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RESOLUTION A.429(XI) adopted on 15 November 1979

ROUTEING SYSTEMS

THE ASSEMBLY,

RECALLING Article 16(i) of the Convention on the Inter-Governmental Maritime Consultative Organization concerning the functions of the Assembly,

RECALLING ALSO Regulation 8, Chapter V of the International Conventions for the Safety of Life at Sea, 1960 and 1974,

RECALLING FURTHER resolutions A.284(VIII) and A.338(IX),

BEARING IN MIND resolution A.377(X) by which it established a procedure for adoption and amendment of routeing systems other than traffic separation schemes,

HAVING CONSIDERED the recommendations made by the Maritime Safety Committee at its thirty-ninth and fortieth sessions,

ENDORSES the adoption by the Maritime Safety Committee of the routeing systems described in the Annex to the present resolution.

ANNEX

ROUTEING SYSTEMS OTHER THAN TRAFFIC SEPARATION SCHEMES

1. DEEP WATER ROUTES

DEEP WATER ROUTE FROM NORTH HINDER TO TW/1 AND TW/A LIGHTBUOYS
VIA DR1 LIGHTBUOY (amendment),

(a) The title (resolution A.338(IX), Annex) is amended to:

"DEEP WATER ROUTE FROM NORTH HINDER TO TW/1 AND TW/2 LIGHTBUOYS
VIA DR1 LIGHTBUOY";

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- (b) all references to "TW/1 and TW/A Lightbuoys" in the text are amended to "TW/1 and TW/2 Lightbuoys".

DEEP WATER ROUTE FROM NORTH HINDER TO LIGHTBUOYS TW/1 AND TW/A VIA S2 LIGHTBUOY (amendment)

- (a) The title (resolution A.338(IX), Annex) is amended to:

"DEEP WATER ROUTE FROM NORTH HINDER TO LIGHTBUOYS TW/1 AND TW/2 VIA S2 LIGHTBUOY";

- (b) add the following at the end of the description of the deep water route (resolution A.284(VIII), Annex II):

"The deep water route coincides with the two-way route for tankers from North Hinder to the German Bight."

2. AREAS TO BE AVOIDED

AT LOUISIANA OFFSHORE OIL PORT (LOOP) IN THE GULF OF MEXICO
(Reference charts: United States Charts

<u>Number</u>	<u>Edition</u>	<u>Edition date</u>	<u>Datum</u>
11340	37th	10 June 1978	North American-1927
11348	26th	13 May 1978	North American-1927)

Description of routeing measures

Precautionary area

A precautionary area described as follows:

starting at:

(1) 28° 55' 23" N 90° 00' 37" W

a rhumb line to

(2) 28° 53' 50" N 90° 04' 07" W

then an arc with a 4,465 metre radius centred at

(3) 28° 53' 06" N 90° 01' 30" W

to a point

(4) 28° 51' 38" N 89° 59' 55" W

then a rhumb line to

(5) 28° 48' 36" N 89° 55' 00" W

then a rhumb line to

(6) 28° 52' 04" N 89° 52' 42" W

then a rhumb line to

(7) 28° 54' 05" N 89° 56' 38" W

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then a rhumb line to

(8) $28^{\circ} 52' 21''$ N $89^{\circ} 57' 47''$ W

then a rhumb line to

(9) $28^{\circ} 52' 51''$ N $89^{\circ} 58' 46''$ W

then an arc with a 4,465 metre radius centred at

(3) $28^{\circ} 53' 06''$ N $90^{\circ} 01' 30''$ W

to a point.

(1) $28^{\circ} 55' 23''$ N $90^{\circ} 00' 37''$ W

Areas to be avoided

The following areas to be avoided by all ships not calling at the deepwater port are established within the precautionary area:

an area to be avoided described as a circle with a 600 metre radius centred at:

(3) $28^{\circ} 53' 06''$ N $90^{\circ} 01' 30''$ W and

six areas to be avoided, each described as a circle with a 500 metre radius, centred on the following points:

(10) $28^{\circ} 54' 12''$ N $90^{\circ} 00' 37''$ W

(11) $28^{\circ} 53' 16''$ N $89^{\circ} 59' 59''$ W

(12) $28^{\circ} 52' 15''$ N $90^{\circ} 00' 19''$ W

(13) $28^{\circ} 51' 45''$ N $90^{\circ} 01' 25''$ W

(14) $28^{\circ} 52' 08''$ N $90^{\circ} 02' 33''$ W

(15) $28^{\circ} 53' 07''$ N $90^{\circ} 03' 02''$ W

Note: Ship movement in the port area is monitored and supervised by a Port Vessel Traffic Supervisor on a 24 hour basis. Any ship planning to enter this precautionary area is requested to contact the LOOP Deepwater Port Vessel Traffic Supervisor on channel 10 VHF-FM and comply with his instructions while transiting the area.

3. OTHER ROUTING MEASURES

TWO-WAY ROUTE FOR TANKERS FROM NORTH HINDER TO THE GERMAN BIGHT
(Reference charts: German Hydrographic Office 50D and 53D
(edition dates: fourth editions 1978/3); Netherlands Hydrographic
Office 1035 and 1037 (edition dates: March 1978))

Description of the two-way route

The two-way route is bounded by a line connecting the following geographical positions:

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(1)	54° 10' 54" N	6° 00' 12" E
(2)	54° 04' 47" N	4° 42' 40" E
(3)	53° 35' 31" N	3° 36' 30" E
(4)	52° 55' 45" N	3° 14' 15" E
(5)	52° 09' 55" N	2° 35' 00" E
(6)	51° 51' 56" N	2° 33' 20" E
(7)	51° 53' 16" N	2° 41' 38" E
(8)	52° 09' 35" N	2° 43' 20" E
(9)	52° 54' 10" N	3° 22' 00" E
(10)	53° 32' 24" N	3° 43' 29" E
(11)	54° 00' 00" N	4° 46' 00" E
(12)	54° 06' 06" N	6° 03' 00" E

This two-way route coincides with the deep water route from North Hinder to lightbuoys TW/1 and TW/2 via S2 lightbuoy.

Application

The two-way route is recommended for use by the following ships of 10,000 tons gross tonnage and upwards:

- (a) tankers carrying oils mentioned in Appendix I, Annex I to the International Convention for the Prevention of Pollution from Ships (MARPOL) 1973, with the exception of gasolines, jet fuels and naphtha, mentioned in this Convention; and
- (b) ships carrying in bulk liquid substances classed in categories A and B mentioned in Appendices I and II, Annex II, to the International Convention for the Prevention of Pollution from Ships (MARPOL) 1973.

Use of the two-way route

- (a) Ships referred to above are recommended to use the two-way route or a part of it:
 - (i) when sailing from North Hinder to North Sea ports of the Federal Republic of Germany and of the Netherlands northwards of latitude 53° north and vice versa;
 - (ii) when sailing between North Sea ports of the Netherlands and/or the Federal Republic of Germany, except in the case of adjacent port areas;

- (b) The traffic separation scheme "Deutsche Bucht Lightvessel, Western Approach" should be used in continuation of the two-way route;
- (c) Ships should, as far as practicable, keep to the starboard side of the two-way route.

Joining and leaving the two-way route

The above-mentioned ships when joining or leaving the two-way route should do so at the nearest point of the route to the port of destination or departure which permits a safe passage to or from that port.

Note: It is recommended that an efficient electronic position-fixing device appropriate for the area should be carried on board.
