

Resolution A.827(19)
adopted on 23 November 1995
(Agenda item 10)

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 and the prevention and control of marine pollution from ships,

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

HAVING CONSIDERED the reports of the Maritime Safety Committee at its sixty-third, sixty-fourth and sixty-fifth sessions,

1. CONFIRMS the adoption by the Organization of the new and amended routeing measures other than traffic separation schemes set out in annex 1 to the present resolution;
2. CONFIRMS ALSO the adoption by the Organization of the Rules and Recommendations on Navigation through the Strait of Istanbul, the Strait of Canakkale and the Marmara Sea set out in annex 2 to the present resolution;
3. CONFIRMS FURTHER that the Rules and Recommendations on Navigation through the Strait of Istanbul, the Strait of Canakkale and the Marmara Sea are established purely for the purpose of safety of navigation and environmental protection and are not intended in any way to affect or prejudice the rights of any ship using the Straits under international law, including the United Nations Convention on the Law of the Sea, 1982, and the 1936 Montreux Convention, and that national regulations promulgated by the coastal State should be in total conformity with the said rules and recommendations;
4. INVITES Governments to bring the Rules and Recommendations, set out in annex 2, to the attention of shipowners, shipmasters and seafarers of ships which use the Strait of Istanbul, the Strait of Canakkale and the Marmara Sea and to ensure that these Rules and Recommendations are available on board such ships for information and compliance;
5. REQUESTS the Maritime Safety Committee to review, on the basis of submissions from Governments, the operation of the Rules and Recommendations set out in annex 2 and the conditions in the Strait of Istanbul, the Strait of Canakkale and the Marmara Sea, to consider, as appropriate, any suggestions for changes in the said Rules and Recommendations and to report on these matters to the next session of the Assembly;
6. CONFIRMS FURTHER the adoption of amendments to the General Provisions on Ships' Routeing consequential to the adoption of new SOLAS regulation V/8 set out in annex 3 to the present resolution.

Annex 1

NEW AND AMENDED ROUTING MEASURES OTHER THAN TRAFFIC SEPARATION SCHEMES

1 AREAS TO BE AVOIDED

1.1 In the region of the Shetland Islands (Amended area)

Amend resolution A.768(18) as follows:

(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)
(10) 60°02'.50 N,	1°10'.20 W (Helli Ness)

1.2 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 N,	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)

Then around the coast of South Ronaldsay and Mainland to

(10) 58°57'.84 N,	3°21'.11 W
(11) 58°55'.97 N,	3°21'.11 W

Thence along the coast of Hoy to (1)

1.3 In the region of Three Kings Islands (New area)

(Reference charts: New Zealand 41, 1991 edition; 4111, 1992 edition.

Note: These charts are based on World Geodetic System (1972) Datum)

Description of the area to be avoided

In order to avoid the risk of pollution and damage to the environment in the area around the Three Kings Islands, declared to be a wildlife sanctuary, ships of 500 gross tons or more should avoid the area bounded by a line connecting the following geographical positions:

- | | |
|-----------------|-------------|
| (1) 34°06'.0 S, | 172°00'.0 E |
| (2) 34°06'.0 S, | 172°12'.5 E |
| (3) 34°13'.5 S, | 172°12'.5 E |
| (4) 34°13'.5 S, | 172°00'.0 E |

1.4 In the region of Vorai Sporadhes Islands (New area)

(Reference charts: Greek Hydrographic Office 31 (INT 3704), 1987 edition.

Note: This chart is based on European Datum)

Description of the area to be avoided

In order to avoid the risk of pollution and damage to the environment in the area surrounding the Vorai (North) Sporadhes Islands, designated to be a marine sanctuary, all ships carrying chemical, toxic or nuclear substances and tankers of more than 500 tons gt carrying oil, should avoid the area bounded by a line connecting the following geographical positions:

- | | |
|---------------|----------|
| (1) 39°34' N, | 24°10' E |
| (2) 39°20' N, | 24°25' E |
| (3) 39°00' N, | 24°10' E |
| (4) 39°00' N, | 24°00' E |
| (5) 39°02' N, | 23°51' E |
| (6) 39°25' N, | 23°51' E |
| (7) 39°30' N, | 24°00' E |

1.5 In the approaches to Salina Cruz

(Reference chart: United States 21441, 1986 edition.

Note: This chart is based on the World Geodetic System (1972) Datum)

Description of a precautionary area and areas to be avoided

(a) Precautionary area

A precautionary area is established by an arc of a circle of four miles radius centred on the lighthouse of Salina Cruz, Oaxaca, Mexico, at geographical position:

- | | |
|-------------------|-------------|
| (22) 16°09'.70 N, | 95°12'.24 W |
|-------------------|-------------|

starting at the coastline at geographical position:

- | | |
|-------------------|-------------|
| (17) 16°07'.85 N, | 95°15'.90 W |
|-------------------|-------------|

as far as geographical position:

- | | |
|-------------------|-------------|
| (13) 16°05'.75 N, | 95°12'.73 W |
|-------------------|-------------|

continuing in a straight line as far as geographical position:

- | | |
|-------------------|-------------|
| (16) 16°05'.75 N, | 95°10'.00 W |
|-------------------|-------------|

and from geographical position (16) in a straight line as far as the coastline at geographical position:

- | | |
|-------------------|-------------|
| (18) 16°09'.95 N, | 95°10'.00 W |
|-------------------|-------------|

(b) Areas to be avoided

The following areas to be avoided by ships that are not going to carry out operations at the single point moorings and the oil terminal at the port of Salina Cruz, Oaxaca, Mexico, are established within the precautionary area:

Three circular areas to be avoided, each bounded by a circle of 400 m radius, centred respectively on the following geographical positions:

- | | |
|-------------------|-------------|
| (19) 16°08'.63 N, | 95°12'.94 W |
| (20) 16°08'.41 N, | 95°13'.75 W |
| (21) 16°07'.11 N, | 95°13'.28 W |

Note: Ship movement in the port area is monitored and supervised by a Port Vessel Traffic Supervisor on a 24-hour basis. Any ship planning to enter this precautionary area is requested to contact the Salina Cruz Port Vessel Traffic Supervisor on channel 6 VHF and follow his advice while transiting the areas.

1.6 Off the Washington coast

(Reference charts: United States 18500, 23rd Edition – 13 April 1991, and United States 18480, 23rd Edition – 24 October 1992)

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,* including barges, carrying cargoes of oil or hazardous materials should avoid the area bounded by a line connecting the following geographical positions:

(1) 48°23'.3 N,	124°38'.2 W
(2) 48°23'.5 N,	124°38'.2 W
(3) 48°25'.3 N,	124°46'.9 W
(4) 47°51'.7 N,	125°15'.5 W
(5) 47°07'.7 N,	124°47'.5 W
(6) 47°07'.7 N,	124°11'.0 W

1.7 North of the Straits of Tiran

(Reference chart: British Admiralty No. 3595 (1986) E.D. 50)

Description of the area to be avoided

In order to avoid the risk of severe damage to critical ecosystems, the environment and the economy of the area, all ships carrying dangerous or toxic cargoes, or any other ship exceeding 500 gross tonnage should avoid the area bounded by a line connecting the following geographical positions:

(1) 28°46'.0 N,	34°37'.5 E
(2) 28°46'.0 N,	34°40'.0 E
(3) 28°24'.0 N,	34°31'.0 E
(4) 28°18'.0 N,	34°26'.0 E
(5) 28°11'.0 N,	34°29'.0 E
(6) 28°06'.0 N,	34°28'.0 E
(7) 28°01'.5 N,	34°26'.5 E

1.8 North of Sharm El Sheikh harbour

(Reference Chart: British Admiralty No. 2375 (1988) E.D. 50)

Description of the area to be avoided

In order to avoid the risk of severe damage to critical ecosystems, the environment and the economy of the area, all ships carrying dangerous or toxic cargoes, or any other ship exceeding 500 gross tonnage should avoid the area bounded by a line connecting the following geographical positions:

(1) 27°58'.0 N,	34°25'.0 E
(2) 27°50'.5 N,	34°20'.6 E
(3) 27°51'.0 N,	34°17'.2 E

* 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.

1.9 At the southern extremity of the Sinai peninsula
(Reference chart: British Admiralty No. 2375 (1988) E.D. 50)

Description of the area to be avoided

In order to avoid the risk of severe damage to critical ecosystems, the environment and natural resources contained within the declared boundaries of the Ras Mohammed National Park, all ships carrying dangerous or toxic cargoes, or any other ships exceeding 500 gross tonnage should avoid the area bounded by a line connecting the following geographical positions:

- | | |
|------------------|-------------|
| (1) 27°51'.10 N, | 34°16'.60 E |
| (2) 27°47'.18 N, | 34°19'.00 E |
| (3) 27°42'.20 N, | 34°17'.00 E |
| (4) 27°41'.00 N, | 34°07'.00 E |
| (5) 27°43'.00 N, | 34°04'.00 E |
| (6) 27°48'.30 N, | 34°06'.00 E |

2 OTHER ROUTEING MEASURES

Recommended route for tankers from North Hinder to the German Bight and vice versa

Replace the existing "Application(s) of the route" by:

"Application

The route is recommended for use by the following classes of ships:

- "(a) tankers of 10,000 tons gross tonnage and upwards, carrying oils as defined under Annex I to the International Convention for the Prevention of Pollution from Ships, 1973, as modified by the Protocol of 1978 relating thereto (MARPOL 73/78);
- (b) tankers of 5,000 tons gross tonnage and upwards, carrying noxious liquid substances in bulk as assessed as categories A or B of Annex II to the International Convention for the Prevention of Pollution from Ships, 1973, as modified by the Protocol of 1978 relating thereto (MARPOL 73/78);
- (c) tankers of 10,000 tons gross tonnage and upwards, carrying noxious liquid substances in bulk as assessed as categories C or D of Annex II to the International Convention for the Prevention of Pollution from Ships, 1973, as modified by the Protocol of 1978 relating thereto (MARPOL 73/78);
- (d) ships of 10,000 tons gross tonnage and upwards, carrying liquefied gases in bulk.

These ships are urged to avoid the sea area between the recommended route and the Friesians Islands' coast except as provided in subparagraph (a)(ii) of the section on use of the route.

Pilotage

Ships recommended to use 'the route for tankers from North Hinder to the German Bight and *vice versa*' are referred to resolution A.486(XII)), adopted on 19 November 1981, concerning the 'Recommendation on the use of adequately qualified deep sea pilots in the North Sea, English Channel and Skagerrak'."

3 ASSOCIATED RULES AND RECOMMENDATIONS ON NAVIGATION

Recommendation on navigation through the English Channel and Dover Strait

Replace existing section 7 of the Recommendation on Navigation through the English Channel and Dover Strait by:

"7 Ship movement reporting scheme (MAREP)

7.1 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 Dover Strait. It is recommended that all merchant ships of 300 gross tonnage and over participate in the scheme."

ROUTEING MEASURES OTHER THAN TRAFFIC SEPARATION SCHEMES

Rules and recommendations on Navigation through the Strait of Istanbul, the Strait of Canakkale and the Marmara Sea*

1 USE OF SHIPS' ROUTEING

1.1 Vessels navigating in the Straits shall exercise full diligence and regard for the requirements of the traffic separation schemes (TSSs).

1.2 A vessel that is not able to comply with the requirements of the TSS shall inform the traffic control station well in advance. In such circumstances, the competent authority may temporarily suspend the particular TSS, or section(s) of it, and inform the vessels sailing in the area and advise them to comply with rule 9 of the International Regulations for Preventing Collisions at Sea, 1972.

1.3 In order to ensure safe transit of vessels which cannot comply with the TSS, the competent authority may temporarily suspend two-way traffic and regulate one-way traffic to maintain a safe distance between vessels.

2 SHIP REPORTING AND NAVIGATION INFORMATION

2.1 All vessels entering the Straits are strongly recommended to participate in the reporting system (TUBRAP) established by the competent authority and concerning which the appropriate information has been promulgated by notices to mariners and other means.

2.2 For the purpose of efficient and expeditious traffic management, in the interest of safety of navigation and protection of the marine environment, vessels intending to pass through the Straits are strongly advised to give prior information on the size of the vessel, whether in ballast or loaded condition and whether carrying any hazardous and noxious cargo, as defined in relevant international conventions.

2.3 All vessels navigating in the Straits are recommended to make use of the information broadcasts made by the information services operated by the competent authority, and to keep watch on VHF as appropriate, in accordance with the TUBRAP scheme.

3 PILOTAGE

3.1 Masters of vessels passing through the Straits are strongly recommended to avail themselves of the services of a qualified pilot in order to comply with the requirements of safe navigation.

4 DAYLIGHT TRANSIT

Vessels having a maximum draught of 15 m or more and vessels over 200 m in overall length are advised to navigate the Straits in daylight.

5 TOWING

Passage of a vessel under tow may only be carried out when using tugboat(s) or vessel(s) suitably equipped for the operation in order to ensure safe navigation.

6 ANCHORAGE

When required, vessels may use the anchorages designated for this purpose

* (Hereinafter referred to as the Straits).

AMENDMENTS TO THE GENERAL PROVISIONS ON SHIPS' ROUTEING

INTRODUCTION

The General Provisions of Ships' Routeing are established pursuant to regulation V(8) of the SOLAS Convention

1 OBJECTIVES

1.1 Insert new subparagraph 1.2.6, as follows:

“.6 the organization of safe traffic flow in or around or at a safe distance from environmentally sensitive areas;”

1.2 Renumber existing subparagraphs 1.2.6 and 1.2.7 as subparagraphs 1.2.7 and 1.2.8.

2 DEFINITIONS

2.1 Insert after subparagraph 2.1.1 on the definition of *Routeing system* a new definition for “Mandatory routeing system” as follows:

“.2 *Mandatory routeing system*

A routeing system adopted by the Organization, in accordance with the requirements of regulation V/8 of the International Convention for the Safety of Life at Sea, 1974, for mandatory use by all ships, certain categories of ships or ships carrying certain cargoes.”

2.2 Renumber existing subparagraphs 2.1.2 to 2.1.14 as subparagraphs 2.1.3 to 2.1.15.

3 PROCEDURES AND RESPONSIBILITIES

Procedures and functions of IMO

3.1 Amend paragraph 3.1 to conform with paragraphs (a) and (b) of SOLAS regulation V/8 as amended. The text should read as follows:

“3.1 IMO is recognized as the only international body responsible for establishing and adopting measures on an international level concerning ships' routeing systems for use by all ships, certain categories of ships or ships carrying certain cargoes.”

3.2 Insert a new paragraph 3.5 to deal with the procedures for adopting mandatory routeing systems, as follows:

“3.5 In deciding whether or not to adopt or amend a mandatory routeing system, IMO will, in addition to the provisions of paragraphs 3.2, 3.3, as appropriate, and 3.4, consider whether:

- .1 proper and sufficient justification for the establishment of a mandatory routeing system has been provided by the sponsoring Government or Governments;
- .2 ports or harbours of littoral States would be adversely affected.”

3.3 Insert new paragraphs 3.6 and 3.7 to deal with the procedures for adopting a routeing system which is intended to protect an environmentally sensitive area, as follows:

“3.6 In deciding whether or not to adopt or amend a routeing system which is intended to protect the marine environment, IMO will consider whether:

- .1 the proposed routeing system can reasonably be expected to prevent or significantly reduce the risk of pollution or other damage to the marine environment of the area concerned;

- .2 given the overall size of the area to be protected, or the aggregate number of environmentally sensitive areas established or identified in the geographical region concerned, the use of routeing systems – particularly areas to be avoided – could have the effect of unreasonably limiting the sea area available for navigation; and
- .3 the proposed routeing system meets the requirements of these General Provisions.

3.7 IMO will not adopt a proposed routeing system until it is satisfied that the proposed system will not impose unnecessary constraints on shipping and is completely in accordance with the requirements of regulation V/8, paragraph (j) of the SOLAS Convention. In particular, an area to be avoided will not be adopted if it would impede the passage of ships through an international strait.”

Responsibilities of Governments and recommended and compulsory practices

3.4 Renumber existing paragraphs 3.5 and 3.6 as paragraphs 3.8 and 3.9. No amendments to these paragraphs are proposed.

3.5 Delete existing paragraph 3.7.

3.6 Insert a new paragraph 3.10 to read as follows:

“3.10 When establishing or amending a routeing system in a particular area where two or more Governments have a common interest, they should formulate joint proposals for adoption by IMO in accordance with SOLAS chapter V, regulation 8(f).”

3.7 Renumber existing paragraph 3.8 as paragraph 3.11 and amend this paragraph to read as follows:

“3.11 A Government, or Governments jointly, proposing a new routeing system or an amendment to an adopted system, any part which lies beyond its or their territorial sea or seas or in straits used for international navigation, should consult IMO so that such system may be adopted or amended by IMO for international use. Such Government or Governments should furnish all relevant information, in particular with regard to:

- .1 the objectives of the proposed routeing system and a demonstrated need for its establishment, including the consideration of alternative routeing measures and the reasons why the proposed routeing system is preferred;
- .2 the traffic pattern, hazards to navigation, aids to navigation and the state of hydrographic surveys;
- .3 marine environmental considerations;
- .4 the application to all ships, certain categories of ships or ships carrying certain cargoes of a routeing system or any part thereof;
- .5 any alternative routeing measure, if necessary, for all ships, certain categories of ships or ships carrying certain cargoes which may be excluded from using a routeing system or any part thereof; and
- .6 the number, edition and, where possible, the geodetic datum of the reference chart used for the delineation of the routeing system, together with copies of the reference charts listed in the description of the routeing system showing the new system or the amendments to existing systems.”

3.8 Delete present paragraph 3.9.

3.9 Renumber existing paragraph 3.10 as 3.12 and amend this paragraph to read as follows:

“3.12 Governments are recommended to ensure, as far as practicable, that drilling rigs (MODUs), exploration platforms and other similar structures are not established within the traffic lanes of routeing systems adopted by IMO or near their terminations. When the temporary

positioning of a drilling rig or similar structure in a traffic lane of an adopted traffic separation scheme cannot be avoided, the system should, if necessary, be amended temporarily in accordance with the guidelines given in section 7.

In the case of mandatory routeing systems, Governments should ensure that drilling rigs (MODUs), exploration platforms and other structures obstructing navigation and not being an aid to navigation will not be established within the traffic lanes of a traffic separation scheme being part of a mandatory routeing system.”

3.10 Renumber existing paragraph 3.11 as paragraph 3.13.

3.11 Renumber existing paragraph 3.12 as paragraph 3.14 and amend this paragraph to read as follows:

“3.14 Governments establishing routeing systems, no part of which lie beyond their territorial seas or in straits used for international navigation, are requested to design them in accordance with IMO guidelines and criteria for such systems and submit them to IMO for adoption.”

3.12 Renumber present paragraph 3.13 as paragraph 3.15 and amend in the first and second line “traffic separation scheme” to read “routeing system” and amend in the third and fifth lines the word “scheme” to read “system”.

3.13 Renumber present paragraph 3.14 as paragraph 3.16 and amend the references to present paragraph 3.12 and 3.13 as 3.14 and 3.15.

3.14 Insert a new paragraph 3.17 to cover the last two amended sentences of existing paragraph 3.8, as follows:

“3.17 A routeing system, when adopted by IMO, shall not be amended or suspended before consultation with and agreement by IMO, unless local conditions or the urgency of the case as described in paragraph 3.19, require that earlier action be taken. In considering the proposal, IMO shall take account of the objectives, procedures, responsibilities, methods and criteria for routeing systems as set out in these General Provisions. A mandatory routeing system, when adopted by IMO, shall not be temporarily amended or suspended except in urgent cases as described in paragraph 3.19.”

3.15 Insert a new paragraph 3.18 to deal with reviews of mandatory routeing systems, as follows:

“3.18 Mandatory routeing systems should be reviewed, as necessary, by the Government or Governments concerned taking into account pertinent comments, reports and observations on the routeing system. Elements under review might include variations to traffic patterns, offshore exploration and exploitation, hydrographical changes, effectiveness of aids to navigation and other developments.”

3.16 Insert a new paragraph 3.19 to replace existing paragraph 3.9 as follows:

“3.19 In an emergency such as might result from the unexpected blocking or obstruction of a traffic lane or any other part of a routeing system by a wreck or other hazard, immediate temporary changes in the use of the affected traffic separation scheme or other routeing system may be made by the responsible and sponsoring Government or Governments, with the objective of directing traffic flow clear of the new hazard. In such cases, every possible measure shall be taken by the Government or Governments concerned to immediately inform shipping of the hazard and of the temporary changes which have been made.

The responsible and sponsoring Government or Governments should inform IMO as soon as possible of any such changes and their justification.”

3.17 Renumber existing paragraph 3.15 as paragraph 3.20 and in the second line amend the second word “her” to read “its”.

3.18 Delete existing paragraph 3.16.

4 METHODS

No amendment to this section is proposed.

Include in figure 3 symbols for inshore traffic zone in the eastern ITZ.

5 PLANNING

Delete present paragraph 5.1 and renumber the remaining paragraphs accordingly.

5.1 Delete present paragraph 5.4 and insert a new paragraph 5.3 as follows:

“5.3 A Government or Governments planning, implementing and maintaining mandatory routing systems should consider whether, because of the particular circumstances in the area or parts of the area concerned, an associated monitoring service, a reporting service or VTS should be established in accordance with the guidelines adopted by IMO for such services,* as appropriate.

* Refer to resolution MSC.43(64), Guidelines and Criteria for Ship Reporting Systems, and resolution A.578(140), Guidelines for Vessel Traffic Services.”

6 DESIGN CRITERIA

6.1 Amend paragraph 6.11 as follows:

“6.11 *Position fixing*

6.11.1 It should be possible for ships to fix their position anywhere within the limits of and in the immediate approaches to a traffic separation scheme by one or more of the following means, both by day and by night:

- .1 visual bearing of readily identifiable objects;
- .2 radar bearings and ranges of readily identifiable objects;
- .3 D/F bearings;
- .4 other radionavigation equipment suitable for use throughout the intended voyage.

6.11.2 The position fixing of ships may be supplemented or substituted by shore-based radar and radio direction finder systems to assist ships which have difficulty to establish their position accurately with the means prescribed under 6.11.1. Such shore-based systems should be approved by IMO before they are recognized as a position fixing system for supporting the safety of navigation in or near traffic separation schemes.”

6.2 Insert after paragraph 6.15 new paragraphs 6.16 and 6.17 as follows:

“*Mandatory routing systems*

6.16 The extent of a mandatory routing system should be limited to what is essential in the interest of safety of navigation and the protection of the marine environment.

6.17 It shall be possible for ships to fix their positions in relation to a mandatory routing system by one or more of the means mentioned in paragraph 6.11 of this section.”

6.3 Renumber existing paragraphs 6.16 to 6.18 as 6.18 to 6.20. No amendments to these paragraphs are proposed.

7 TEMPORARY ADJUSTMENTS TO TRAFFIC SEPARATION SCHEMES

7.1 Amend the title of this section to read as follows:

“7 **TEMPORARY ADJUSTMENTS AND SUSPENSIONS**”

7.2 After the title of this section insert the subtitle:

“Traffic separation schemes”

7.3 Insert after paragraph 7.5 a new subtitle and paragraph as follows:

“Mandatory routeing systems

7.6 Mandatory routeing systems should not be temporarily adjusted. If necessary for the safety of navigation in the area concerned, a mandatory routeing system may be entirely or partly suspended by the Contracting Government or Governments which have implemented such systems. The responsible Government or Governments should inform IMO of such a suspension and promulgate details of the suspension by all appropriate means.”

8 THE USE OF ROUTEING SYSTEMS

8.1 Insert a new paragraph 8.1.

“8.1 Unless stated otherwise, routeing systems are recommended for use by all ships and may be made mandatory for all ships, certain categories of ships or ships carrying certain cargoes.”

8.2 Renumber paragraph 8.1 as 8.2. No amendment to this paragraph is proposed.

8.3 Renumber paragraph 8.2 and amend to read:

“8.3 Bearing in mind the need for adequate under-keel clearance, a decision to use a routeing system must take into account the charted depth, the possibility of changes in the sea-bed since the time of the last survey, and the effects of meteorological and tidal conditions on water depths.”

8.4 Renumber existing paragraphs 8.3 to 8.9 as 8.4 to 8.10. No amendments to these paragraphs are proposed.

9 REPRESENTATION ON CHARTS

A new legend for mandatory routeing systems is added to paragraph 9.2 “Use of legend on charts and notes” as follows:

“	Legend	Use of legend	”
	Mandatory Routeing	Not usually shown on charts but referred to in notes	