



Ref: T2/2.07

ROUTEING MEASURES OTHER THAN TRAFFIC SEPARATION SCHEMES

- 1 At its sixty-seventh session (2 to 6 December 1996), the Maritime Safety Committee adopted, in accordance with the provisions of resolution A.826(19), a mandatory route for tankers from North Hinder to the German Bight and vice versa (MSC 67/22, annex 11), which replaced the "Recommended route for tankers from North Hinder to the German Bight and vice versa" and was circulated to all concerned by SN/Circ.184 of 2 January 1997.
- 2 The said mandatory route was implemented at 0000 hours UTC on 3 June 1997.
- 3 At its forty-third session (14 to 18 July 1997), the Sub-Committee on Safety of Navigation noted information provided by the United Kingdom (NAV 43/INF.9) on its interpretation of subparagraph (iv) of the "Application and use of the route" section of the mandatory route referred to above.
- 4 The Sub-Committee on Safety of Navigation concurred with the interpretation provided, and, accordingly, subparagraph (iv) of the "Application and use of the route" section of SN/Circ.184 should read as follows:
 - "(iv) when sailing between North Hinder, United Kingdom or Continental North Sea ports south of 53° North and offshore and shore-based oil loading facilities in the North Sea area. However, this provision does not apply to ships sailing between ports on the east coast of the United Kingdom, including Orkney and Shetland Islands."
- 5 Member Governments are requested to bring this information to the attention of all concerned.