

RESOLUTION A.428(XI)

Superseded by A.572(14)

*Adopted on 15 November 1979
Agenda item 10(b)*

GENERAL PROVISIONS ON SHIPS' ROUTEING

THE ASSEMBLY,

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

RECALLING ALSO resolution A.378(X) containing general provisions on ships' routeing,

RECOGNIZING the need to expedite any amendments to the general provisions,

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

1. ADOPTS the amendments to the general provisions on ships' routeing, set out in the Annex to the present resolution;
2. AUTHORIZES the Maritime Safety Committee to adopt for implementation, subject to confirmation by the Assembly, any amendments to the general provisions on ships' routeing and to advise all concerned accordingly.

ANNEX

**AMENDMENTS TO GENERAL PROVISIONS ON SHIPS' ROUTEING
(RESOLUTION A.378(X))**

Insert the following in place of the existing text or as additions to it, as appropriate:

- 1.2(e) the organization of traffic flow in or around areas where navigation by all ships or by certain classes of ships is dangerous or undesirable;
- 1.2(f) the reduction of risk of grounding by providing special guidance to vessels in areas where water depths are uncertain or critical;
- 2.1(f) ***Inshore traffic zone***
A routeing measure comprising a designated area between the landward boundary of a traffic separation scheme and the adjacent coast, not normally to be used by through traffic and where local special rules may apply.
- 2.1(m) ***Recommended direction of traffic flow***
A traffic flow pattern indicating a recommended directional movement of traffic where it is impractical or unnecessary to adopt an established direction of traffic flow.
- 3.5 A new or amended routeing system adopted by IMCO shall not come into force as an IMCO adopted system before an effective date promulgated by the Government that proposed the system, which shall be communicated to the Organization by the responsible Government. That date shall not be earlier than four months after the date of adoption of a routeing system by the Organization. Either Notices to Mariners to amend charts, or revised charts to depict the system shall be made available in ample time before the system comes into force.

3.7 A Government proposing a new routing system or an amendment to an adopted routing system, any part of which lies beyond its territorial sea, should consult IMCO so that such system may be adopted or amended by IMCO for international use. Such Government should furnish all relevant information, in particular with regard to the number, edition and where possible the geodetic datum of the reference chart used for the delineation of the traffic separation scheme. If appropriate, it should also provide the following additional information:

- (a) the reasons for excluding certain ships or classes of ships from using a traffic separation scheme or any part thereof; and
- (b) any alternative routing measures, if necessary, for ships or certain classes of ships which may be excluded from using a traffic separation scheme or parts thereof.

Such a system, when adopted, shall not be amended or suspended before consultation with and agreement by IMCO, unless local conditions and the urgency of the case require that earlier action be taken. In considering the proposal IMCO shall take account of the objectives, procedures, responsibilities, methods and criteria for routing systems as set out in these general provisions.

3.14 The Government(s) or the appropriate authority concerned with the maintenance of safety of navigation in a traffic separation scheme may exempt a vessel restricted in her ability to manoeuvre when engaged in operations for the maintenance of safety of navigation in such a scheme from complying with Rule 10 in accordance with resolution A.431(XI), provided that:

- (a) the requirement for such an operation is first notified to, and subsequently authorized by, the Government(s) or appropriate authority concerned;
- (b) information about such vessels working in a separation scheme is as far as practicable promulgated beforehand by Notice to Mariners and by subsequent radio warnings before, and at regular intervals during, the operations;
- (c) such operations shall as far as possible be avoided in conditions of restricted visibility.

3.15 Nothing in the General Provisions on Ships' Routing shall prejudice the codification and development of the law of the sea by the United Nations Conference on the Law of the Sea convened pursuant to resolution 2750 C (XXV) of the General Assembly of the United Nations nor the present or future claims and legal views of any State concerning the law of the sea and the nature and extent of coastal and flag State jurisdiction.

6.12 Where space allows the use of traffic separation zones the width of the zone should, if possible, be not less than three times the transverse component of the standard error (measured across the separation zone) of the most appropriate of the fixing methods listed in paragraph 6.10. Where necessary or desirable, and where practicable, additional separation should be provided so as to ensure that there will be adequate early indication that traffic proceeding in the opposite direction will pass on the correct side.

6.14 Whichever of the several available routing methods is chosen for use at a route junction or in a converging area, it must be a cardinal principle that any ambiguity or possible source of confusion in the application of the Collision Regulations must be avoided. This principle should be particularly borne in mind when establishing or recommending the direction of traffic flow in such areas. If recommended directions of traffic flow are adopted these should take full account of the existing pattern of traffic flow in the area concerned, and also of all other applicable provisions of ships' routing.

8.5 bis Precautionary areas should be avoided, if practicable, by passing ships which are not making use of the associated traffic separation schemes or deep water routes, or entering or leaving adjacent ports.