- (l) A precautionary area "F" is established, the waters contained within a circle of radius 4.00 miles centred at geographical position 64°24'.36 N, 171°36'.61W.

### **Description of the areas to be avoided**

Three (3) recommendatory areas to be avoided are established in the Bering Sea.

- (m) *Nunivak Island*

An area to be avoided is established bounded by a line connecting the following geographical positions:

(1) 60° 17'.05 N 167° 37'.80 W	(4) 59° 32'.80 N 165° 28'.80 W
(2) 59° 54'.89 N 167° 40'.98 W	(5) 60° 39'.86 N 165° 41'.70 W
(3) 59° 41'.44 N 166° 49'.08 W	

thence back to point (1).

(n) *King Island*

(6) 65° 03'.12 N 168° 19'.56 W (8) 64° 53'.54 N 167° 46'.98 W  
(7) 64° 51'.01 N 168° 14'.82 W (9) 65° 05'.53 N 167° 52'.92 W

thence back to point (6).

(o) *St. Lawrence Island*

(10) 63° 08'.57 N 173° 31'.02 W (14) 63° 17'.99 N 168° 12'.54 W  
(11) 62° 44'.38 N 168° 58'.32 W (15) 63° 59'.95 N 171° 06'.18 W  
(12) 62° 46'.14 N 168° 21'.24 W (16) 63° 54'.80 N 171° 50'.94 W  
(13) 63° 01'.78 N 168° 04'.38 W

thence back to point (10).

**Reference charts  
(Names, numbers and edition)**

Name	Type	Title	Producer	Nav. purpose (Scale)	Issue Date
RU2O9091	SENC	Chukchi Sea and Bearing Sea Chukotskiy Peninsula Senyavin Strait to Netten Point	DNO <sup>1</sup>	General 1:700000	3-12-2016
RU3O90B9	SENC	Bering Sea - Chukotskiy Peninsula – Ulakhpen Point to Penkigngey Bay	DNO	Coastal 1:180000	26-2-2011
RU3OE090	SENC	Bering Sea – Chukotskiy Peninsula Nygchigen Point to Litke Point	DNO	Coastal 1:180000	28-5-2011
RU3OH0B0	SENC	Chukchi Sea. Chukotskiy Peninsula. Dzhenretlen Point to Dezhnyoy Point.	DNO	Coastal 1:180000	7-4-2007
RU4OH1S0	SENC	Bering Sea- Bering Strait – Diomed Islands – Approaches to Ratmanov Island	DNO	Approach 1:22000	28-5-2011
US1BS03M	SENC	Bering Sea Northern Part	NOS <sup>2</sup>	Overview 1:3500000	31-5-2017
US2AK92M	SENC	Cape Prince of Wales to Pt. Barrow	NOS	General 1:700000	3-8-2017
US2AK95M	SENC	Bering Sea-eastern part	NOS	General 1:1534076	3-8-2017
US3AK80M	SENC	Norton Sound Golovnin Bay	NOS	Coastal 1:350000	30-5-2017
US3AK89M	SENC	Bering Sea St. Lawrence Island to Bering Strait	NOS	Coastal 1:315350	30-5-2017
US4AK81M	SENC	Port Clarence and Approaches	NOS	Approach 1:100000	27-4-2016
US4AK8DM	SENC	Bering Strait North	NOS	Approach 1:100000	30-5-2017

<sup>1</sup> Russian Head Department of Navigation & Oceanography.

<sup>2</sup> United States Office of Coast Survey National Ocean Service, National Oceanic and Atmospheric Administration.