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IMCO

RESOLUTION A.475(XII)

adopted on 19 November 1981

SHIPS' ROUTEING

THE ASSEMBLY,

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

RECALLING ALSO resolutions A.377(X) and A.428(XI) by which it established procedures for adoption and amendment of routeing systems other than traffic separation schemes and the amendment of the general provisions on ships' routeing,

HAVING EXAMINED the reports of the Maritime Safety Committee on its forty-second, forty-third and forty-fourth sessions,

CONFIRMS the adoption by IMCO of:

(a) The new and amended routeing systems other than traffic separation schemes given in the reports of the Maritime Safety Committee on its forty-second, forty-third and forty-fourth sessions given in Annex 1 to the present resolution;

(b) The amendments to the general provisions on ships' routeing given in the reports of the Maritime Safety Committee on its forty-second and forty-fourth sessions given in Annex 2 to the present resolution.

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ANNEX 1

ROUTEING SYSTEMS OTHER THAN TRAFFIC SEPARATION SCHEMES

1 DEEP WATER ROUTES

1.1 "DEEP WATER ROUTE OFF THE EAST COAST OF LANGELAND" (amendment)

Amend geographical positions (1) and (2) (resolution A.338(IX), Annex) to read as follows:

"(1) 55°11'3 N., 11°02'1 E.
(2) 55°10'3 N., 11°00'0 E."

1.2 "DEEP WATER ROUTE FORMING PART OF THE NORTH-EASTBOUND TRAFFIC LANE OF THE STRAIT OF DOVER AND ADJACENT WATERS TRAFFIC SEPARATION SCHEME" (amendment)

The text dealing with the deep water route (resolution A.374(X), Annex) is replaced by the following:

"(Reference charts: British Admiralty 1610, February 1977 edition)

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 (d) of the traffic separation scheme "In the Strait of Dover and Adjacent Waters" has been established between latitude 51°09'.7 N. and a line connecting the following geographical positions:

(i) 51° 23'.82 N., 2° 00'.62 E.
(ii) 51° 22'.30 N., 2° 05'.80 E.
(iii) 51° 18'.40 N., 2° 04'.80 E.

WARNINGS

.1 A deep water route forming part of the north-eastbound traffic lane is established to the north-west of the Sandettie Bank and masters considering the use of this route should take into account the proximity of traffic using the south-westbound lane.

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

.3 In the area of the deep water route east of the separation line ships are recommended to avoid overtaking.

Note: Limiting depths available in the route should be ascertained by reference to the latest large-scale navigational charts of the area, noting that the seabed is relatively unstable."

1.3 DEEP WATER ROUTES FORMING PART OF THE EASTBOUND TRAFFIC LANE OF THE TRAFFIC SEPARATION SCHEME IN THE SINGAPORE STRAIT (amendment)

Amend geographical positions (i) to (xiii) (resolution A.375(X), Annex) to read as follows:

"(i) 01°03'36" N., 103°38'57" E.
(ii) 01°05'54" N., 103°43'23" E.
(iii) 01°08'36" N., 103°45'26" E.
(iv) 01°10'15" N., 103°47'54" E.
(v) 01°09'57" N., 103°48'17" E.
(vi) 01°08'54" N., 103°46'49" E.
(vii) 01°04'57" N., 103°42'52" E.
(viii) 01°02'58" N., 103°39'06" E.
(ix) 01°10'15" N., 103°47'54" E.
(x) 01°11'18" N., 103°50'30" E.
(xi) 01°12'07" N., 103°52'12" E.
(xii) 01°11'48" N., 103°52'38" E.
(xiii) 01°09'57" N., 103°48'17" E. "

2 AREAS TO BE AVOIDED

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

(Reference charts for:

- positions 1, 2, 3 and 4 below:

French: 4735, edition Nr. 4/1975.

Note: This chart is on a local geodetic datum. The geographical co-ordinates can be adjusted to European datum by adding 0'.02 to the latitude and subtracting 0'.13 from the longitude.

- positions 5, 6, 7 and 8 below:

British Admiralty: 442, March 1979 edition; 2454, March 1979 edition; 2450, March 1979 edition.

Note: These charts are based on "Ordnance Survey of Great Britain (1936)".)

Description of the areas to be avoided

All ships should avoid the areas within circles of radius two (2) miles centred on the following geographical positions:

(1) 48° 22'.4 N., 6° 04'.0 W.
(2) 48° 40'.5 N., 5° 50'.0 W.
(3) 48° 56'.0 N., 5° 27'.4 W.
(4) 49° 05'.0 N., 5° 04'.4 W.

(5) 49° 33'.10 N., 3° 50'.00 W.
(6) 50° 05'.90 N., 1° 48'.35 W.
(7) 50° 12'.10 N., 1° 12'.40 W.
(8) 50° 18'.30 N., 0° 36'.10 W.

These areas are established to avoid hazard to navigational aids which are established at the geographical positions listed above and which are considered to be vital to the safety of navigation.

2.2 AREA TO BE AVOIDED "IN THE BASS STRAIT" (new area)

(Reference chart: Australian AUS 422, April 1971 edition

Note: This chart is based on the Australian geodetic datum, 1966.)

Description of the area to be avoided

The area described below should be avoided by ships of more than 200 tons gross tonnage.

The area is bounded by lines joining the following points:

(1) The low water-line in latitude 38° 15' S.
(2) 38° 35' S., 147° 44' E.
(3) 38° 41' S., 148° 06' E.
(4) 38° 41' S., 148° 13' E.
(5) 38° 32' S., 148° 26' E.
(6) 38° 19' S., 148° 35' E.
(7) 38° 08' S., 148° 31' E.
(8) 38° 05' S., 148° 24' E.
(9) The low water-line in latitude 37° 58' S.

Thence along the low water-line to the point of commencement.

2.3 IN THE REGION OF NANTUCKET SHOALS (new area)

(Reference chart: NOAA No. 13009, 15th ed. Feb.5/77)

Description of the area to be avoided

Because of the great danger of stranding and for reasons of environmental protection, all ships carrying cargoes of oil or hazardous materials and all other ships of more than 1,000 gross tons should avoid the area which is bounded by a line connecting the following points:

(1) 41°16'.5 N., 70°12'.5 W.
(2) 40°43'.2 N., 70°00'.5 W.
(3) 40°44'.5 N., 69°19'.0 W.
(4) 41°04'.5 N., 69°19'.0 W.
(5) 41°23'.5 N., 69°31'.5 W.
(6) 41°23'.4 N., 70°02'.8 W.

2.4 IN THE REGION OF THE NORTHWEST HAWAIIAN ISLANDS (new areas)

(Reference chart: NOAA No. 540, 13th ed. June 17/78)

Description of the areas to be avoided

In order to avoid the risk of pollution due to an accident in the areas which are designated as wildlife refuges, all ships of more than 1,000 gross tons carrying cargoes of oil or hazardous materials should avoid the areas contained within a circle of radius 50 nautical miles centred upon the following geographical co-ordinates:

(1) 27°50' N., 175°50' W. (Pearl and Hermes Reef)
(2) 26°00' N., 173°55' W. (Lisianski Island)
(3) 25°45' N., 171°45' W. (Laysan Island)
(4) 25°25' N., 170°35' W. (Maro Reef)
(5) 25°00' N., 168°00' W. (Gardner Pinnacles)
(6) 23°45' N., 166°15' W. (French Frigate Shoals)
(7) 23°35' N., 164°40' W. (Necker Island)
(8) 23°05' N., 161°55' W. (Nihoa)

3 OTHER ROUTEING MEASURES

3.1 RECOMMENDED DIRECTIONS OF TRAFFIC FLOW IN THE ENGLISH CHANNEL

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.

4 ASSOCIATED RECOMMENDATIONS ON NAVIGATION

RECOMMENDATIONS ON NAVIGATION THROUGH THE ENGLISH CHANNEL AND THE DOVER STRAIT

4.1 USE OF SHIPS' ROUTEING SYSTEM

4.1.1 Ships passing through the English Channel and intending to enter or having left the traffic separation scheme "Off Casquets" are recommended to leave the area to be avoided west of the traffic separation scheme to port.*

* This recommendation will not become effective until the area to be avoided is implemented.

4.1.2 Ships intending to enter or having left the traffic separation scheme "Off Ushant" are recommended to leave the area to be avoided south-west of the traffic separation scheme to port.*

4.1.3 Subject to any factors that may adversely affect safe navigation, ships proceeding from the western part of the English Channel and Dover Strait and vice versa are strongly recommended to use the traffic separation scheme "Off Casquets".

4.1.4 Ships crossing or leaving or joining the easterly or westerly flow of traffic between the traffic separation schemes "Off Casquets" and "In the Dover Strait and Adjacent Waters" should cross as nearly as practicable at right angles or join or leave at as small an angle as practicable to the recommended directions of traffic flow.

4.1.5 Attention is drawn to the warnings relating to the use of the "deep water route forming part of the north-eastbound traffic lane of the Strait of Dover and Adjacent Waters traffic separation scheme".

4.1.6 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", keep to the north-east of the north-eastern limit of the deep water route forming part of the north-eastbound traffic lane of the Strait of Dover and Adjacent Waters traffic separation scheme.

4.2 CROSSING TRAFFIC

4.2.1 Heavy crossing traffic exists in parts of the English Channel and the Dover Strait, with increased risk of collision in these areas.

4.2.2 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.

4.3 FISHING AND RECREATIONAL SAILING ACTIVITIES

4.3.1 Mariners should be aware that concentrations of fishing vessels and recreational craft may be encountered in the English Channel and the Dover Strait and should navigate with caution. Fishing vessels are reminded of the requirements of Rule 10(i) of the 1972 Collision Regulations 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.

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* This recommendation will not become effective until the area to be avoided is implemented.

4.4 PILOTAGE

4.4.1 Masters of ships passing through the English Channel and the Dover Strait should take into account the possibility of availing themselves of the services of an adequately qualified deep-sea pilot* in connexion with the requirements of safe navigation.

4.4.2 Masters of ships taking a deep-sea pilot in the North Sea are advised to embark the pilot prior to sailing.

4.4.3 Masters of ships approaching from the west are advised to embark their deep-sea pilot as far westward in the English Channel as practicable and make an early decision whether to request helicopter delivery or to approach a pilot station (e.g. Brixham or Cherbourg).

4.4.4 For ships wishing to embark a district pilot, there are two approaches to the pilot station at Folkestone from the westward, either by using the English inshore traffic zone or by using the north-eastbound traffic lane of the traffic separation scheme "In the Strait of Dover and Adjacent Waters" and making a judicious crossing of the south-westbound traffic lane in accordance with Rule 10(c) of the 1972 Collision Regulations. Arrangements can be made to embark district pilots in the western approaches to the English Channel.

4.5 UNDER-KEEL ALLOWANCE FOR DEEP DRAUGHT SHIPS

Masters of ships when planning their passage through the Dover Strait and its approaches should ensure that there is an adequate under-keel clearance at the time of passage. In order to achieve this clearance, the static under-keel allowance should be not less than 4 metres, which includes allowance for squat for a speed not exceeding 12 knots. The static under-keel allowance is the difference between the calculated depth of water and the ship's draught when stopped.

4.6 TIDAL HEIGHT PREDICTIONS

When calculating the depth of water, mariners are reminded that the height of the tide in mid-Strait can be up to 1 metre less than that predicted for the adjacent standard port.

4.7 SHIP MOVEMENT REPORTING SCHEME (MAREP)

A voluntary ship movement reporting scheme (MAREP) has been established jointly by the Governments of the United Kingdom and France in the English Channel and the Dover Strait. Ships of the categories listed therein are invited to participate in the scheme.

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* Reference is made to the recommendation on the use of adequately qualified deep-sea pilots in the North Sea, English Channel and Skagerrak (resolution A.486(XII)).

4.8 DEFECTS AFFECTING SAFETY

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

4.9 NAVIGATION INFORMATION SERVICE

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 MAREP scheme.

ANNEX 2

AMENDMENTS TO THE GENERAL PROVISIONS ON SHIPS' ROUTEING
(RESOLUTION A.378(X) AS AMENDED BY RESOLUTION A.428(XI))

1 Amend sub-paragraph 2.1(c) to read:

"Separation zone or line:

A zone or line separating the traffic lanes in which ships are proceeding in opposite or nearly opposite directions; or separating a traffic lane from the adjacent sea area; or separating traffic lanes designated for particular classes of ships proceeding in the same direction."

2 Add a new paragraph 3.14 bis:

"Ships engaged in an operation for laying, servicing or picking up submarine cables may thereby to so restricted in their ability to manoeuvre as to be unable to comply fully with the provisions of Rule 10 of the 1972 Collision Regulations. The government or authority responsible for such operations should therefore ensure that:

(a) information about such ships working in a traffic separation scheme is, as far as practicable, promulgated in advance by Notice to Mariners, and subsequently by radionavigation warnings broadcast before and at regular intervals during the operations;

(b) such operations shall, as far as possible, be avoided in conditions of restricted visibility."

3 Re-number paragraphs 6.11 to 6.16 as 6.12 to 6.17 and add the following new paragraph:

"6.11 When it is considered essential to provide within a traffic separation scheme an additional lane for ships carrying hazardous liquid substances in bulk, as specified in the International Convention for the Prevention of Pollution from Ships, 1973, in circumstances where it is not possible for ships to fix their position as set out in paragraph 6.10 over the whole area of that lane and an electronic position-fixing system covers that area, the existence of that system may be taken into account when designing the scheme."

4 In paragraph 7.4 replace the words "two months" by "120 days".

5 Amend paragraph 8.3 to read:

"A ship navigating in or near a traffic separation scheme adopted by the Organization shall in particular comply with Rule 10 of the International Regulations for Preventing Collisions at Sea, 1972, to minimize the development of risk of collision with another ship. The other rules of the 1972 Collision Regulations apply in all respects and particularly the rules of Part B, Sections II and III, if risk of collision with another ship is deemed to exist."