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ROUTEING MEASURES OTHER THAN TRAFFIC SEPARATION SCHEMES

1 The Maritime Safety Committee, at its seventy-fifth session (15 to 24 May 2002), adopted, in accordance with the provisions of resolution A.858(20), the following routeing measures other than traffic separation schemes, attached hereto:

- .1 three new mandatory no anchoring areas in the Tortugas Ecological Reserve and the Tortugas Bank in the Florida Keys;
- .2 an amended northernmost area to be avoided off the Florida coast;
- .3 an area to be avoided around the Malpelo Island ;
- .4 an amended area to be avoided off the Washington coast;
- .5 a two-way route in the Strait of Juan de Fuca;
- .6 a precautionary area around the Terra Nova Floating Production Storage and Offloading Vessel (FPSO); and
- .7 an amended wording with respect to the two existing areas to be avoided in the region of the Shetland Islands.

2 The aforementioned routeing measures other than traffic separation schemes will be implemented at 0000 hours UTC on 1 December 2002.

ANNEX

ROUTEING MEASURES OTHER THAN TRAFFIC SEPARATION SCHEMES**TORTUGAS ECOLOGICAL RESERVE AND TORTUGAS BANK**

(Reference Charts: United States 11434, 1998 edition.

Note: These charts are based on North American 1983 Datum.)

Description of the mandatory No Anchoring Areas**Northernmost Area of the Tortugas Ecological Reserve**

To avoid destruction of this unique, fragile and pristine coral reef ecosystem from anchoring, all ships shall avoid anchoring in the area bounded by a line connecting the following geographical positions which is designated as a mandatory no anchoring area:

(1)	24°46'.00N	083°06'.00W
(2)	24°46'.00N	082°54'.00W
(3)	24°45'.80N	082°48'.00W
(4)	24°43'.53N	082°48'.00W
(5)	24°43'.53N	082°52'.00W
(6)	24°43'.00N	082°54'.00W
(7)	24°39'.00N	082°58'.00W
(8)	24°39'.00N	083°06'.00W
(9)	24°46'.00N	083°06'.00W

Southernmost Area of the Tortugas Ecological Reserve

To avoid destruction of this unique, fragile and pristine coral reef ecosystem from anchoring, all ships shall avoid anchoring in the area bounded by a line connecting the following geographical positions which is designated as a mandatory no anchoring area:

(10)	24°33'.00N	083°09'.00W
(11)	24°33'.00N	083°05'.00W
(12)	24°18'.00N	083°05'.00W
(13)	24°18'.00N	083°09'.00W
(14)	24°33'.00N	083°09'.00W

Tortugas Bank Outside of the Tortugas Ecological Reserve

To avoid the destruction of this unique and fragile coral reef ecosystem from anchoring by large ships, ships 50 meters or more in length shall avoid anchoring in the area bounded by a line connecting the following geographical positions which is designated as a mandatory no anchoring area:

(15)	24°32'.00N	083°00'.05W
(16)	24°37'.00N	083°06'.00W
(17)	24°39'.00N	083°06'.00W
(18)	24°39'.00N	083°00'.05W
(19)	24°32'.00N	083°00'.05W

OFF THE FLORIDA COAST

(Reference charts: United States 11450, 1998 edition; 11460, 1999 edition; 11462, 1998 edition; 11463, 1997 edition. **Note:** These charts are based on North American 1983 Datum.)

Description of the northernmost area to be avoided

In order to avoid risk of pollution and damage to the environment of these sensitive areas, all ships carrying cargoes of oil and hazardous materials and all other ships greater than 50 meters in length should avoid the following area:

(a) In the vicinity of the Florida Keys

The area bounded by a line connecting the following geographical positions is designated as an area to be avoided:

(1)	25°45'.00N	080°06'.10W
(2)	25°38'.70N	080°02'.70W
(3)	25°22'.00N	080°03'.00W
(4)	25°06'.38N	080°10'.48W
(5)	24°56'.37N	080°19'.26W
(6)	24°37'.90N	080°47'.30W
(7)	24°29'.20N	081°17'.30W
(8)	24°22'.30N	081°43'.17W
(9)	24°28'.00N	081°43'.17W
(10)	24°28'.70N	081°43'.50W
(11)	24°29'.80N	081°43'.17W
(12)	24°33'.10N	081°35'.15W
(13)	24°33'.60N	081°26'.00W
(14)	24°38'.20N	080°07'.00W
(15)	24°43'.20N	080°53'.20W
(16)	24°46'.10N	080°46'.15W
(17)	24°51'.10N	080°37'.10W
(18)	24°57'.50N	080°27'.50W
(19)	25°09'.90N	080°16'.20W
(20)	25°24'.00N	080°09'.10W
(21)	25°31'.50N	080°07'.00W
(22)	25°39'.70N	080°06'.85W
(23)	25°45'.00N	080°06'.10W

MALPELO ISLAND

(Reference charts: INT 6105 “Gulf of Cupica to Bay of Buenaventura” and INT 6000 “West coast of Colombia”).

Description of area to be avoided around the Malpelo Island

With a view to avoiding the risk of serious damage to important systems, to the environment, and to the economy of the area, all fishing vessels and all other ships in excess of 500 gross tonnage should avoid the area bounded by lines connecting the following geographical positions:

(1)	04°04'.80N	081°43'.30W
(2)	04°04'.80N	081°28'.12W
(3)	03°52'.15N	081°28'.12W
(4)	03°52'.15N	081°43'.30W

AMENDMENT OF THE AREA TO BE AVOIDED OFF THE WASHINGTON COAST

(Reference charts: United States 18500, 1999 edition, and 18480, 1999 edition.

Note: These charts are based on North American 1983 Datum.)

Description of the area to be avoided

In order to reduce the risk of a marine casualty and resulting pollution and damage to the environment of the Olympic Coast National Marine Sanctuary, all ships and barges* carrying cargoes of oil or hazardous materials, and all ships 1,600 gross tons and above solely in transit should avoid the area bounded by a line connecting the following geographical positions:

(1)	48°23'.30N	124°38'.20W
(2)	48°24'.17N	124°38'.20W
(3)	48°26'.15N	124°44'.65W
(4)	48°26'.15N	124°52'.80W
(5)	48°24'.67N	124°55'.71W
(6)	47°51'.70N	125°15'.50W
(7)	47°07'.70N	124°47'.50W
(8)	47°07'.70N	124°11'.00W

RECOMMENDED TWO-WAY ROUTE IN THE STRAIT OF JUAN DE FUCA

(Reference charts: United States 18400, 2000 edition; 18460, 1998 edition; 18465, 1995 edition; 18480, 1999 edition.

Note: These charts are based on North American 1983 Datum.)

Eastbound Route

1 Slower moving traffic, such as tugs and barges and small fishing vessels, transiting eastbound should follow the route established south of the traffic separation scheme "In the Strait of Juan de Fuca" and north of the line created by the following geographical positions:

(1)	48°27'.14N	124°44'.36W
(2)	48°11'.90N	123°55'.57W
(3)	48°11'.94N	123°34'.00W

* This ATBA does not apply to any warship, naval auxiliary, barge (whether towed by a government or commercial tug), or other ship owned or operated by a Contracting Government and used, for the time being, only on government non-commercial service.

Westbound Route

2 Slower moving traffic, such as tugs and barges and small fishing vessels, transiting westbound should follow the route established south of the line created by the following geographical positions:

(1) 48°27'.14N	124°44'.36W
(2) 48°11'.90N	123°55'.57W
(3) 48°11'.94N	123°34'.00W

PRECAUTIONARY AREA IN THE REGION OF THE GRAND BANKS OF NEWFOUNDLAND

(Reference charts: CHS 4001/INT 404, 1995 edition and CHS 4000, 1984 edition.

Note: These charts are based on North American 1983 Datum and North American 1927 Datum respectively.)

Description of the precautionary area

In order to reduce the risk of a marine casualty and resulting pollution and damage to the environment, all ships not involved in the oil related activities being conducted within the area, should navigate with particular caution in the area having a 10 nm radius centered on 46°28'.53N and 048°28'.86W. Ship movement in the area is monitored on a 24 hour basis. Any ship planning to transit the precautionary area is advised to contact the Terra Nova Floating Production Storage and Offloading Vessel (FPSO) on VHF channel 16 and to comply with the instructions given while transiting the area.

AREAS TO BE AVOIDED IN THE REGION OF THE SHETLAND ISLANDS

Amend the notes to the descriptions of the areas to be avoided, to read as follows:

‘To avoid the risk of pollution and severe damage to the environment and economy of Shetland, all vessels over 5,000 gross tonnage carrying, or capable of carrying oil or other liquid hazardous cargoes in bulk should avoid the area bounded by lines connecting the following geographical positions:’