

RESOLUTION A.669(16)

*Adopted on 19 October 1989
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,

FURTHER RECALLING resolutions A.377(X) and A.572(14) by which it established procedures for the adoption and amendment of routeing systems other than traffic separation schemes and the amendment of the General Provisions on Ships' Routeing,

HAVING EXAMINED the reports of the Maritime Safety Committee on its fifty-fifth and fifty-seventh sessions,

1. ADOPTS the amendment to the General Provisions on Ships' Routeing set forth in Annex 1 to the present resolution;
2. CONFIRMS the adoption of the new and amended routeing systems other than traffic separation schemes set forth in Annex 2 to the present resolution.

ANNEX 1

**AMENDMENT TO THE GENERAL PROVISIONS ON SHIPS' ROUTEING
(Resolution A.572(14))**

Add an asterisk at the end of paragraphs 3.2.2 and 3.3 and the following footnote:

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* The minimum standards to which hydrographic surveys are to be conducted, to verify the accuracy of charted depths in the traffic lanes of a proposed or amended traffic separation scheme or in a deep water route or other routeing measure, are those defined in Special Publication No.44 of the International Hydrographic Organization – IHO standards for hydrographic surveys classification criteria for deep sea soundings – Procedures for elimination of doubtful data.''

ANNEX 2

**NEW AND AMENDED ROUTEING SYSTEMS OTHER THAN
TRAFFIC SEPARATION SCHEMES**

1 NEW AND CANCELLED AREAS TO BE AVOIDED

1.1 BETWEEN THE SMALLS LIGHTHOUSE AND GRASSHOLME ISLAND (new area)

Description of the area to be avoided

In order to avoid the risk of pollution due to a stranding in this area, which is in the close vicinity of important breeding grounds for sea-bird populations, all tankers, gas carriers and chemical tankers carrying noxious liquid substances, and all other vessels of 500 gross tons or over should avoid the area bounded by lines joining the following points:

- | | | | | | |
|-----|---------------|-------------|-----|---------------|-------------|
| (1) | 51°44'.50 N., | 5°40'.25 W. | (4) | 51°41'.50 N., | 5°33'.25 W. |
| (2) | 51°44'.50 N., | 5°27'.50 W. | (5) | 51°42'.20 N., | 5°41'.30 W. |
| (3) | 51°42'.50 N., | 5°27'.50 W. | | | |

1.2 IN THE ENGLISH CHANNEL AND ITS APPROACHES (cancelled areas)

Cancel the five areas to be avoided (1), (2), (3), (4) and (5) "In the English Channel and its approaches" given in Assembly resolution A.475(XII), Annex 1, section 2.1.

1.3 IN THE REGION OF THE ALDABRA ISLANDS IN THE SEYCHELLES (new area)

(Reference chart: British Admiralty 758 July 1965 edition)

Description of the area to be avoided

In order to avoid risk of pollution and damage to the environment in this area of unique wildlife, all vessels of more than 500 gross tons carrying cargoes of oil or hazardous materials should avoid the area contained within a circle of radius 30 nautical miles, centred at geographical position 09°36' S., 46°21' E.

1.4 IN THE REGION OF MAHE ISLAND IN THE SEYCHELLES (new areas)

(Reference charts: British Admiralty 721 September 1983 edition
British Admiralty 740 July 1980 edition)

Note: These charts are based on South East Island Datum.

Description of the areas to be avoided

In order to avoid risk of pollution and damage to the environment, all vessels of more than 200 tons gross tonnage, whether or not bound for ports in the Seychelles, should avoid the areas bounded by lines connecting the following geographical positions:

(a) **West of Mahe**

(1)	04°40'.8 S.,	55°32'.2 E.	(5)	04°00'.0 S.,	54°22'.0 E.
(2)	04°49'.5 S.,	55°34'.5 E.	(6)	03°40'.0 S.,	54°58'.0 E.
(3)	05°06'.8 S.,	55°08'.5 E.	(7)	03°40'.0 S.,	55°25'.0 E.
(4)	04°42'.0 S.,	53°52'.0 E.	(8)	04°33'.5 S.,	55°25'.9 E.

thence along the low water line on the west and south-east coasts of Mahe to the point of commencement; and

(b) **East of Mahe**

(1)	05°10'.0 S.,	57°13'.0 E.	(6)	04°31'.0 S.,	55°40'.0 E.
(2)	05°50'.0 S.,	57°00'.0 E.	(7)	04°26'.0 S.,	55°32'.0 E.
(3)	05°50'.0 S.,	56°24'.0 E.	(8)	03°42'.0 S.,	55°38'.0 E.
(4)	05°12'.0 S.,	55°36'.0 E.	(9)	03°45'.0 S.,	56°02'.0 E.
(5)	04°49'.0 S.,	55°41'.5 E.			

2 ASSOCIATED RECOMMENDATIONS ON NAVIGATION

Section 4 of Annex 1 to Assembly resolution A.475(XII) should be replaced by the following:

“RECOMMENDATIONS ON NAVIGATION THROUGH THE ENGLISH CHANNEL AND THE DOVER STRAIT

1 Use of ships' routing system

1.1 Subject to any factors that may adversely affect safe navigation, ships proceeding from the western part of the English Channel to the Dover Strait and vice versa are strongly recommended to use the traffic separation scheme “Off Casquets”.

1.2 Ships crossing or leaving or joining the easterly or westerly flow of traffic between the traffic separation schemes “Off Casquets” and “In the Dover Strait and Adjacent Waters” should cross as nearly as practicable at right angles or join or leave at as small an angle as practicable to the recommended directions of traffic flow.

1.3 Attention is drawn to the warnings relating to the use of the deep water route forming part of the north-eastbound traffic lane of the traffic separation scheme “In the Strait of Dover and Adjacent Waters”.

1.4 Ships leaving the traffic separation scheme “At West Hinder” and intending to proceed through the Dover Strait should, when crossing the north-eastbound traffic lane of the traffic separation scheme “In the Strait of Dover and Adjacent Waters”, keep to the north-east of the north-eastern limit of the deep water route forming part of the north-eastbound traffic lane of the traffic separation scheme “In the Strait of Dover and Adjacent Waters”.

2 Crossing traffic

2.1 Heavy crossing traffic exists in parts of the English Channel and the Dover Strait, with increased risk of collision in these areas. Mariners are reminded that when risk of collision is deemed to exist the rules of the 1972 Collision Regulations fully apply and in particular the rules of part B, sections II and III, of which rules 15 and 19(d) are of specific relevance in the crossing situation.

3 Fishing and recreational sailing activities

3.1 Mariners should be aware that concentrations of fishing vessels and recreational craft may be encountered in the English Channel and the Dover Strait and should navigate with caution. Fishing vessels are reminded of the requirements of rule 10(i) of the 1972 Collision Regulations and sailing vessels and all other vessels of less than 20 m in length of the requirements of rule 10(j) of the Collision Regulations.

4 Pilotage

4.1 Masters of ships passing through the English Channel and the Dover Strait should take into account the possibility of availing themselves of the services of an adequately qualified deep-sea pilot* in connection with the requirements of safe navigation.

4.2 Masters of ships taking a deep-sea pilot in the North Sea are advised to embark the pilot prior to sailing.

4.3 Masters of ships approaching from the west are advised to embark their deep-sea pilot as far westward in the English Channel as practicable and make an early decision either to request helicopter delivery or to approach a pilot station (e.g. Brixham or Cherbourg).

4.4 Ships wishing to embark a Thames district pilot should proceed to the NE Spit or the Sunk Pilot Stations.

Ships should not use the English Inshore Traffic Zone as a route to these Pilot Stations if they can safely use the north-east traffic lane of the traffic separation scheme and make a judicious crossing of the south-west traffic lane in accordance with rule 10(c) of the 1972 Collision Regulations. Arrangements can also be made to embark district pilots in the western approaches to the English Channel (see paragraph 4.3).

5 Under-keel allowance for deep-draught ships

5.1 Masters of ships, when planning their passage through the Dover Strait and its approaches, should ensure that there is an adequate under-keel clearance at the time of passage. To achieve this, allowance must be made for the effects of squat at the passage speed, for uncertainties in charted depths and tide levels, and for the effects of waves and swell resulting from local and distant storms.

* Reference is made to the Recommendation on the Use of Adequately Qualified Deep-Sea Pilots in the North Sea, English Channel and Skagerrak (Assembly resolution A.486(XII)).

5.2 In assessing a safe under-keel allowance, masters of vessels constrained by their draught are strongly advised to consult the Sailing Directions, Mariners' Routeing Guides and Deep-Draught Planning Guides published for the area by Hydrographic Offices, and be guided by the recommendations for under-keel allowance contained therein.

6 Tidal height predictions

6.1 When calculating the depth of water, mariners are reminded that the height of the tide in mid-Strait can be up to 1 m less than that predicted for the adjacent Standard Port.

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 the Dover Strait. Ships of the categories listed therein are invited to participate in the scheme.

8 Defects affecting safety

8.1 Ships having defects affecting operational safety, in addition to reporting such defects by participating in the MAREP scheme, should take appropriate measures to overcome these defects before entering the Dover Strait.

9 Navigation information service

9.1 All ships navigating in the English Channel and the Dover Strait are recommended to make use of the information broadcasts made by the Information Services operated by the Governments of the United Kingdom and France, and to keep watch on VHF as appropriate, as set out in the MAREP scheme."