



IMO

ASSEMBLY - 18th session
Agenda item 11

RESOLUTION A.768(18)
adopted on 4 November 1993

SHIPS' ROUTEING

THE ASSEMBLY,

RECALLING Article 15(j) of the Convention on the International Maritime Organization concerning the functions of the Assembly in relation to regulations and guidelines concerning maritime safety,

FURTHER RECALLING resolution A.377(X) by which it established procedures for the adoption and amendment of routeing systems other than traffic separation schemes,

HAVING EXAMINED the reports of the Maritime Safety Committee on its sixtieth, sixty-first and sixty-second sessions,

CONFIRMS the adoption by the Organization of the new and amended routeing systems other than traffic separation schemes set out in the Annex to the present resolution.

W/0268a

ANNEX

ROUTEING SYSTEMS OTHER THAN TRAFFIC SEPARATION SCHEMES

1 AREAS TO BE AVOIDED

1.1 IN THE REGION OF FASHT BULDANI

(Reference charts: British Admiralty 3774, 1986 edition, 3775, 1981 edition and 2882, 1987 edition.

Note: These charts are based on Nahrwan Datum)

Description of the area to be avoided:

In order to avoid the risk of pollution due to stranding, or of damage to major subsea oil and gas pipelines in this area, which is in the close vicinity of important seagrass banks and prawn breeding grounds, all tankers, gas carriers and chemical tankers carrying noxious liquid substances regardless of size, and all other ships of more than 50,000 gross tonnage, should avoid the area bounded by a line connecting the following geographical positions:

- | | |
|------------------------------|------------------------------|
| (1) 28°13'.31 N, 48°55'.01 E | (5) 27°50'.90 N, 49°03'.50 E |
| (2) 28°18'.00 N, 49°08'.50 E | (6) 28°06'.39 N, 48°51'.78 E |
| (3) 28°08'.12 N, 49°18'.90 E | (7) 28°11'.10 N, 48°53'.21 E |
| (4) 27°53'.98 N, 49°20'.00 E | |

1.2 IN THE REGION OF THE SHETLAND ISLANDS (Amended area)

(Reference charts: British Admiralty 1119, 1989 edition; 1233, 1989 edition; 3292, 1986 edition.

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

Description of the areas to be avoided and precautionary areas(a) North of Shetland

In order to avoid the risk of oil pollution and severe damage to the environment of Shetland, ships of more than 5,000 gross tonnage carrying oil or other hazardous cargoes in bulk should avoid the area bounded by lines connecting the following geographical positions:

- | | |
|-----------------------------|---------------|
| (1) 60°39'.50 N, 1°09'.30 W | |
| (2) 61°04'.30 N, 1°09'.30 W | |
| (3) 61°04'.30 N, 0°29'.70 W | |
| (4) 60°38'.40 N, 0°12'.20 W | |
| (5) 60°34'.20 N, 0°48'.00 W | (Funzie Ness) |
| (6) 60°33'.80 N, 0°53'.50 W | (Rams Ness) |

Thence up the Eastern side of Colgrave Sound to:

- (7) 60°35'.80 N, 0°55'.40 W
- (8) 60°36'.80 N, 0°58'.00 W
- (9) 60°38'.40 N, 0°58'.80 W

Thence along the coastline to position (1)

(b) West and South of Shetland

In order to avoid the risk of oil pollution and severe damage to the environment of Shetland, ships of more than 5,000 gross tonnage carrying oil or other hazardous cargoes in bulk should avoid the area bounded by lines connecting the following geographical positions:

- (10) 60°02'.50 N, 1°10'.20 W (Helli Ness)
- (11) 59°59'.87 N, 1°09'.37 W (Perie Bard Lt)
- (12) 59°41'.00 N, 1°12'.00 W
- (13) 59°42'.70 N, 1°26'.00 W
- (14) 60°02'.00 N, 2°48'.00 W
- (15) 60°15'.00 N, 2°48'.00 W
- (16) 60°42'.50 N, 2°09'.00 W
- (17) 60°42'.50 N, 1°22'.00 W
- (18) 60°40'.00 N, 1°17'.00 W
- (19) 60°37'.30 N, 1°17'.90 W

Thence along the west coastline to position (10)

(c) Precautionary area in the northern approaches to Yell Sound

A precautionary area is established in the northern approaches to Yell Sound. The area is bounded by a line connecting the following geographical positions:

- (20) 61°04'.30 N, 1°09'.30 W
- (21) 60°39'.50 N, 1°09'.30 W
- (22) 60°40'.00 N, 1°17'.00 W
- (23) 60°42'.50 N, 1°22'.00 W
- (24) 60°42'.50 N, 2°09'.00 W

(d) Precautionary area in the south-eastern approaches to Yell Sound

A precautionary area is established in the south-eastern approaches to Yell Sound. The area is bounded by a line connecting the following geographical positions:

- (25) 60°27'.40 N, 1°02'.40 W
- (26) 60°24'.00 N, 0°02'.50 W
- (27) 60°38'.40 N, 0°12'.20 W
- (28) 60°34'.20 N, 0°48'.00 W
- (29) 60°33'.80 N, 0°53'.50 W

Thence up the eastern side of Colgrave Sound to:

- (30) 60°35'.80 N, 0°55'.40 W
- (31) 60°36'.80 N, 0°58'.00 W

(e) Precautionary area in the approaches to Lerwick

A precautionary area is established in the approaches to Lerwick. The area is bounded by a line connecting the following geographical positions:

- (25) 60°27'.40 N, 1°02'.40 W
- (26) 60°24'.00 N, 0°02'.50 W
- (12) 59°41'.00 N, 1°12'.00 W
- (11) 59°59'.87 N, 1°09'.37 W (Perie Bard)

1.3 IN THE REGION OF THE ORKNEY ISLANDS (New area)

(Reference charts: British Admiralty 1954, 1988 edition; 1942, 1988 edition)

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

Description of the area to be avoided

In order to avoid the risk of oil pollution and severe damage to the environment of Orkney, ships of more than 5,000 gross tonnage carrying oil or other hazardous cargoes in bulk should avoid the area bounded by lines connecting the following geographical positions:

- (1) 58°46'.73 N, 3°17'.69 W (Tor Ness)
- (2) 58°55'.00 N, 3°50'.00 W
- (3) 59°17'.00 N, 3°50'.00 W
- (4) 59°28'.00 N, 3°15'.00 W
- (5) 59°28'.00 W, 2°19'.00 W
- (6) 59°24'.00 N, 2°09'.00 W
- (7) 59°05'.00 N, 2°09'.00 W
- (8) 58°50'.00 N, 2°35'.00 W
- (9) 58°44'.15 N, 2°54'.90 W (Old Head)
- (10) 58°55'.97 N, 3°21'.11 W (Braebuster Point)
- (11) 58°57'.84 N, 3°21'.11 W (Breck Ness)

1.4 IN THE REGION OF THE FAIR ISLE (New area)

(Reference charts: British Admiralty 1119, 1989 edition)

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

In order to avoid the risk of oil pollution and severe damage to the environment of Fair Isle, ships of more than 5,000 gross tonnage carrying oil or other hazardous cargoes in bulk should avoid the area contained within a circle of radius six and one half (6.5) miles centred upon geographical position 59°32'.00 N 1°38'.00 W.

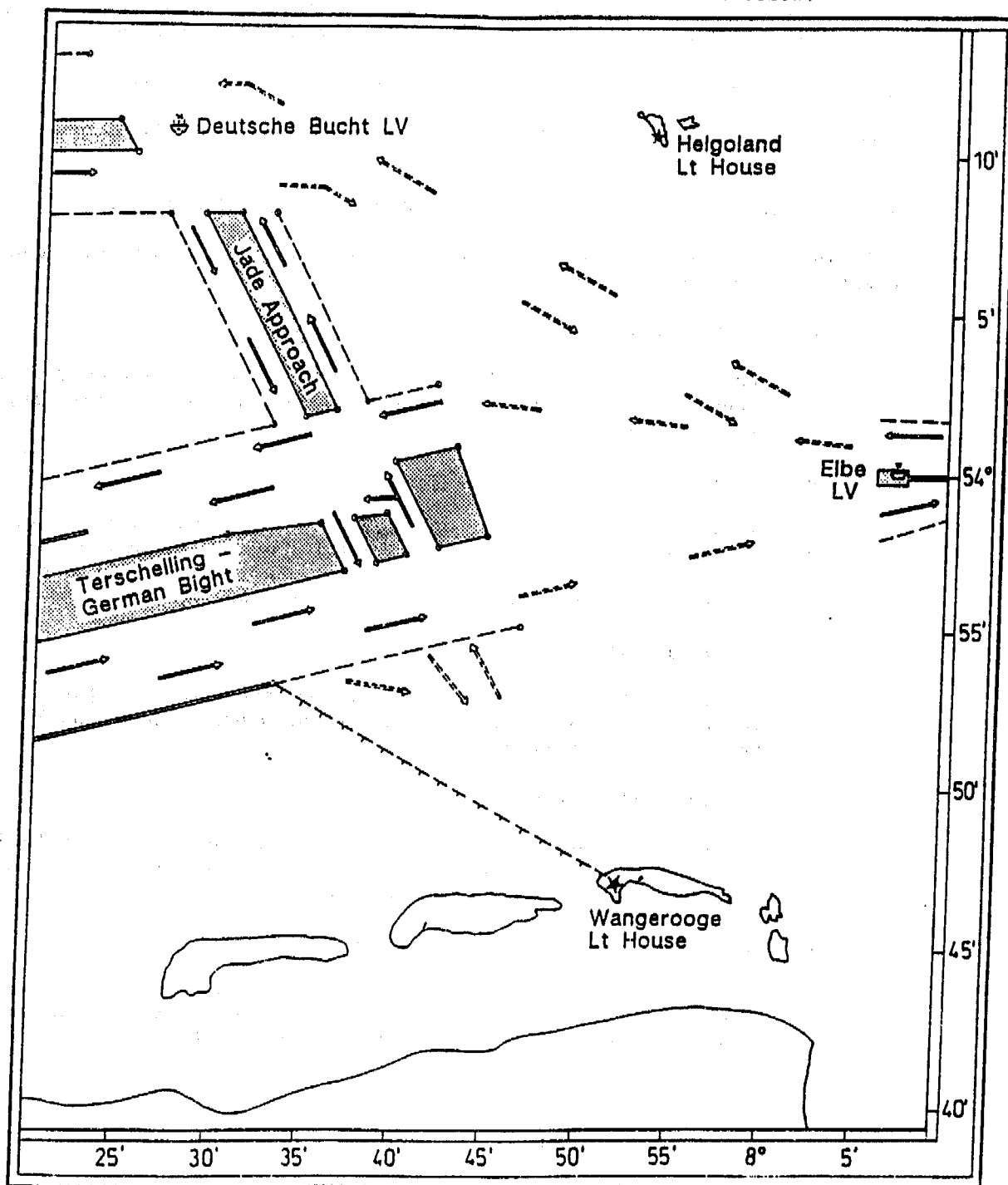
Note: See Part E - recommended routes in the Fair Isle Channel

2 OTHER ROUTEING MEASURES

2.1 RECOMMENDED DIRECTIONS OF TRAFFIC FLOW IN THE GERMAN BIGHT

Note: See the following traffic separation schemes in the German Bight: "Terschelling-German Bight", "Jade Approach", "Elbe Approach" and "German Bight-Western Approach" (Part B).

Recommended directions of traffic flow are established between the traffic separation scheme "Elbe Approach" and the eastern ends of the traffic separation schemes "Terschelling-German Bight" and "German Bight Western Approach", as shown in the chartlet below.



RECOMMENDED DIRECTIONS OF TRAFFIC FLOW IN THE GERMAN BIGHT

2.2 RECOMMENDED ROUTES IN THE FAIR ISLE CHANNEL

Recommended directions of traffic flow are established in the Fair Isle Strait as follows:

- (a) a single recommended route to the North of Fair Isle for use by West-bound traffic; and
- (b) separate recommended routes to the South West of Fair Isle with east bound traffic taking a route North East of North Ronaldsay, and with west bound traffic taking a route to the South West of Fair Isle.

These routes are recommended for use by all ships transiting the area.

Note: See chartlet attached to the areas to be avoided for Shetland, Fair Isle and Orkney Islands.

3 RECOMMENDATIONS ON NAVIGATION AROUND THE UNITED KINGDOM COAST

3.1 The following recommendations are made for specific locations around the coast of the United Kingdom:

.1 In the Pentland Firth

Laden tankers not bound to or from Flotta and Scapa Flow should not transit the Firth against the tide or in restricted visibility or other adverse weather.

.2 Off the Isles of Scilly

Laden tankers over 10,000 gross tonnage using the traffic separation scheme between Land's End and the Isles of Scilly should keep at least 3 miles to seaward of Wolf Rock, and should not use the scheme in restricted visibility or other adverse weather.

.3 In the Minches

Except due to stress of weather or any other case of "force majeure", all laden tankers over 10,000 gross tonnage should not pass through the Minches.

.4 In the North Channel

The present requirements and recommendation as set out in "Ships Routeing" continue to apply. In addition, no laden tanker should use the narrow passage through Rathin Sound.

.5 Off Smalls and Grassholme Channel

Laden tankers over 10,000 gross tonnage should not use the channel between Grassholme Island and Skomer Island unless moving between the anchorage in St. Bride's Bay and Milford Haven.

.6 In the Needles Channel

Due to tidal problems and apparent movement of the sand banks in this channel, laden tankers over 10,000 gross tonnage should avoid this channel.

.7 In the English Channel and Dover Strait

All ships navigating in this area should have on board the latest edition of Chart 5500 "Mariners Routing Guide English Channel and Southern North Sea" or other equivalent guides.

.8 In the Firth of Forth

Laden tankers should avoid the area between Bass Rock and the coast.

3.2 Reporting requirements

The following recommendations are associated with the areas set out in paragraph 2.3.1.

Ships intending to use the following routes, when at least 1 hour from the Estimated Time of Arrival (ETA) of entering the route, and on final departure, should report to Coastguard as described below.

<u>Route</u>	<u>Ship Condition</u>	<u>Report to Coastguard</u>	<u>Report On/ VHF Channel</u>
Fair Isle	laden	Shetland	16
Pentland Firth	laden	Pentland	16
The Minches	laden or in ballast	Stornoway	16
Isles of Scilly	laden	Falmouth	16
Dover Strait TSS	<u>ALL SHIPS</u>	Dover or Cap Griz Nez	69
Casquets TSS	<u>ALL SHIPS</u>	Joburg	69

3.3 Format of reports

The reporting should be in accordance with IMO resolution A.648(16) adopted on 19 October 1989 and should include the following:

- ALFA Name and call sign of the ship
- BRAVO Day of month (two figures) and time in hours and minutes (UT(GMT) in four figures)
- CHARLIE Latitude (4 figures + N or S) and Longitude (5 figures + E or W)

<u>DELTA</u>	True bearing (first 3 figures) and distance in nautical miles from identified landmark
<u>ECHO</u>	True course in degrees (3 figures)
<u>FOXTROT</u>	Speed in knots and decimal of knots (3 figures)
<u>GOLF</u>	Last port of call
<u>INDIA</u>	Destination
<u>MIKE</u>	VHF Channels monitored
<u>OSCAR</u>	Deepest draught in metres and centimetres
<u>PAPA</u>	Type and quantity (tonnes) of cargo
<u>QUEBEC</u>	Brief details of damage/deficiency/other limitations.
