

Palau International Ship Registry



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MARINE NOTICE 107.1

To: ALL SHIPOWNERS, MANAGERS, MASTERS, and REGISTRATION OFFICERS OF MERCHANT SHIPS AND RECOGNIZED ORGANIZATIONS.

Subject: PARTICULARLY SENSITIVE SEA AREAS (PSSAs)

1. Reference

- 1.1 Particularly Sensitive Sea Areas (PSSA), 2017 Edition, as amended
- 1.2 Ship's Routing, 2017 Edition, as amended

2. Purpose

- 2.1 This Marine Notice sets out the requirements for complying with International Maritime Organization (IMO) Particularly Sensitive Sea Areas (PSSAs).

3. Applicability

- 3.1 This Marine Notice applies to all vessels registered with Palau Flag including non-propelled vessels, and private and commercial yacht navigating with an IMO designated PSSA.

4. Particularly Sensitive Sea Areas

- 4.1 A PSSA is an area that has been provided special protection through action by the IMO because of its significance for recognized ecological, socio-economic or scientific attributes, and which may be vulnerable to damage by international maritime activities. The criteria for designating PSSAs are contained in IMO Assembly Resolution A.982(24), *Revised guidelines for the identification and designation of particularly Sensitive Sea Areas (PSSAs)*
- 4.2 When a PSSA is designated, the IMO also may approve Associated Protection Measures (APMs). These measures aim to prevent, reduce, or eliminate the identified risk by controlling maritime activities within the designated area. APMs include, but are not limited to: mandatory ships routing; mandatory ships reporting; and areas to be avoided. APMs are to be consistent with international law as reflected in the United Nations Convention on the Law of the Sea (UNCLOS)
- 4.3 The Great Barrier Reef PSA was extended through IMO Resolution MEPC.133(53) to include the Torres Strait. The decision was made to



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recommend, rather than require compliance with Australia's compulsory pilotage system when navigating the Torres Strait. More recently, the PSSA was extended through IMO Resolution MEPC.268(68) to include the south-west Coral Sea.

5. Great Barrier Reef, Torres Strait and Coral Sea PSSA

- 5.1 The Australian Maritime Safety Authority (AMSA) requires compulsory pilotage of certain vessels navigating within the Great Barrier Reef and Torres Strait. Penalties for non-compliance with the pilotage requirements are likely if a vessel is not in transit passage but enters an Australian port.

6. Appendix I

- 6.1 Appendix I attached is a summary of PSSAs and their APMs. It is based particularly Sensitive Sea Areas (PSSA) which is a compilation of official guidance documents and PSSAs adopted by IMO.

7. Contact

- 7.1 Any inquiries concerning the subject for this Marine Notice should be directed to the Head Office of Palau International Ship Registry at info@palaureg.com

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APPENDIX I

Particularly Sensitive Sea Area (PSSA)	Associated Protective Measures (APMs)
The Great Barrier Reef	<ul style="list-style-type: none"> Mandatory ship reporting system (REEFREP) IMO-recommended Australian pilotage system
Torres Strait as an extension of the Great Barrier Reef	<ul style="list-style-type: none"> Two-way shipping route through the Torres Strait IMO-recommended Australian pilotage system
South-west Coral Sea as an extension of the Great Barrier Reef and Torres Strait	<ul style="list-style-type: none"> Two-way route in the Prince of Wales Channel Two-way route in Diamond Passage Two-way route to the West of Holmes Reef Area to be avoided north-east of the Great Barrier Reef, between Palm Passage and Hydrographers Passage
The Sabana-Camaguey Archipelago	<ul style="list-style-type: none"> Traffic separation schemes off Costa de Matanzas, in the Old Bahama Channel and the Punta Maternillos Discharge prohibition Area to be avoided in the access routes to the ports of Matanzas and Cardenas
Malpelo Island	<ul style="list-style-type: none"> Area to be avoided around Malpelo Island
The sea round the Florida Keys	<ul style="list-style-type: none"> Mandatory no anchoring areas in the Tortugas Ecological Reserve and the Tortugas Bank in the Florida Keys Areas to be avoided off the Florida coast
The Wadden Sea	<ul style="list-style-type: none"> Existing protective measures, including but not limited to: mandatory ship reporting systems; deep water routes, traffic separation schemes, recommended and mandatory pilotage, MARPOL Special Area, and other national measures.
Paracas National Reserve	<ul style="list-style-type: none"> Area to be avoided (by ships > 200 GRT carrying hydrocarbons in bulk) Traffic separation scheme in the approaches to Puerto Pisco
Western European Waters	<ul style="list-style-type: none"> Ship reporting system for single-hull tankers carrying heavy grades of fuel oil
Canary Islands	<ul style="list-style-type: none"> Mandatory ship reporting system (CANREP) Traffic separation schemes Five (5) areas to be avoided off Lanzarote Island; off the island of Tenerife; off the island of Grand Canary; off La Palma island of El Hierro



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The Galapagos Archipelago	<ul style="list-style-type: none"> Recommended tracks, mandatory as a condition of port entry Mandatory ship reporting system (GALREP) Area to be avoided
The Baltic Sea Area	<ul style="list-style-type: none"> Existing protective measures, including but not limited to: existing routing and pilotage system; mandatory ship reporting systems; MARPOL Special Area; Emission Control Area Traffic separation scheme and associated routing measures in the South-west Baltic Sea Deep-water route of Gotland Island Areas to be avoided in the Southern Baltic Sea
The Papahānaumokuākea Marine National Monument	<ul style="list-style-type: none"> Mandatory ship reporting system (CORAL SHIPREP) Six (6) areas to be avoided
The Strait of Bonifacio	<ul style="list-style-type: none"> Mandatory ship reporting system (BONIFREP) Routing Measures Recommendation on navigation through the Strait of Bonifacio
The Saba Bank	<ul style="list-style-type: none"> Existing MARPOL Annex V Special Area Mandatory no anchoring area for all ships Area to be avoided (by ships 300 GRT and over)
The Jomard Entrance	<ul style="list-style-type: none"> Two-way route to the north of Jomard Entrance Three (3) two-way routes to the south of Jomard Entrance Precautionary area that lies between the northern and southern two-way routes
Tubbataha Reefs Natural Park	<ul style="list-style-type: none"> Area to be avoided

