Bulletin

CCS Australian Office, No. 049, 2015 Issue 009

AMSA Ship Safety Information

--- New Routeing System to be introduced in the Coral Sea

Marine Notice (No. 16/2015) was released from AMSA recently, mentioning that the International Maritime Organization (IMO) has adopted two new two-way routes and an associated area to be avoided (ATBA) in the Coral Sea. These measures come into effect at 0000 hours UTC on 1 January 2016. (See Figure 1).

Regulation V/10 of SOLAS (Ships' Routeing) provides for IMO-adopted ships' routeing systems that may be recommended for use by some or all ships, with reference to <General Provisions On Ships' Routeing> by IMO Resolution A.572（14）, as amended.

The 60 nautical mile (nm) route in Diamond Passage aligns with the existing traffic pattern (See Figure 2). The 53 nm route west of Holmes Reefs provides a routeing measure for ships navigating west of the ATBA (See Figure 3)

Use of the two-way routes and avoidance of the ATBA is recommended - but not mandatory. The two-way routes do not give vessels any special right of way.

The duty officer was required to learn and quote above new instructions as applicable. Master was requested to make sure up-to-date version of < Ship's Routeing> provided on board all the time.

Attachment No.1： New Two-way routes and ATBA in Coral Sea

Attachment No.2： AMSA Marine Notice 16/2015

CCS Australia Office

October 8, 2015

Announcement:

1. Intention is to assist and ensure owners to understand and well prepared, ensuring all updated requirements from AMSA can be met
2. For more information, please visit AMSA website at www.amsa.gov.au and CCS website at www.ccs.org.cn
3. The information contained does not and cannot supersede any AMSA or related governing parties requirements as well as CCS class rules and regulations.

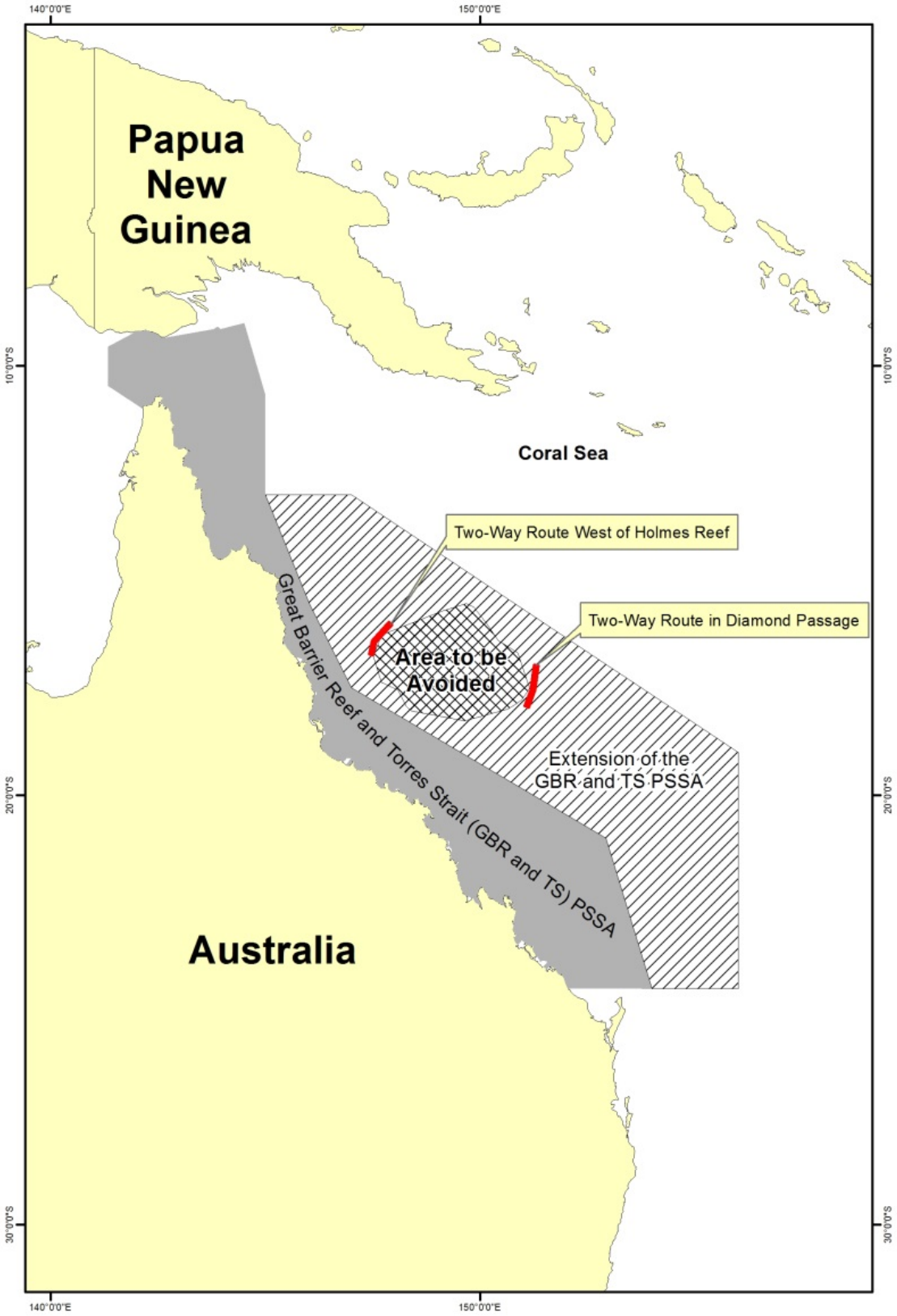


Figure 1: The IMO-adopted ships' routeing systems in the Coral Sea

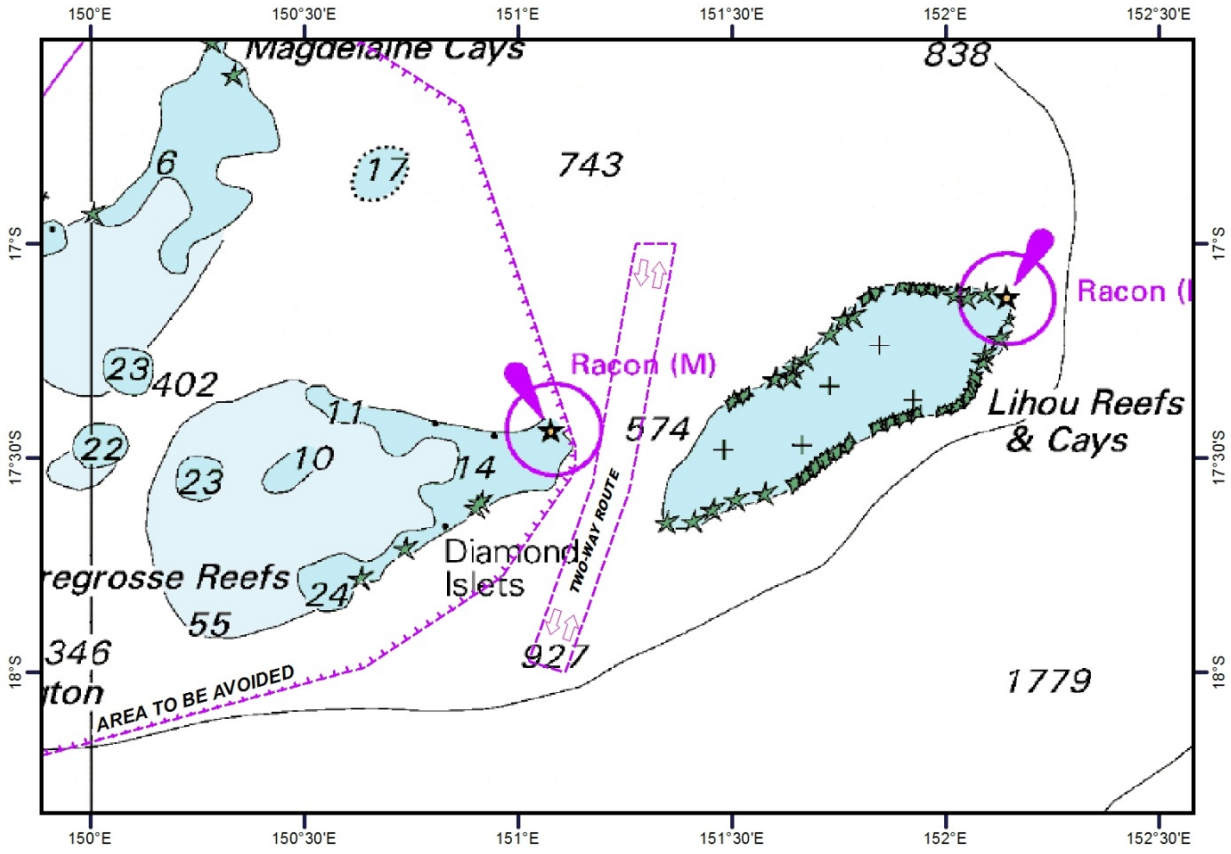


Figure 2: The two-way route in Diamond Passage

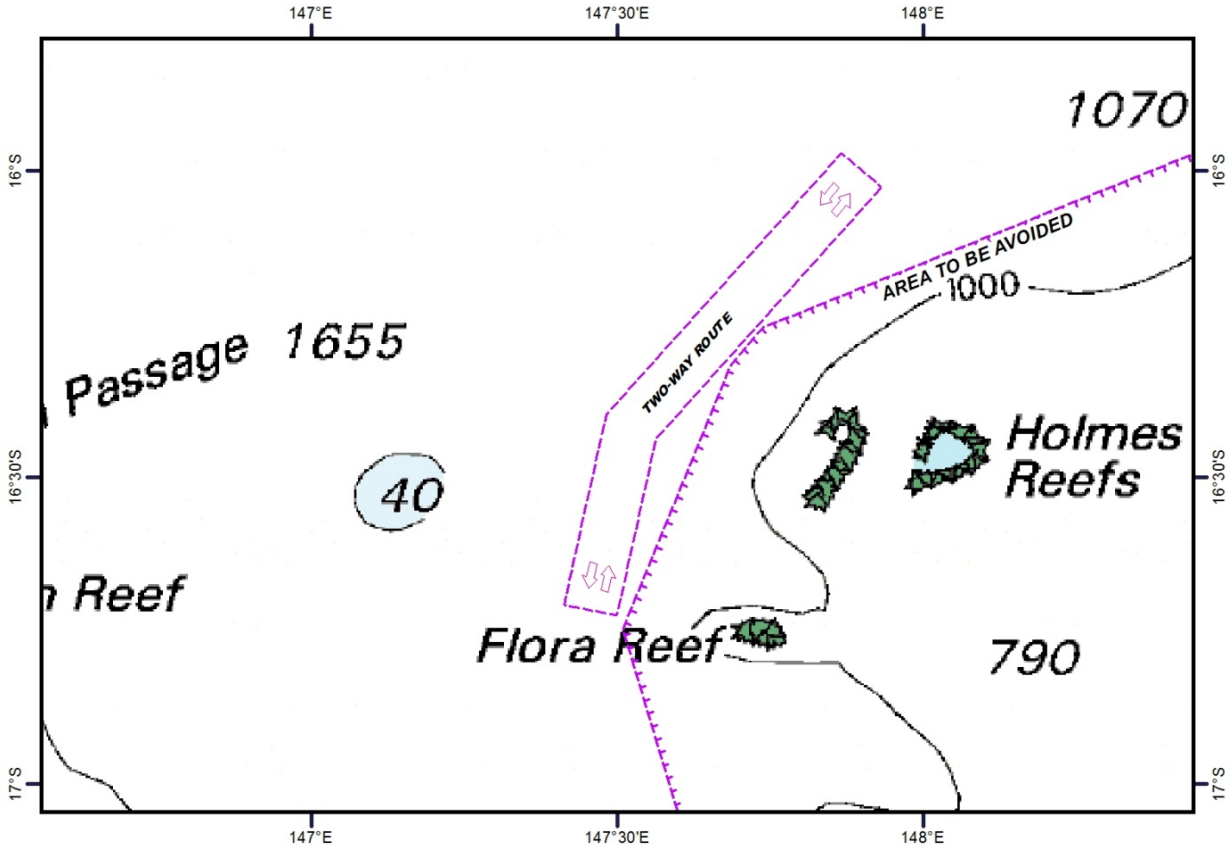


Figure 3: The two-way route west of Holmes Reef

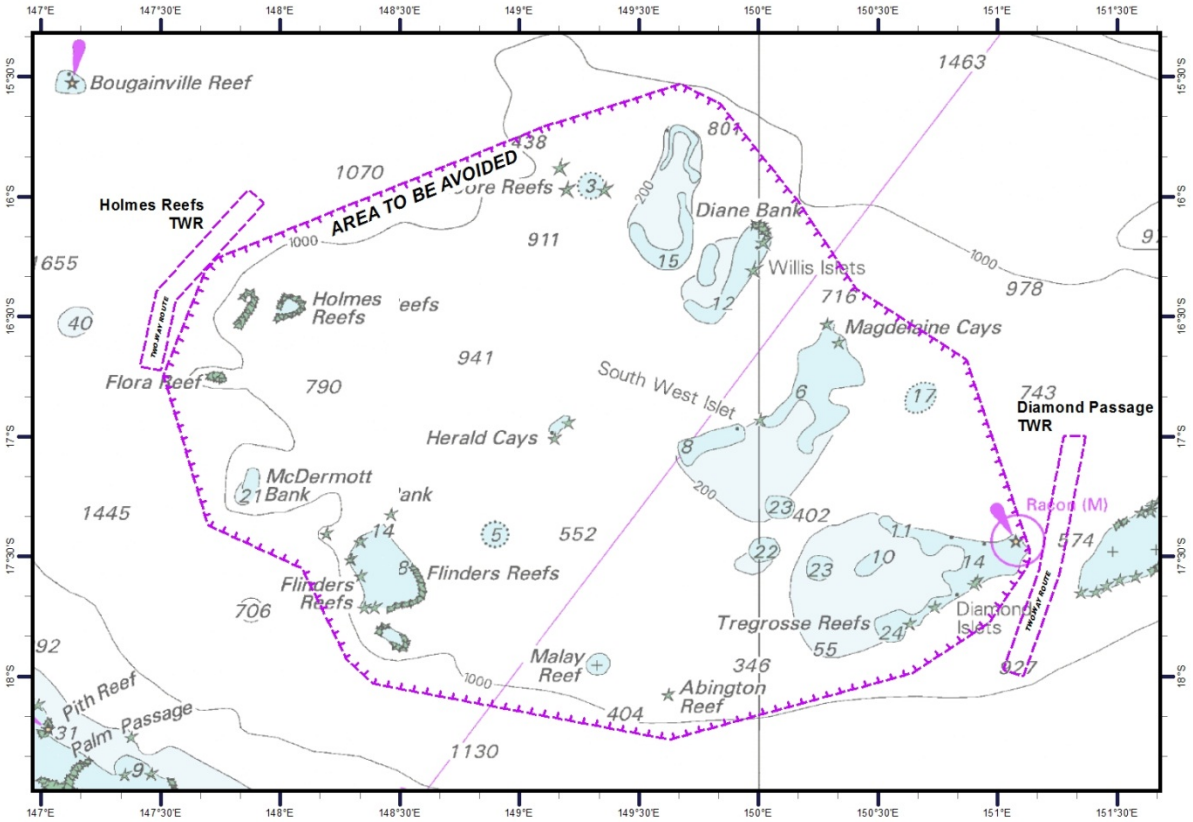


Figure 4: The Area to be avoided, lying between the two-way routes

Australian Government
Australian Maritime Safety Authority

MARINE NOTICE

Marine Notice 16/2015

IMO-adopted ships' routeing systems to be introduced in the Coral Sea

Mariners, shipowners, ship operators and agents are advised that the International Maritime Organization (IMO) has adopted two new two-way routes and an associated area to be avoided (ATBA) in the Coral Sea (Figure 1).

These measures come into effect at 0000 hours UTC on 1 January 2016.

The routeing systems will serve as associated protective measures for the recently-extended Great Barrier Reef and Torres Strait Particularly Sensitive Sea Area in the Coral Sea.

Regulation V/10 of SOLAS (Ships' routeing) provides for IMO-adopted ships' routeing systems that may be recommended for use by some or all ships.

Two-way routes

The five mile wide, two-way routes aim to separate opposing streams of traffic and keep ships clear of the shoals, reefs and islands that lie in close proximity. The 60 nautical mile (nm) route in Diamond Passage aligns with the existing traffic pattern (Figure 2). The 53 nm route west of Holmes Reefs provides a routeing measure for ships navigating west of the ATBA (Figure 3).

Area to be avoided

The ATBA aims to enhance safety by keeping ships away from the charted reefs, islets and cays, which lie between the two-way routes (Figure 4).

In order to reduce the risk of a maritime casualty and potential harm to the sensitive marine environment, transiting ships that are required to conform to SOLAS requirements, should not enter the ATBA. However, ships that demonstrate an operational need to visit a location within the ATBA (e.g. cruise ships) and which have adequate risk mitigation measures in place, may enter the ATBA.

General

Use of the two-way routes and avoidance of the ATBA is recommended - but not mandatory. The two-way routes do not give vessels any special right of way. They do not affect other obligations (for instance those associated with the prevention of collisions at sea), as applicable.

The Australian Hydrographic Service (AHS) will incorporate the new routeing measures in relevant paper and electronic charts. AHS will advise by Notices to Mariners when these updates are available.

Shipowners, ship operators and agents are urged to ensure information on the new routeing measures is provided to their ships operating in the region.

Gary Prosser
Deputy Chief Executive Officer
September 2015

Australian Maritime Safety Authority
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CANBERRA ACT 2601
File no: 2015/3303

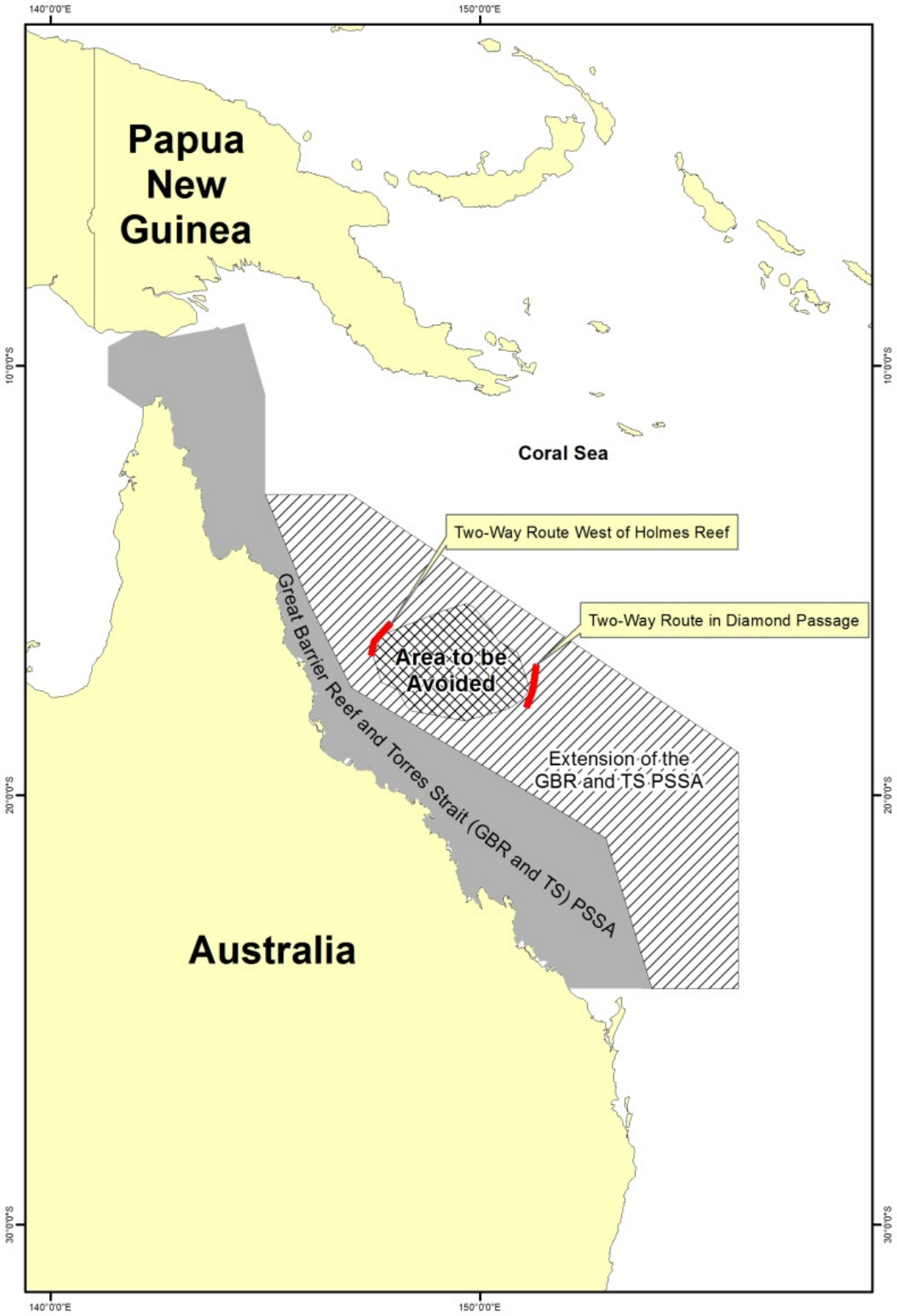


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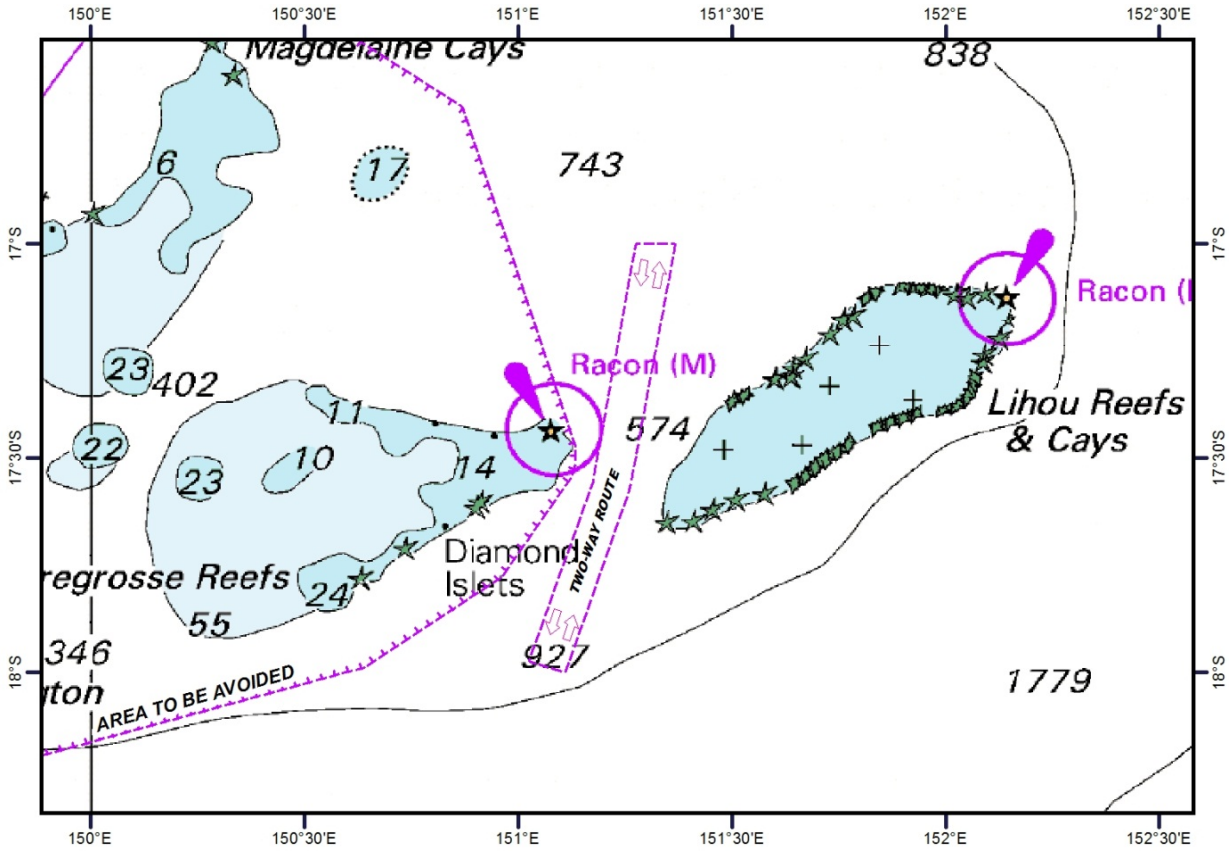


Figure 2: The two-way route in Diamond Passage

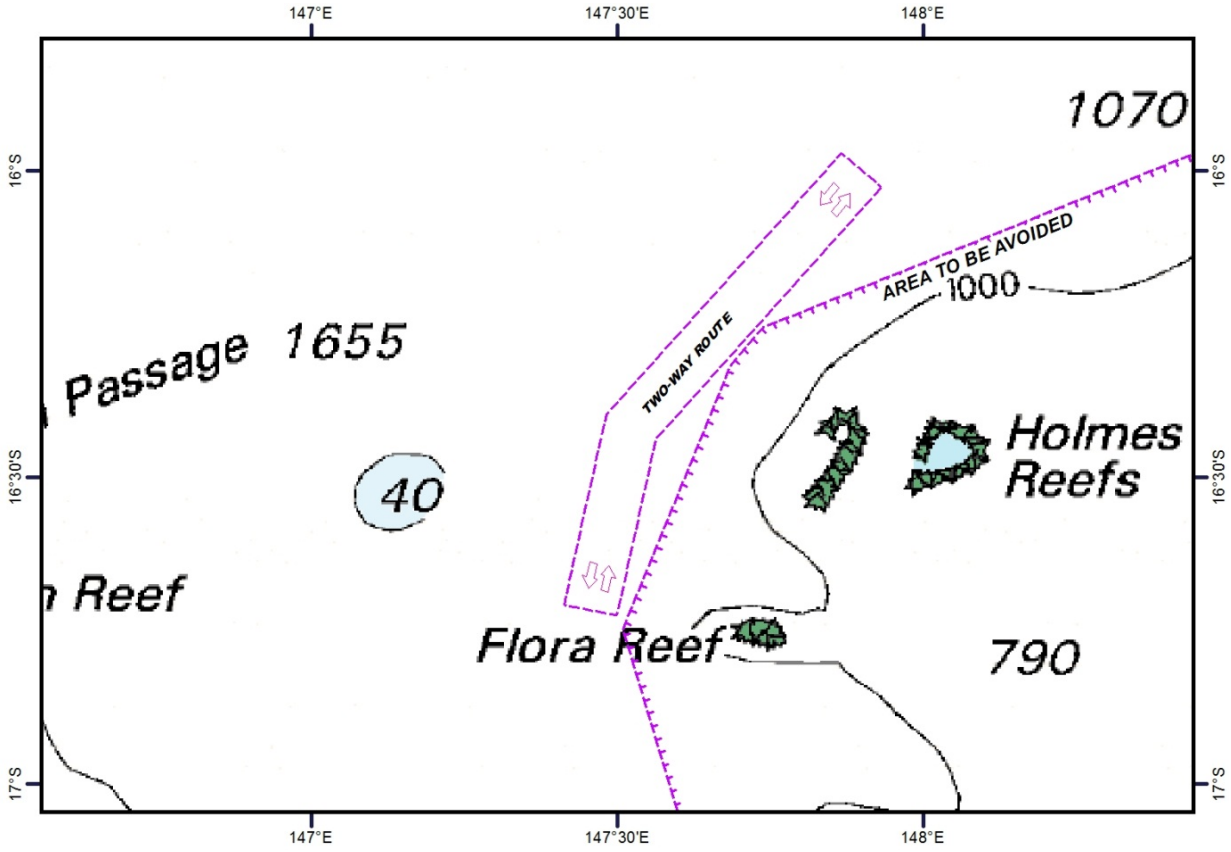


Figure 3: The two-way route west of Holmes Reef

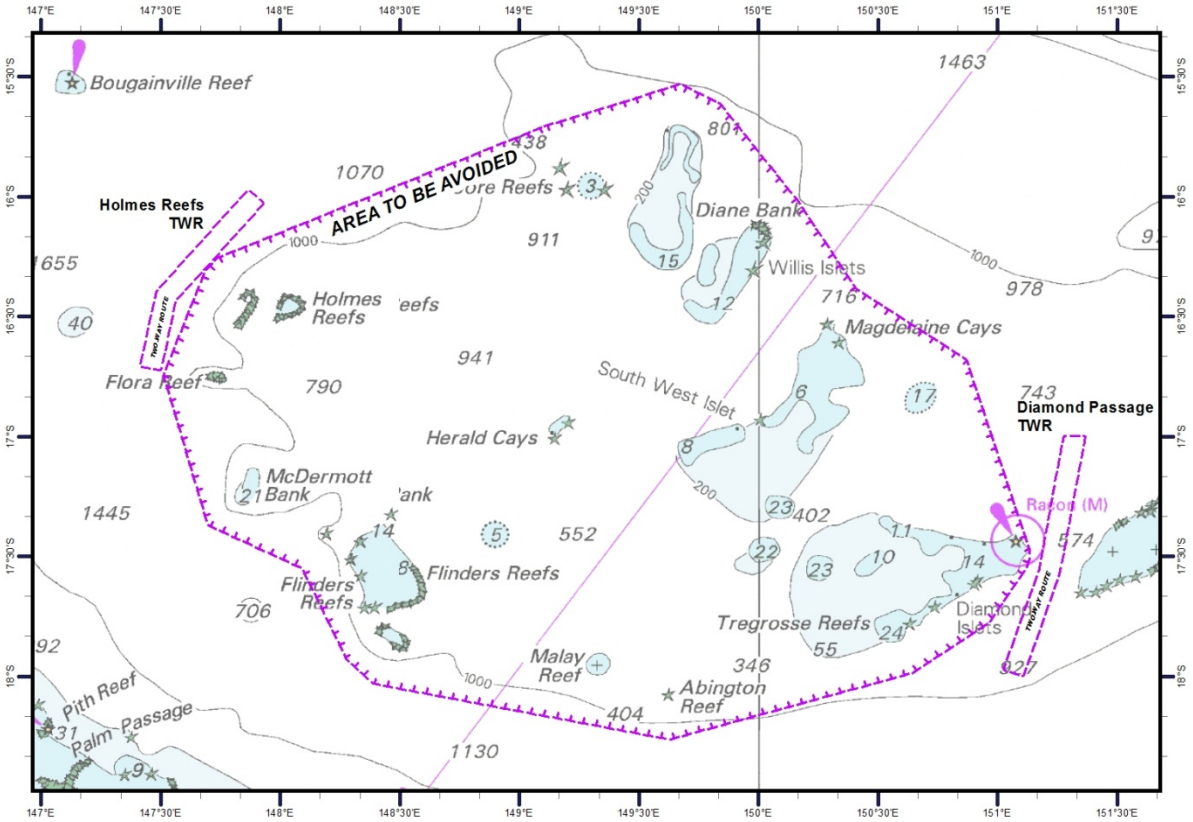


Figure 4: The Area to be avoided, lying between the two-way routes