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ROUTEING MEASURES OTHER THAN TRAFFIC SEPARATION SCHEMES

1 The Maritime Safety Committee, at its eighty-fifth session (26 November to 5 December 2008) adopted, in accordance with the provisions of resolution A.858(20), the following new routeing measures other than traffic separation schemes including amendments to existing routeing measures other than traffic separation schemes, annexed hereto:

- .1 new recommendatory seasonal Area To Be Avoided “In the Great South Channel”;
- .2 new Area To Be Avoided and two new mandatory No Anchoring Areas in the vicinity of the proposed “Excelerate Northeast Gateway Energy Bridge Deepwater Port”;
- .3 new deep-water routes inside the borders of the “North Åland Sea” and “South Åland” TSS;
- .4 new two-way route leading to the “Åland Sea”; and
- .5 new Area To Be Avoided (ATBA) “In Liverpool Bay”.

2 The aforementioned routeing measures other than traffic separation schemes will be implemented as follows: routeing measure listed in subparagraph 1.1 will be implemented at 0000 hours UTC on 1 June 2009; routeing measures listed in subparagraphs 1.3 and 1.4 at 0000 hours UTC on 1 January 2010 and routeing measure listed in subparagraph 1.5 at 0000 hours UTC on 1 July 2009. The United States will advise the Organization about the implementation date of the routeing measure listed in subparagraph 1.2, since the proposed “Excelerate Northeast Gateway Energy Bridge Deepwater Port” has still to be built.

ANNEX

ROUTEING MEASURES OTHER THAN TRAFFIC SEPARATION SCHEMES

ESTABLISHMENT OF A NEW RECOMMENDATORY SEASONAL AREA TO BE AVOIDED “IN THE GREAT SOUTH CHANNEL”, OFF THE EAST COAST OF THE UNITED STATES

(Reference charts: United States 13009, 2007 edition; 13200, 2007 edition. *Note:* These charts are based on North American 1983 Datum which is equivalent to WGS 1984 Datum.)

Description of the Area To Be Avoided

In order to significantly reduce ship strikes of the highly endangered North Atlantic right whale, ships of 300 gross tonnage and above – during the period of April 1st through July 31st – should avoid the area bounded by lines connecting the following geographical positions:

(1) 41° 44'.14 N	069° 34'.83 W
(2) 42° 10'.00 N	068° 31'.00 W
(3) 41° 24'.89 N	068° 31'.00 W
(4) 40° 50'.47 N	068° 58'.67 W

ESTABLISHMENT OF A NEW AREA TO BE AVOIDED AND TWO NEW MANDATORY NO ANCHORING AREAS IN THE VICINITY OF THE PROPOSED “EXCELERATE NORTHEAST GATEWAY ENERGY BRIDGE DEEPWATER PORT” IN THE ATLANTIC OCEAN

(Reference charts: United States 13009, 2007 edition; 13200, 2007 edition; 13246, 2006 edition; 13267, 2007 edition. *Note:* These charts are based on North American 1983 Datum which is equivalent to WGS 1984 Datum.)

Description of an Area To Be Avoided and mandatory no anchoring areas**Area To Be Avoided**

An area of approximately 2.86 nautical square miles contained within an oval of radius 1,250 metres vectored from the two centre positions for STL Buoys “A” and “B”, respectively, an Area to be Avoided for all ships except authorized ships is established in the area bounded as follows:

Starting at	(1) 42° 24'.29 N	070° 35'.27 W
A rhumb line to	(2) 42° 24'.59 N	070° 36'.76 W
Then an arc with a 1250 m radius centred at	(3) 42° 23'.94 N	070° 37'.01 W
To a point	(4) 42° 23'.29 N	070° 37'.25 W
Then a rhumb line to	(5) 42° 22'.99 N	070° 35'.76 W
Then an arc with a 1250 m radius centred at	(6) 42° 23'.64 N	070° 35'.52 W
Then to point	(1) 42° 24'.29 N	070° 35'.27 W

Mandatory no anchoring areas

Two areas contained within a circle of radius 1,000 metres centred upon the following geographical positions are established as mandatory no anchoring areas:

STL Buoy "A" – 42° 23'.64 N, 070° 35'.52 W
STL Buoy "B" – 42° 23'.94 N, 070° 37'.01 W

ESTABLISHMENT OF NEW DEEP-WATER ROUTES LEADING TO THE ÅLAND SEA

Note: See Traffic Separation Scheme for "The Åland Sea".

(Reference chart: Finnish chart number 953, Edition 2007 V and Swedish chart SE61 (INT1205) Edition 21/2-2008.

Note: Those charts are based on the World Geodetic System 1984 Datum (WGS 84.)

Description of the deep-water routes:

Inside the borders of the "North Åland Sea" TSS

A deep-water route forming part of the "North Åland Sea" TSS is established between the lines connecting the following geographical positions:

(i) 60° 29'.54 N	018° 56'.36 E	(iv) 60° 15'.26 N	019° 03'.50 E
(ii) 60° 18'.87 N	018° 59'.16 E	(v) 60° 18'.47 N	019° 01'.68 E
(iii) 60° 15'.28 N	018° 58'.08 E	(vi) 60° 29'.51 N	019° 04'.56 E

Inside the borders of the "South Åland Sea" TSS

A deep-water route forming part of the "South Åland Sea" TSS is established between the lines connecting the following geographical positions:

(vii) 59° 42'.26 N	019° 51'.55 E	(xi) 59° 30'.27 N	020° 06'.51 E
(viii) 59° 39'.70 N	019° 55'.19 E	(xii) 59° 33'.75 N	020° 06'.51 E
(ix) 59° 34'.26 N	020° 08'.40 E	(xiii) 59° 39'.44 N	019° 54'.13 E
(x) 59° 30'.27 N	020° 08'.40 E	(xiv) 59° 41'.91 N	019° 50'.60 E

ESTABLISHMENT OF A NEW TWO-WAY ROUTE LEADING TO THE ÅLAND SEA

(Reference chart: Finnish chart number 953, Edition 2007 V and Swedish chart SE61 (INT1205) Edition 21/2-2008.

Note: This chart is based on the World Geodetic System 1984 Datum (WGS 84.)

Description of the two-way route in the South Åland Sea

A recommended two-way route is established in the area joining the following geographical positions:

(24) 59° 44'.25 N 019° 58'.80 E (34) 59° 45'.68 N 020° 24'.51 E
(30) 59° 44'.32 N 020° 19'.60 E (25) 59° 46'.96 N 019° 58'.92 E
(29) 59° 44'.76 N 020° 23'.10 E

ESTABLISHMENT OF A NEW AREA TO BE AVOIDED “IN LIVERPOOL BAY”

Note: See Traffic Separation Scheme “In Liverpool Bay”.

(Reference Chart: British Admiralty 1978, Edition 2007.

Note: This chart is based on World Geodetic System 1984 Datum (WGS 84).)

Description of the Area To Be Avoided

In order to provide access to the Douglas Oil Field Platform an Area To Be Avoided (ATBA) of 1 nautical mile square centred on the Douglas Field Platform has been established within the Liverpool Bay Traffic Separation Scheme joining the following geographical positions:

(2) 53° 32'.74 N 003° 33'.83 W
(3) 53° 31'.74 N 003° 33'.80 W
(5) 53° 32'.72 N 003° 35'.51 W
(8) 53° 31'.72 N 003° 35'.48 W

Note: The ATBA should be avoided by all vessels, except in cases of emergency to avoid immediate danger, other than the following types (to the extent necessary to carry out their operations):

- (a) a vessel restricted in her ability to manoeuvre when engaged in the laying, servicing or picking up a navigation mark, submarine cable or pipeline;
 - (b) offshore supply, support, maintenance and Emergency Response and Rescue vessels attending the Douglas Field Platform;
 - (c) vessels engaged in hydrographic survey operations; and
 - (d) vessels engaged in fishing.
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