



SAFETY OF NAVIGATION CONFERENCE

Cape Town, South Africa, 29 August 2016

Session 2-3: Ship's routing and Ship's reporting

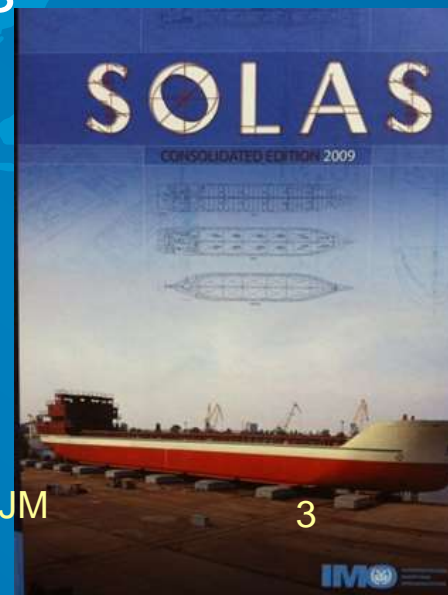


Acknowledgement

Bekir Sitki Ustaoglu
Head, Asia & Pacific Section
Technical Co-operation Division
International Maritime Organization

Legal ground

- INTERNATIONAL CONVENTION FOR THE SAFETY OF LIFE AT SEA (SOLAS), 1974
- Revised Chapter V
- Regulation V/10 – Ships' routing systems
- Regulation V/11 – Ship reporting systems
- Objective- improve safety of navigation

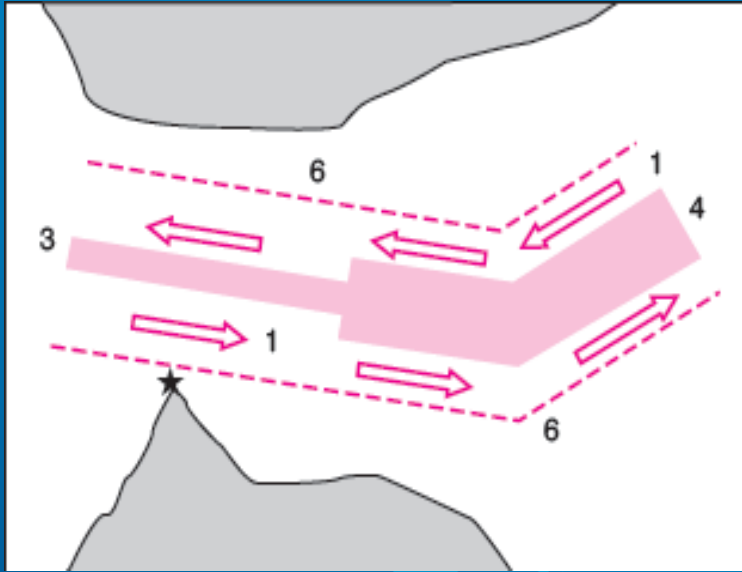


Contents of IMO publication “SHIPS’ ROUTEING”

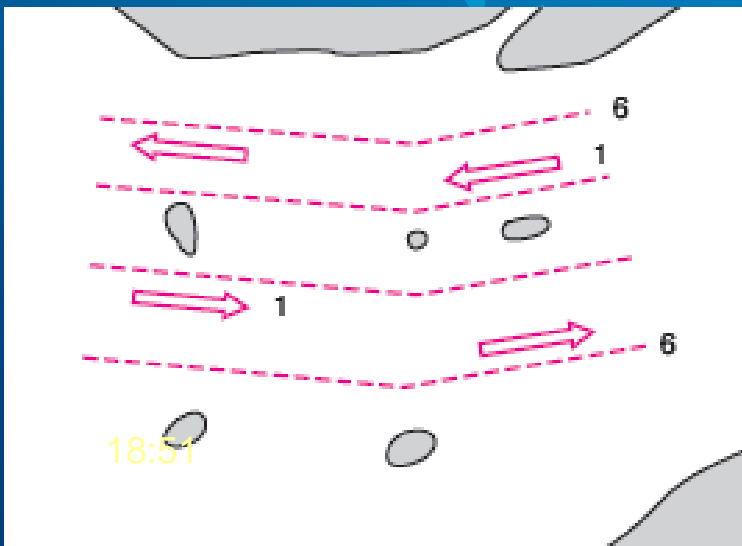
- Part A: General Provisions of Ships’ Routeing
- Part B to F: Descriptions of routeing systems and associated rules and regulations
- Part G: Descriptions of mandatory ship reporting systems and routeing measures
- Part H: Archipelagic sea lanes



Ships' Routeing systems - Methods

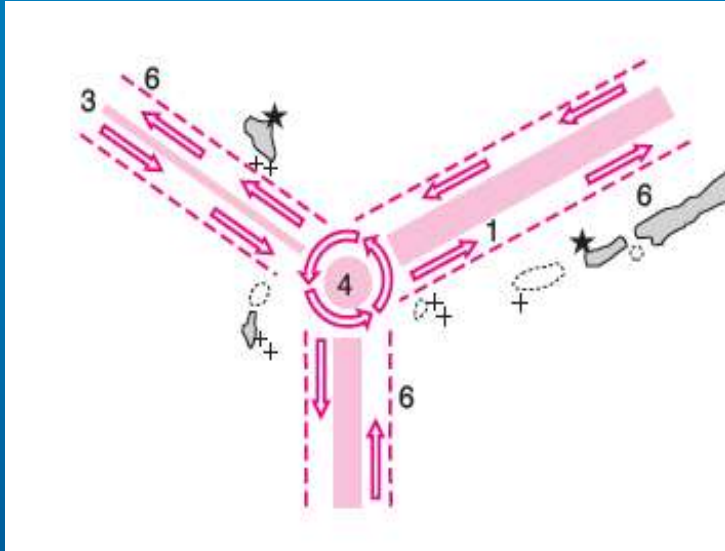


Traffic separation by separation zone and line

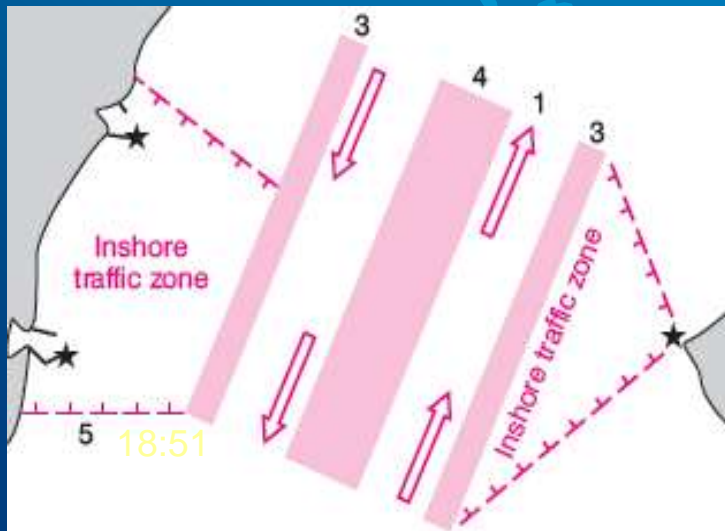


Separation of traffic by natural obstructions

Ships' Routeing systems - Methods

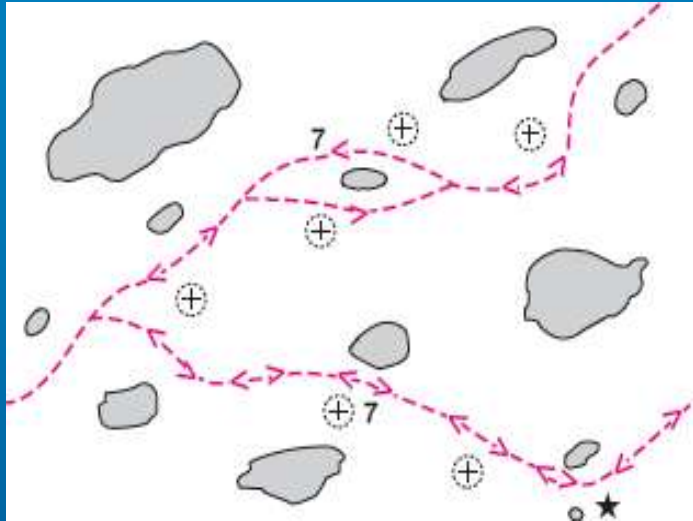


Traffic separation by separation zone and line at a roundabout

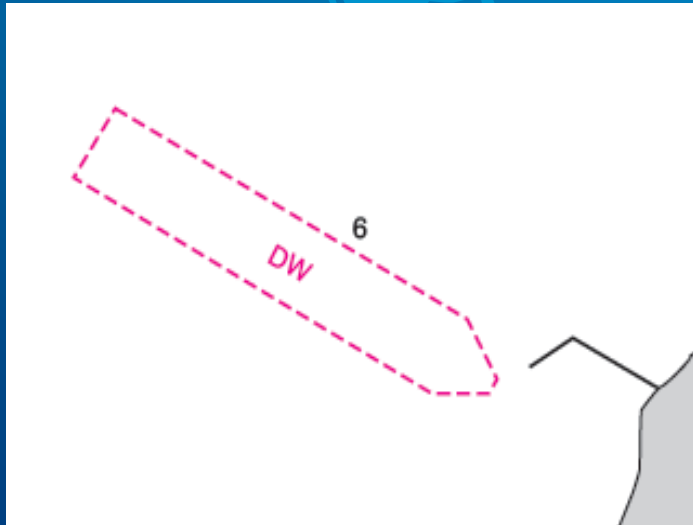


TSS/ Inshore traffic zone(s)

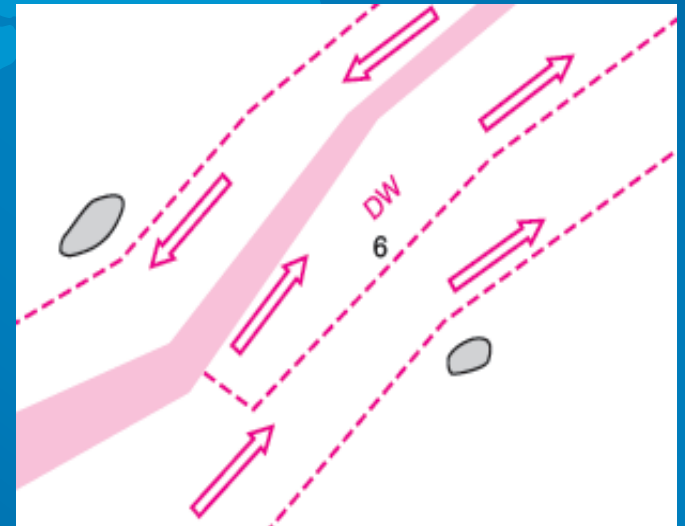
Ships' Routeing systems- Methods



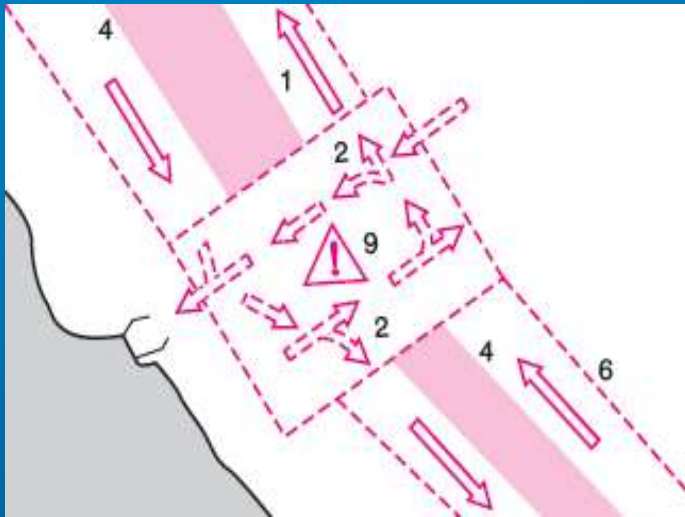
Recommended tracks



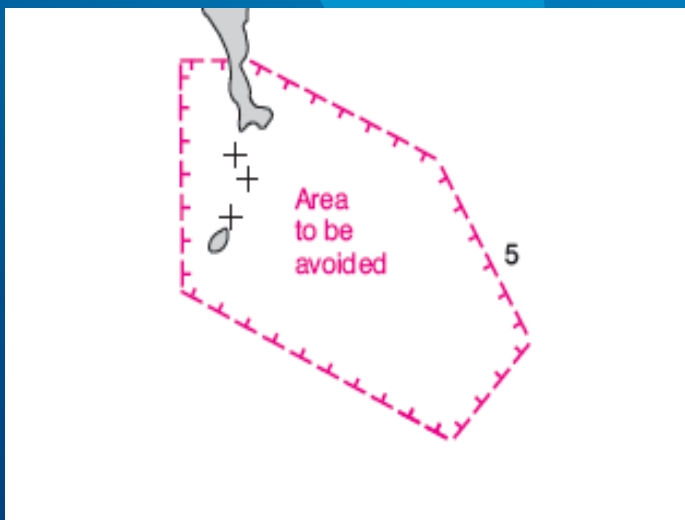
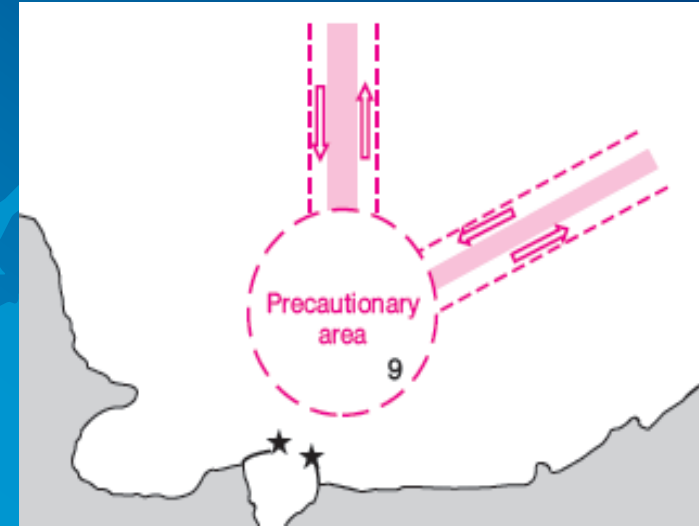
Deep-water route



Ships' Routeing systems- Methods



Precautionary area

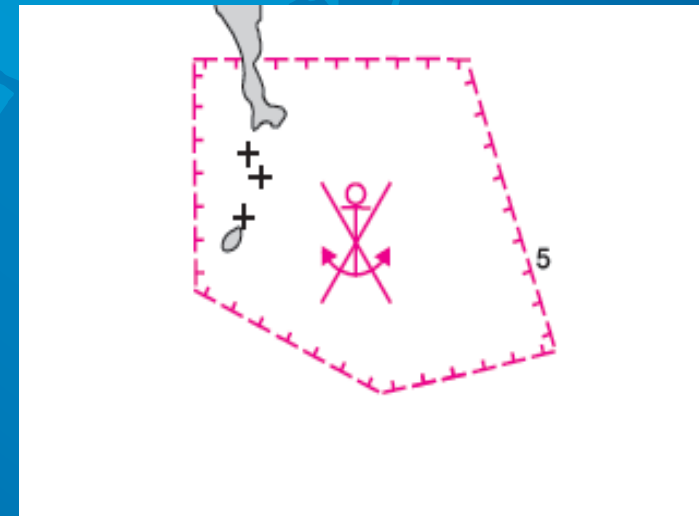


Area to be avoided

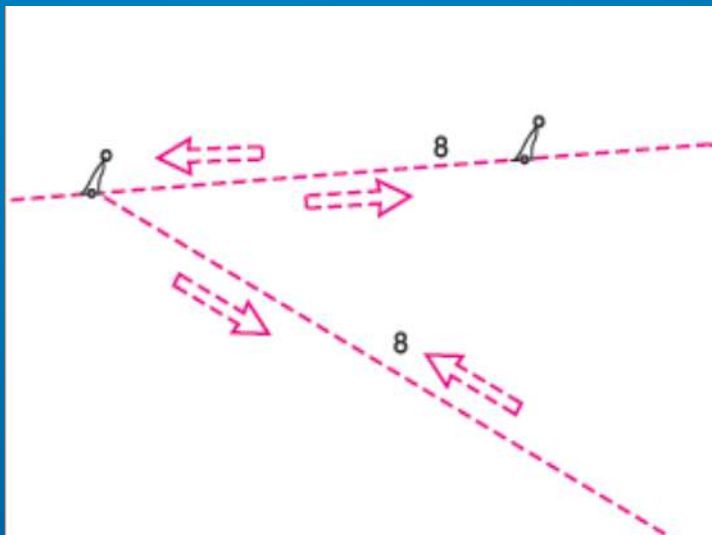
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No anchoring area

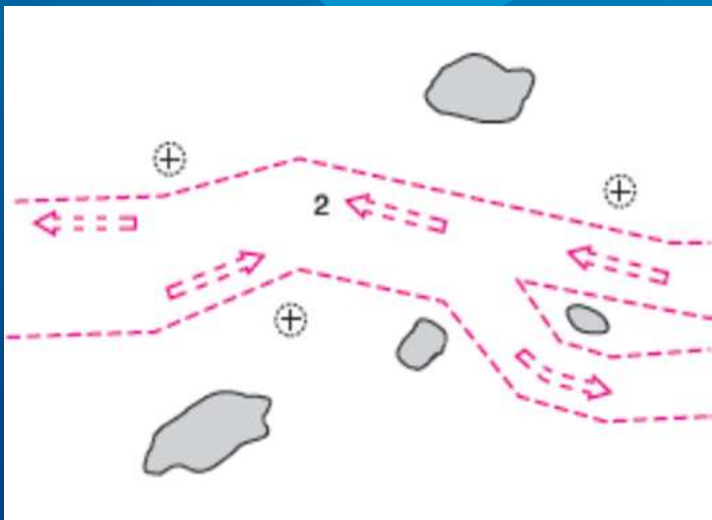
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Ships' Routeing systems- Methods

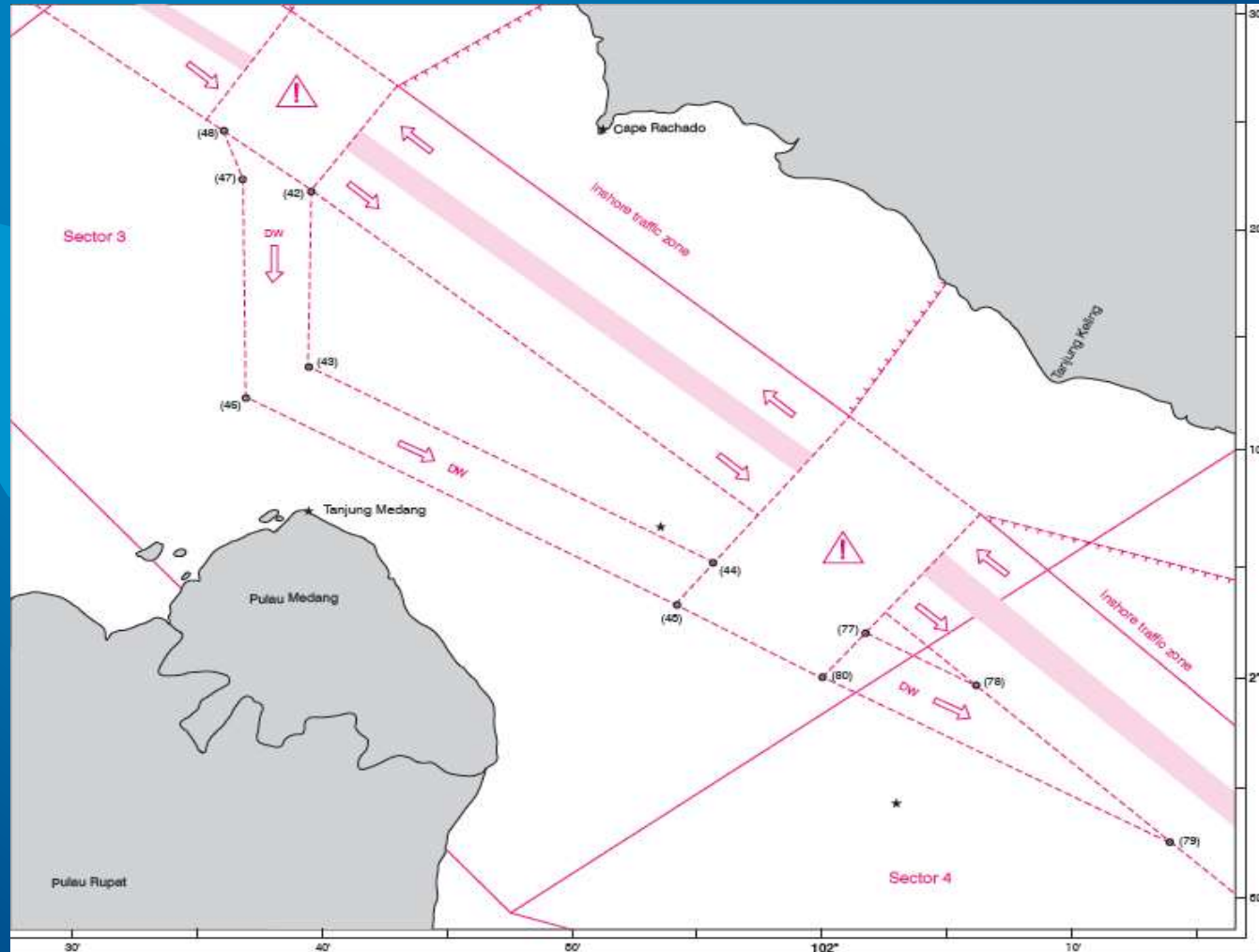


Recommended routes



Two-way route
(with one-way sections)

Ships' Routeing systems- Methods



Procedures and Responsibilities

Procedures and functions of IMO:

- IMO publication “Ships’ Routeing” as the basic guide
- MSC/Circ.1060 and MSC.1/Circ.1060/Add.1
- Assembly resolutions A.572(14), as amended, and A.858(20)
- Resolution MSC.43(64), as amended by resolution MSC.111(73) and MSC.189(79) concerning Guidelines and Criteria for Ship Reporting Systems

Responsibilities of Governments and requirements

Proponent Government:

- Effective date promulgated (min 6 months notice)
- Safe passage for ships with no undue restriction of legitimate rights and practices
- If necessary proposal be made by more than one Government
- MODUs should not be in TSS (or other routeing systems)
- If a proposal includes waters beyond territorial waters, IMO must be consulted
- Existing traffic pattern including coastal, crossing traffic, naval exercise areas and anchorage areas

Planning a routeing system (continued)

- Previous systems in adjacent waters
- Present or future port or offshore terminal developments
- Existing navigational hazards and fishing grounds
- Environmental factors and Environmental conservation areas
- Existing aids to navigation, hydrographic surveys and nautical charts
- In case of emergency temporary changes may be made

General design criteria for routeing

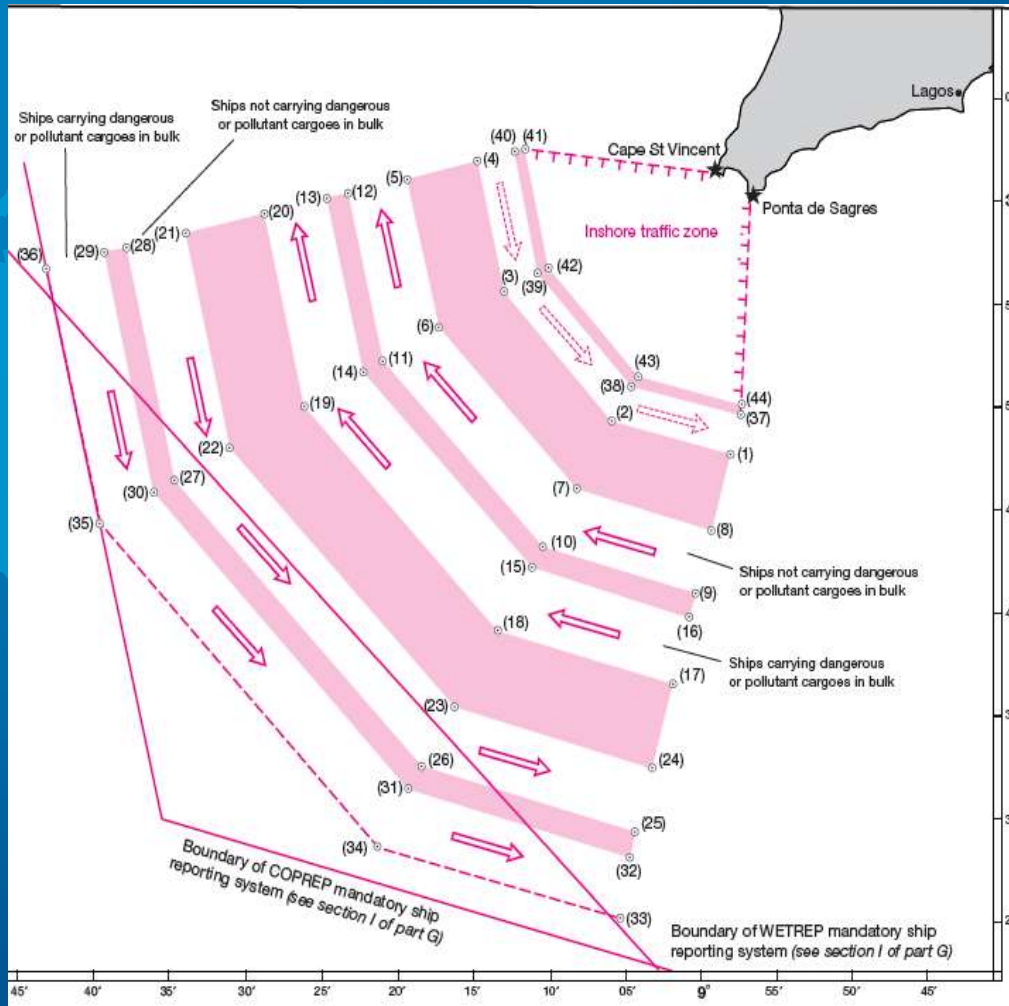
- Routes should follow existing patterns of traffic flow as determined by traffic surveys
- Configuration and length may differ for offshore exploration and exploitation areas
- Minimal course alterations
- Minimal number of convergence areas and route junctions
- Optimum use of aids to navigation
- Existing depths of water and hazards to navigation to be made available to nautical charting authorities

Proposing a ship routeing/reporting system to the Organization for adoption

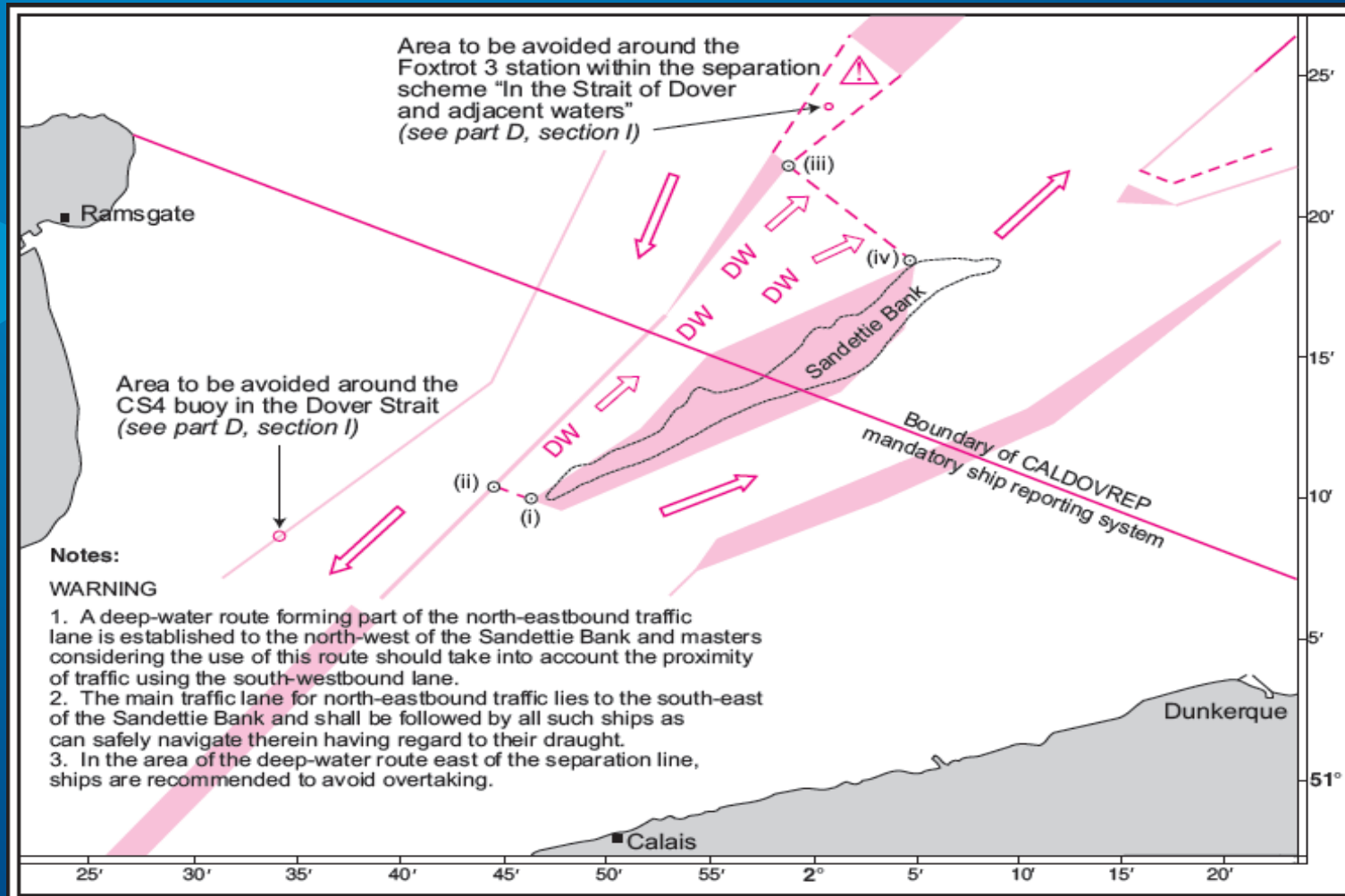
Procedures and functions of IMO (dedicated WG within the NCSR sub-committee):

- -Objectives and demonstrated need
- -categories of ships required to participate
- -relevant information pertaining to the hydrographical and meteorological elements, the characteristics of ship traffic and any environmental aspects of the area. Risk analysis (e.g. IWRAP Mk2)
- -geographical coverage, chart references and other details

Ship reporting systems



Ship reporting systems





Thank you.