

**‘RECOMMENDED ROUTE’
IN THE
MOZAMBIQUE CHANNEL**

**WESTERN INDIAN OCEAN (GEF) MARINE HIGHWAY
DEVELOPMENT AND COASTAL AND MARINE
POLLUTION PREVENTION PROJECT**

JULY 2012

1) INTRODUCTION

The Western Indian Ocean Marine Highway Development and Coastal and Marine Pollution Prevention Project was designed specifically to improve services to shipping, to assist with the prevention of maritime disasters and the resultant damage to the environment and also to develop mechanisms and competency in the region to combat pollution should such an event take place.

2) BACKGROUND

a) Consultants were employed to assess the current status of all charting and maritime safety information and services and plans were approved to address as many shortfalls in these areas as possible.

b) These plans were discussed with the International Maritime Organisation (IMO), the International Chamber of Shipping (ICS), the International Association of Independent Tanker Owners (INTERTANKO), and the International Association of Dry Cargo Shipowners (INTERCARGO). ICS, INTERTANKO, INTERCARGO and the Baltic and International Maritime Council (BIMCO) subsequently endorsed support for the Project.

Annex 1

3) IMPLEMENTATION

a) Based on the support for the Project from the regional States and industry the survey of the 'route' through the Mozambique Channel, as per the Project Implementation Plan, was completed by The Service hydrographique et océanographique de la Marine (SHOM) in July 2010. This included additional routes to the port of Mahajanga (Madagascar). This data was made available to the various charting authorities and it has been used to update both small and large-scale nautical charts and electronic nautical charts of the region. **Annex 2**

b) Further, the status of charting in the various major ports of the region, that could be related in some way to this route and to the improvement of safety in and around the ports, were assessed and where necessary port and approach surveys have been completed. The ports in the region of the 'recommended route' have, therefore, current data on which to base charting and support for the use of these ports. **Annex 3**

c) The standard of Aids to Navigation was assessed and assistance offered where Required. As a result the lighthouses in critical areas, such on Aldabra Island and at Point Zavora at Inhambana north of Maputo, have been, or are being, repaired and upgraded. **Annex 4**

Additional GMDSS equipment is also about to be provided for the Mauritius MRCC.

d) Six Automatic Information Systems (AIS) base stations, as an extension of the South African system are being installed in the Project area. **Annex 5**

e) **Oil Spill Contingency Plans for the States in the Project area have been updated or Are being prepared and training in oil-spill response has been undertaken.**

f) **A Regional Oil Spill Co-ordination Centre has been planned for the region and should be inaugurated shortly.**

g) **Training courses in various maritime safety disciplines have been organised to improve coastal State abilities to provide support and sustainability for maritime safety services. These courses included hydrographic surveying and charting, port state control, control of hazardous and noxious substances, and the maintenance of aids to navigation.**

4.) UPDATES

a) **Although the original intention, endorsed by ICS, INTERTANKO, INTERCARGO and BIMCO, was to introduce a marine-electronic highway as the best option to serve international shipping and cabotage, it was decided that it would be more practical to make application to IMO for the approval only of a 'recommended route' using the latest hydrographic data and charting, even in deep water, adequate aids to navigation and as much other maritime safety information along the route frequented by international shipping in normal circumstances as possible.**

b) **Currently the international trade is being forced to the eastern side of Madagascar as a result of piracy, but it is hoped, and this was confirmed by the relevant international organisations concerned, that when the situation is normalised these vessels would return to the shorter more economical route though the Mozambique Channel.**

5.) CONCLUSION

The proposed 'recommended route' is not obligatory and it is not meant as an imposition on international trade. In view of the potential hazards to the environment, vessel crew and cargo however the provision of services along an approved 'recommended route' has been considered in the best interests of the coastal States and international shipping alike. It is hoped that this will also encourage the coastal States to develop their institutions to sustain these efforts and improve maritime safety as a priority.



17 March 2008

To: Mr. Tsietsi Mokhele, CEO, South African Maritime Safety Authority

Copy: Dr. Neil Guy, Regional Project Coordinator, Western Indian Ocean GEF-Marine Highway and Coastal Contamination Prevention Project

Dear Sir,

The Round Table of international shipping associations¹ congratulates States bordering the Mozambique Channel and the World Bank For their initiative in shaping the Western Indian Ocean GEF-Marine Highway and Coastal Contamination Prevention Project,

It is regretted that pre-existing commitments to international and industry events prevent the organisations from attending the project launch and workshop on 23-25 April 2008.

The Round Table associations support the concept of the project and recognize its potential to improve navigational safety, environmental protection and sustainable development in the region.

In the material that follows, an attempt has been made to offer some proposals based upon best practice within the international maritime industry.

General:

The Round Table recommends that the routing measure is established at the International Maritime Organization in accordance with SOLAS regulation V/10 and IMO Resolution A.572 (14).

Building capacity for regional oil/chemical spill response:

The merits of the objectives with respect to oil & chemical spill response are fully endorsed and in addition the importance of maintaining good quality oil/chemical response equipment in a state of immediate readiness for rapid deployment is worthy of emphasis.

Port State Control:

¹ BIMCO, ICS, INTERCARGO & INTERTANKO

The Round Table is fully supportive of the vital role of port State control in addressing the problem of substandard shipping and welcomes any initiatives within this project to achieve this goal. Goals and objectives in this regard could be more clearly outlined.

Navigational Charts:

The importance of up-to-date and accurate charts cannot be over-emphasized and the increased production of electronic chart data in ENC S-57 format by nationally recognised hydrographic offices is welcomed. Such charts should be uniformly referenced to the geodetic datum in WGS-84.

Navigational Aids:

Ships navigating in a TSS using GPS or celestial position fixing can considerably enhance their positional accuracy by reference to lighthouses, racons and buoys and the use of radar or visual observation.

Traffic Separation Scheme:

COLREG regulation 10 is pertinent to the design and operation of Traffic Separation Schemes. In light of the extensive length of the planned TSS it is believed that there would be advantage in making the traffic lanes as wide as practicable, and to consider if any advantage would be gained by possibly dividing the long TSS into a series of small TSS's connecting the traffic in the area.

It would be beneficial for the mariner if the TSS could begin and end at a position which is defined to one decimal place of a degree of latitude and longitude, and wherever practical the direction should be defined in a whole number of degrees. Direction changes in the TSS should be kept to a minimum and the position centre should be as close to a whole number of degrees as possible. These measures have the merit of facilitating voyage planning as well as of monitoring the safe conduct of the voyage.

The opportunity to comment on the project at this early stage is much valued and the foregoing comments are intended to enhance the final product.

Round Table contacts:

BIMCO

Peter Grube pg@bimco.dk Tel : +45 44 36 6800

International Chamber of Shipping/International Shipping Federation

Peter Hinchliffe peter.hinchliffe@marisec.org Tel: +44 20 7417 2853

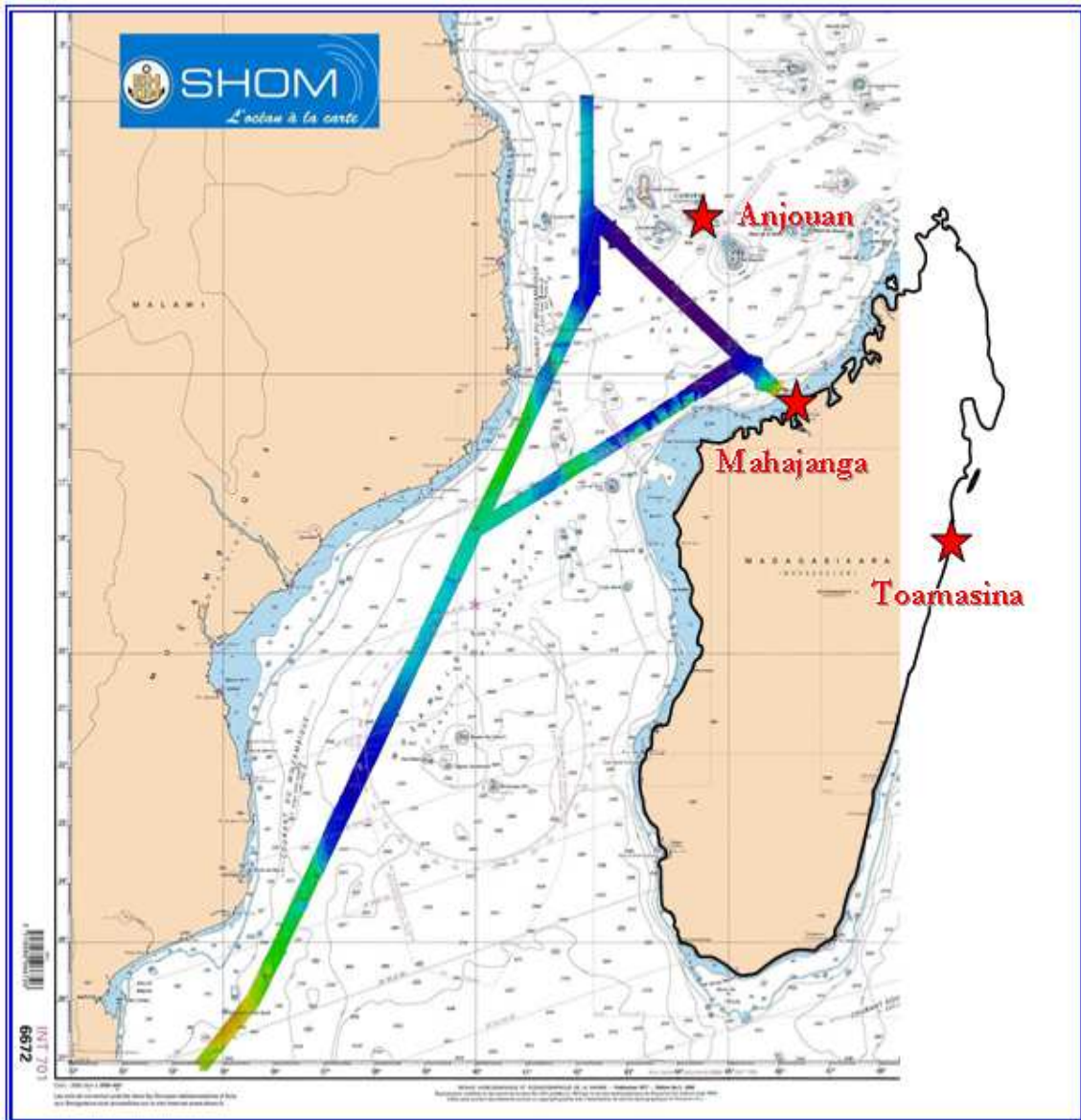
INTERCARGO

Rob Lomas rob.lomas@intercargo.org Tel: +44 20 7977 7036

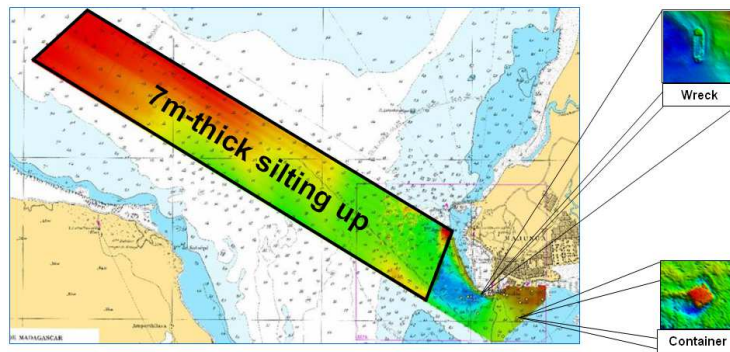
INTERTANKO

Fredrik Larsson fredrik.larsson@intertanko.com Tel: +44 20 7977 7013

Completed Survey of 'Recommended Route' and Links to Mahajanga

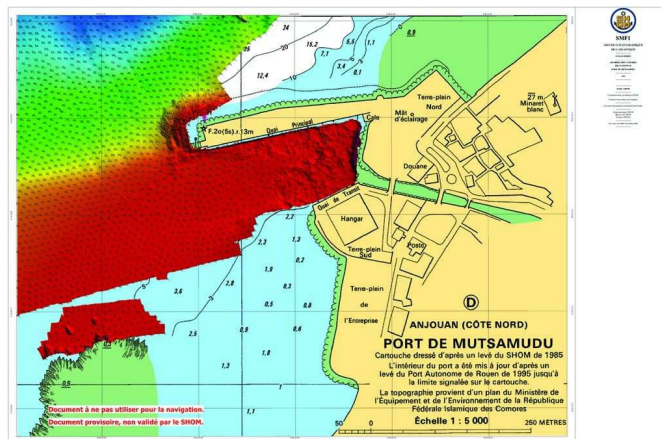


Harbour Survey – Mahajanga (Madagascar)

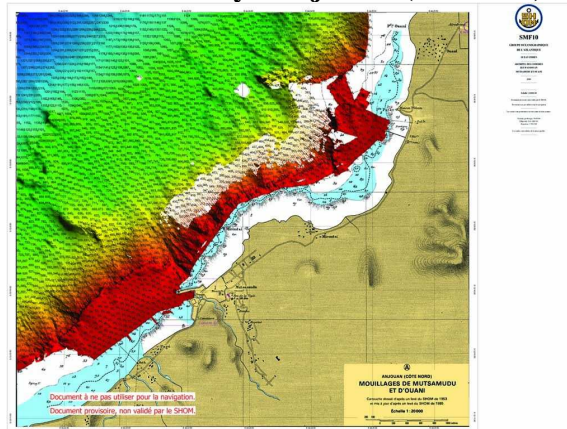


4 WRECKS AND 21 OBSTRUCTIONS ALREADY IDENTIFIED

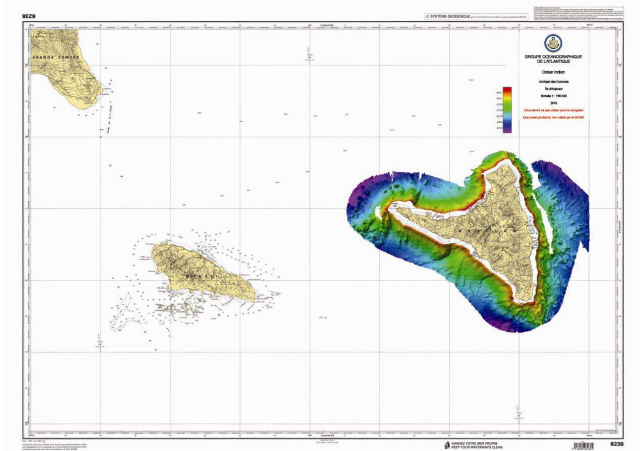
Harbour Survey – Anjuane (Comoros)



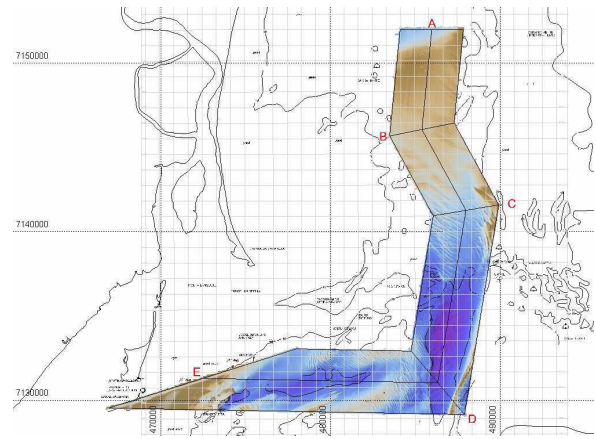
Coastal Survey – Anjuane (Comoros)



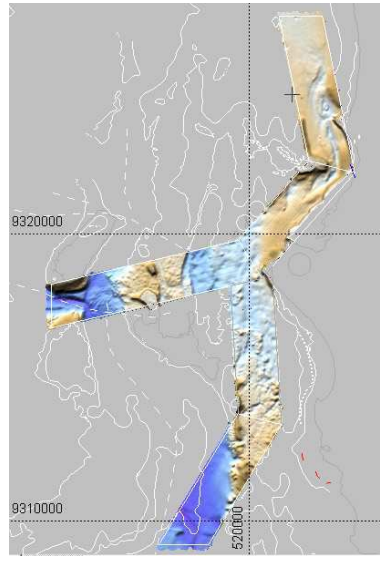
Coastal Survey – Anjuane (Comoros)



Northern Approach - Maputo (Mozambique)



Northern, Western and Southern Approaches to Zanzibar (Tanzania)



Lighthouse at Point Zavora, Mozambique, scheduled for refurbishment



Replacement type tower for Aldabra Island (Seychelles-World Heritage Site)



AIS Chain off Coast of South Africa and the Extension into the Mozambique Channel.



AIS Sites Specific to the Project Area

