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IDENTIFICATION AND PROTECTION OF SPECIAL AREAS AND PARTICULARLY SENSITIVE SEA AREAS

Report of the Technical Group on Particularly Sensitive Sea Areas (PSSAs)

1 INTRODUCTION

1.1 The Technical Group on PSSAs met from 18 to 20 July 2005, under the Chairmanship of Ms. Lindy S. Johnson (United States).

1.2 Representatives from the following delegations participated in the Technical Group: Australia, Brazil, Canada, China, Croatia, Denmark, Ecuador, Finland, France, Germany, Greece, India, Italy, Islamic Republic of Iran, Ireland, Japan, New Zealand, Norway, Panama, Poland, Portugal, Republic of Korea, Russian Federation, Saudi Arabia, Singapore, South Africa, Spain, Sweden, Turkey, United Kingdom, United States, Venezuela, UNESCO, UN-DOALOS, INTERTANKO, Greenpeace International, IUCN, WWF and WNTI.

Terms of reference

1.3 The Technical Group was instructed to:

.1 **prepare** a draft final text of the revised Guidelines for the Identification and Designation of Particularly Sensitive Sea Areas (the Guidelines or PSSA Guidelines), based on the annex to the Correspondence Group report (MEPC 53/8/2), taking into account comments made in plenary and the outcomes of NAV 51;

.2 **prepare** a draft Assembly resolution on the adoption of the revised PSSA Guidelines;

.3 **prepare** a draft MEPC resolution on the designation of the extension to the Great Barrier Reef PSSA to include the Torres Strait (amending resolution MEPC.45(30)) on the basis of the draft text annexed to document MEPC 53/8/3;

.4 **prepare** a draft MEPC resolution on the designation of the Canary Islands as a PSSA and include references to the draft MSC resolutions on the associated protective measures (APMs) which are expected to be adopted by MSC 81 (NAV 51/19, annexes 1, 2 and 4);

.5 **prepare** a draft MEPC resolution on the designation of the Galapagos Archipelago as a PSSA and include a reference to the draft Assembly resolution on the APMs which are expected to be adopted by Assembly at its twenty-fourth session (NAV 51/19, annex 5);

.6 **prepare** a draft MEPC resolution on the designation of the Baltic Sea Area as a PSSA and include a reference to the draft Assembly resolution on the APMs which are expected to be adopted by Assembly at its twenty-fourth session (NAV 51/19, annex 6); and

.7 **provide** a written report to plenary on Thursday, 21 July 2005.

2 DISCUSSION AND RESULTS

Revision of PSSA Guidelines

2.1 The Technical Group considered the specific issues assigned to it by the Committee and confirmed or made changes to the draft revised Guidelines for the Identification and Designation of Particularly Sensitive Sea Areas. The revised text is shown in annex 1 to this report.

2.2 In the discussion of specific issues, some delegations expressed concern about some of the decisions that had been taken. It was recognized that, while reopening such decisions was outside the remit of the Technical Group, the application of the Guidelines on a case-by-case basis may resolve these concerns.

2.3 The discussion of the Technical Group on a few of the specific issues is noteworthy. First, the Technical Group, consistent with the decision by the Committee, removed the criterion of "recreation" in section 4 of the Guidelines as an independent criterion. One delegation stated that, as a consequence of this deletion, the language currently used for the criterion "economic dependency" in paragraph 4.4.12 should be amended to read: "an area where the environmental quality **or** ~~the use of~~ living ~~marine~~ resources are of particular importance….". The delegation felt that this change was necessary because environmental quality in and of itself may affect recreation and tourism. This change was not accepted because this text was agreed to by the Correspondence Group, it was felt that the Committee had simply instructed the Group to remove the criterion on "recreation", and thus amending paragraph 4.4.12 was outside the remit of the Group.

2.4 During the discussion of the issue of the legal basis for proposed APMs, one delegation drew the attention of the Group to document LEG/MISC/4, "Implications of the United Nations Law of the Sea Convention for the International Maritime Organization". This delegation noted that this document might assist in the identification of those provisions of the Law of the Sea Convention that are relevant to the instruments and work of IMO on PSSAs.

2.5 The Technical Group confirmed language in the draft Guidelines to implement the Committee's decision that the concept of "designation in principle" as it had existed in resolution A.927(22) (*e.g.*, that a PSSA proposal could be submitted without a proposal for an APM) should be removed from the Guidelines. In the revised Guidelines, "designation in principle" is now only to be used by the Committee after it reviews a PSSA proposal and is awaiting approval or adoption of the APM by the appropriate body. It also confirmed language requiring that an actual proposal for an APM must be appended to a PSSA application, consistent with the Committee's decision. It then addressed the issue that some States may have limited resources and therefore find it difficult to prepare a PSSA submission, with an APM proposal attached.

2.6 The Technical Group had a thorough discussion on the issue of technical assistance to States when preparing PSSA proposals. Some delegations expressed concern that including only a general provision that referred to requesting such assistance from IMO was only a statement of fact and would add nothing to the Guidelines. Various proposals were considered before the Group agreed on the text as currently shown in paragraph 3.3 of the revised Guidelines.

2.7 The delegation of the Russian Federation reiterated its position that proposals for a new PSSA should contain specific proposals for a new APM to protect the area concerned and could not be based solely on existing IMO measures already implemented in that area, as the latter would not qualify for the area to become a PSSA. Additionally, in the view of the Russian Federation, the inclusion in the revised Guidelines of paragraph 7.3 which addresses the possibility in the future to introduce new APMs in an already designated PSSA, without appropriate procedures, makes this provision void of practical sense and introduces complexity and ambiguity.

2.8 The Group agreed to bring to the attention of the Committee that when the Committee approves and subsequently the Assembly in 2005 adopts the revised Guidelines, this would supersede annex 2 of resolution A.927(22). However, the Group felt it was important to note that resolution A.927(22) would still be valid, insofar as annex 1 on Guidelines for the Designation of Special Areas under MARPOL 73/78 is concerned.

Preparation of PSSA resolutions

2.9 The Technical Group considered the draft resolutions for the four PSSAs already approved in principle, resulting in the texts shown in annexes 2, 3, 4, and 5 to this report.

2.10 In reviewing the draft resolutions of the new PSSAs, it was noted several times that the language of the draft resolutions, as well as the amount and content of the text in the annexes, differ. It was noted that the different language used in different resolutions could lead to different interpretations. Therefore, the Technical Group agreed to recommend to the Committee that when a Technical Group is established to consider a new PSSA application, it should also be tasked with the responsibility of considering the development of a uniform format for future resolutions.

2.11 The Russian Federation reaffirmed its position concerning the designation of the Baltic Sea Area as a PSSA on the grounds expressed at previous sessions of MEPC. During the discussions of the Technical Group, for the same reasons and bearing in mind the unresolved problem of delimitation in the Baltic, the Russian Federation did not accept the approval of the proposed draft resolution on the Baltic Sea Area and the geographical coordinates of the PSSA boundaries contained in the annex to this resolution.

3 ACTION REQUESTED OF THE COMMITTEE

3.1 The Committee is invited to consider this report and take action as appropriate, and in particular:

.1 approve the text of the revised Guidelines for the Identification and Designation of Particularly Sensitive Sea Areas;

.2 approve the draft Assembly resolution on the adoption of the revised PSSA Guidelines;

.3 approve the draft MEPC resolution on the designation of the extension of the Great Barrier Reef PSSA to include the Torres Strait;

.4 approve the draft MEPC resolution on the designation of the Canary Islands as a PSSA and include references to the draft MSC resolutions on the APMs which are expected to be adopted by MSC 81;

.5 approve the draft MEPC resolution on the designation of the Galapagos Archipelago as a PSSA and include a reference to the draft Assembly resolution on the APMs which are expected to be adopted by Assembly at its twenty-fourth session;

.6 approve the draft MEPC resolution on the designation of the Baltic Sea Area as a PSSA and include a reference to the draft Assembly resolution on the APMs which are expected to be adopted by Assembly at its twenty-fourth session; and

.7 consider tasking a future Technical Group to develop a uniform format for PSSA resolutions.

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ANNEX 1

DRAFT RESOLUTION A.[…](24)

Adopted on [… November 2005]

GUIDELINES FOR THE IDENTIFICATION AND DESIGNATION OF PARTICULARLY SENSITIVE SEA AREAS

THE ASSEMBLY,

RECALLING Article 15(j) of the Convention on the International Maritime Organization concerning the functions of the Assembly in relation to regulations and guidelines concerning maritime safety, the prevention and control of marine pollution from ships and other matters concerning the effect of shipping on the marine environment,

RECALLING ALSO resolution A.720(17) by which the Assembly adopted the Guidelines for the Designation of Special Areas and the Identification of Particularly Sensitive Sea Areas and requested the Marine Environment Protection Committee and the Maritime Safety Committee to keep the Guidelines under review,

RECALLING FURTHER resolutions A.885(21) and A.927(22) by which the Assembly adopted Procedures for the Identification of Particularly Sensitive Sea Areas and the Adoption of Associated Protective Measures and Amendments to the Guidelines contained in resolution A.720(17) and amendments to the Guidelines for the Identification and Designation of Particularly Sensitive Sea Areas, and also requested the Marine Environment Protection Committee and the Maritime Safety Committee to keep these Procedures and Guidelines under review,

REAFFIRMING that these Guidelines are to be implemented in accordance with international law,

RECOGNIZING the need to clarify and, where appropriate, strengthen certain aspects and procedures for the identification and subsequent designation of Particularly Sensitive Sea Areas and the adoption of associated protective measures through amendments to the Guidelines for the Identification and Designation of Particularly Sensitive Sea Areas,

HAVING CONSIDERED the recommendations made by the Marine Environment Protection Committee at its fifty-third session:

1. ADOPTS the revised Guidelines for the Identification and Designation of Particularly Sensitive Sea Areas as set out in the annex, which supersede Annex 2 of resolution A.927(22);

2. REQUESTS both the Marine Environment Protection Committee and the Maritime Safety Committee to keep the revised Guidelines under review; and

3. REVOKES Annex 2 of resolution A.927(22).

ANNEX

REVISED GUIDELINES FOR THE IDENTIFICATION AND DESIGNATION OF PARTICULARLY SENSITIVE SEA AREAS

1 INTRODUCTION

1.1 The Marine Environment Protection Committee (MEPC) of the International Maritime Organization (IMO) began its study of the question of Particularly Sensitive Sea Areas (PSSAs) in response to a resolution of the International Conference on Tanker Safety and Pollution Prevention of 1978. The discussions of this concept from 1986 to 1991 culminated in the adoption of Guidelines for the Designation of Special Areas and the Identification of Particularly Sensitive Sea Areas by Assembly resolution A.720(17) in 1991. In a continuing effort to provide a clearer understanding of the concepts set forth in the Guidelines, the Assembly adopted resolutions A.885(21) and A.927(22). This document is intended to clarify and, where appropriate, strengthen certain aspects and procedures for the identification and designation of PSSAs and the adoption of associated protective measures. It sets forth revised Guidelines for the Identification and Designation of Particularly Sensitive Sea Areas (the Guidelines or PSSA Guidelines).

1.2 A PSSA is an area that needs special protection through action by IMO because of its significance for recognized ecological, socio-economic, or scientific attributes where such attributes may be vulnerable to damage by international shipping activities. At the time of designation of a PSSA, an associated protective measure[1], which meets the requirements of the appropriate legal instrument establishing such measure, must have been approved or adopted by IMO to prevent, reduce, or eliminate the threat or identified vulnerability. Information on each of the PSSAs that has been designated by IMO is available at [www.imo.org].

1.3 Many international and regional instruments encourage the protection of areas important for the conservation of biological diversity as well as other areas with high ecological, cultural, historical/archaeological, socio-economic or scientific significance. These instruments further call upon their Parties to protect such vulnerable areas from damage or degradation, including from shipping activities.

1.4 The purpose of these Guidelines is to:

.1 provide guidance to IMO Member Governments in the formulation and submission of applications for designation of PSSAs;

.2 ensure that in the process all interests - those of the coastal State, flag State, and the environmental and shipping communities - are thoroughly considered on the basis of relevant scientific, technical, economic, and environmental information regarding the area at risk of damage from international shipping activities and the associated protective measures to prevent, reduce, or eliminate that risk; and

[1] The term “associated protective measure” or “measure” is used both in the singular and plural throughout these Guidelines. It is important to recognize that an identified vulnerability may be addressed by only one or by more than one associated protective measure and that therefore the use of this terminology in the singular or plural should not be taken as any indication to the contrary.

.3 provide for the assessment of such applications by IMO.

1.5 Identification and designation of any PSSA and the adoption of associated protective measures require consideration of three integral components: the particular attributes of the proposed area, the vulnerability of such an area to damage by international shipping activities, and the availability of associated protective measures within the competence of IMO to prevent, reduce, or eliminate risks from these shipping activities.

2 INTERNATIONAL SHIPPING ACTIVITIES AND THE MARINE ENVIRONMENT

2.1 Shipping activity can constitute an environmental hazard to the marine environment in general and consequently even more so to environmentally and/or ecologically sensitive areas. Environmental hazards associated with shipping include:

.1 operational discharges;

.2 accidental or intentional pollution; and

.3 physical damage to marine habitats or organisms.

2.2 Adverse effects and damage may occur to the marine environment and the living resources of the sea as a result of shipping activities. With the increase in global trade, shipping activities are also increasing, thus including greater potential for adverse effects and damage. In the course of routine operations, accidents, and wilful acts of pollution, ships may release a wide variety of substances either directly into the marine environment or indirectly through the atmosphere. Such releases include oil and oily mixtures, noxious liquid substances, sewage, garbage, noxious solid substances, anti-fouling systems, harmful aquatic organisms and pathogens, and even noise. In addition, ships may cause harm to marine organisms and their habitats through physical impact. These impacts may include the smothering of habitats, contamination by anti-fouling systems or other substances through groundings, and ship strikes of marine mammals.

3 PROCESS FOR THE DESIGNATION OF PARTICULARLY SENSITIVE SEA AREAS

3.1 The IMO is the only international body responsible for designating areas as Particularly Sensitive Sea Areas and adopting associated protective measures. An application to IMO for designation of a PSSA and the adoption of associated protective measures, or an amendment thereto, may be submitted only by a Member Government. Where two or more Governments have a common interest in a particular area, they should formulate a co-ordinated proposal[2]. The proposal should contain integrated measures and procedures for co-operation between the jurisdictions of the proposing Member Governments.

[2] It is clear that the Guidelines recognize that an application for designation of a PSSA may be submitted by one or more Governments. For ease of drafting, however, the use of the word "Government" will be used throughout the text and it should be recognized that this term applies equally to applications where there is more than one Government involved.

3.2 Member Governments wishing to have IMO designate a PSSA should submit an application to MEPC based on the criteria outlined in section 4, provide information pertaining to the vulnerability of this area to damage from international shipping activities as called for in section 5, and include the proposed associated protective measures as outlined in section 6 to prevent, reduce or eliminate the identified vulnerability. Applications should be submitted in accordance with the procedures set forth in section 7 and the rules adopted by IMO for submission of papers.

3.3 If, in preparing its submission for a PSSA proposal, a Member Government requires technical assistance, that Government is encouraged to request such assistance from IMO.

4 ECOLOGICAL, SOCIO-ECONOMIC, OR SCIENTIFIC CRITERIA FOR THE IDENTIFICATION OF A PARTICULARLY SENSITIVE SEA AREA

4.1 The following criteria apply to the identification of PSSAs only with respect to the adoption of measures to protect such areas against damage**,** or the identified threat of damage, from international shipping activities.

4.2 These criteria do not, therefore, apply to the identification of such areas for the purpose of establishing whether they should be protected from dumping activities, since that is implicitly covered by the London Convention 1972 (the Convention on the Prevention of Marine Pollution by Dumping of Wastes and Other Matter, 1972) and the 1996 Protocol to that Convention.

4.3 The criteria relate to PSSAs within and beyond the limits of the territorial sea. They can be used by IMO to designate PSSAs beyond the territorial sea with a view to the adoption of international protective measures regarding pollution and other damage caused by ships. They may also be used by national administrations to identify areas within their territorial seas that may have certain attributes reflected in the criteria and be vulnerable to damage by shipping activities.

4.4 In order to be identified as a PSSA, the area should meet at least one of the criteria listed below and information and supporting documentation should be provided to establish that at least one of the criteria exists throughout the entire proposed area, though the same criterion need not be present throughout the entire area. These criteria can be divided into three categories: ecological criteria; social, cultural, and economic criteria; and scientific and educational criteria.

Ecological criteria

4.4.1 Uniqueness or rarity - An area or ecosystem is unique if it is "the only one of its kind". Habitats of rare, threatened, or endangered species that occur only in one area are an example. An area or ecosystem is rare if it only occurs in a few locations or has been seriously depleted across its range. An ecosystem may extend beyond country borders, assuming regional or international significance. Nurseries or certain feeding, breeding, or spawning areas may also be rare or unique.

4.4.2 Critical habitat - A sea area that may be essential for the survival, function, or recovery of fish stocks or rare or endangered marine species, or for the support of large marine ecosystems.

4.4.3 Dependency - An area where ecological processes are highly dependent on biotically structured systems (e.g. coral reefs, kelp forests, mangrove forests, seagrass beds). Such ecosystems often have high diversity, which is dependent on the structuring organisms. Dependency also embraces the migratory routes of fish, reptiles, birds, mammals, and invertebrates.

4.4.4 Representativeness - An area that is an outstanding and illustrative example of specific biodiversity, ecosystems, ecological or physiographic processes, or community or habitat types or other natural characteristics.

4.4.5 Diversity - An area that may have an exceptional variety of species or genetic diversity or includes highly varied ecosystems, habitats, and communities.

4.4.6 Productivity - An area that has a particularly high rate of natural biological production. Such productivity is the net result of biological and physical processes which result in an increase in biomass in areas such as oceanic fronts, upwelling areas and some gyres.

4.4.7 Spawning or breeding grounds - An area that may be a critical spawning or breeding ground or nursery area for marine species which may spend the rest of their life-cycle elsewhere, or is recognized as migratory routes for fish, reptiles, birds, mammals, or invertebrates.

4.4.8 Naturalness - An area that has experienced a relative lack of human-induced disturbance or degradation.

4.4.9 Integrity - An area that is a biologically functional unit, an effective, self-sustaining ecological entity.

4.4.10 Fragility - An area that is highly susceptible to degradation by natural events or by the activities of people. Biotic communities associated with coastal habitats may have a low tolerance to changes in environmental conditions, or they may exist close to the limits of their tolerance (e.g., water temperature, salinity, turbidity or depth). Such communities may suffer natural stresses such as storms or other natural conditions (e.g., circulation patterns) that concentrate harmful substances in water or sediments, low flushing rates, and/or oxygen depletion. Additional stress may be caused by human influences such as pollution and changes in salinity. Thus, an area already subject to stress from natural and/or human factors may be in need of special protection from further stress, including that arising from international shipping activities.

4.4.11 Bio-geographic importance - An area that either contains rare biogeographic qualities or is representative of a biogeographic "type" or types, or contains unique or unusual biological, chemical, physical, or geological features.

Social, cultural and economic criteria

4.4.12 Economic dependency - An area where the environmental quality and the use of living marine resources are of particular economic importance, including fishing, recreation, tourism, and the livelihoods of people who depend on access to the area.

4.4.13 Human dependency - An area that is of particular importance for the support of traditional subsistence or food production activities or for the protection of the cultural resources of the local human populations.

4.4.14 Cultural heritage - An area that is of particular importance because of the presence of significant historical and archaeological sites.

Scientific and educational criteria

4.4.15 Research - An area that has high scientific interest.

4.4.16 Baseline for monitoring studies - An area that provides suitable baseline conditions with regard to biota or environmental characteristics, because it has not had substantial perturbations or has been in such a state for a long period of time such that it is considered to be in a natural or near-natural condition.

4.4.17 Education - An area that offers an exceptional opportunity to demonstrate particular natural phenomena.

4.5 In some cases a PSSA may be identified within a Special Area and vice versa. It should be noted that the criteria with respect to the identification of PSSAs and the criteria for the designation of Special Areas are not mutually exclusive.

5 VULNERABILITY TO IMPACTS FROM INTERNATIONAL SHIPPING

5.1 In addition to meeting at least one of the criteria listed in 4.4, the recognized attributes of the area should be at risk from international shipping activities. This involves consideration of the following factors:

Vessel traffic characteristics

5.1.1 Operational factors - Types of maritime activities (e.g. small fishing boats, small pleasure craft, oil and gas rigs) in the proposed area that by their presence may reduce the safety of navigation.

5.1.2 Vessel types - Types of vessels passing through or adjacent to the area (e.g. high-speed vessels, large tankers, or bulk carriers with small under-keel clearance).

5.1.3 Traffic characteristics - Volume or concentration of traffic, vessel interaction, distance offshore or other dangers to navigation, are such as to involve greater risk of collision or grounding.

5.1.4 Harmful substances carried - Type and quantity of substances on board, whether cargo, fuel or stores, that would be harmful if released into the sea.

Natural factors

5.1.5 Hydrographical - Water depth, bottom and coastline topography, lack of proximate safe anchorages and other factors which call for increased navigational caution.

5.1.6 Meteorological - Prevailing weather, wind strength and direction, atmospheric visibility and other factors which increase the risk of collision and grounding and also the risk of damage to the sea area from discharges.

5.1.7 Oceanographic - Tidal streams, ocean currents, ice, and other factors which increase the risk of collision and grounding and also the risk of damage to the sea area from discharges.

5.2 In proposing an area as a PSSA and in considering the associated protective measures to prevent, reduce, or eliminate the identified vulnerability, other information that might be helpful includes the following:

.1 any evidence that international shipping activities are causing or may cause damage to the attributes of the proposed area, including the significance or risk of the potential damage, the degree of harm that may be expected to cause damage, and whether such damage is reasonably foreseeable, as well as whether damage is of a recurring or cumulative nature;

.2 any history of groundings, collisions, or spills in the area and any consequences of such incidents;

.3 any adverse impacts to the environment outside the proposed PSSA expected to be caused by changes to international shipping activities as a result of PSSA designation;

.4 stresses from other environmental sources; and

.5 any measures already in effect and their actual or anticipated beneficial impact.

6 ASSOCIATED PROTECTIVE MEASURES

6.1 In the context of these Guidelines, associated protective measures for PSSAs are limited to actions that are to be, or have been, approved or adopted by IMO and include the following options:

6.1.1 designation of an area as a Special Area under Annexes I, II or V, or a SO_x emission control area under Annex VI of MARPOL 73/78, or application of special discharge restrictions to vessels operating in a PSSA. Procedures and criteria for the designation of Special Areas are contained in the Guidelines for the Designation of Special Areas set forth in annex 1 of Assembly resolution A.927(22). Criteria and procedures for the designation of SO_x emission control areas are found in Appendix 3 of Annex VI to MARPOL 73/78;

6.1.2 adoption of ships' routeing and reporting systems near or in the area, under the International Convention for the Safety of Life at Sea (SOLAS) and in accordance with the General Provisions on Ships' Routeing and the Guidelines and Criteria for Ship Reporting Systems. For example, a PSSA may be designated as an area to be avoided or it may be protected by other ships' routeing or reporting systems; and

6.1.3 development and adoption of other measures aimed at protecting specific sea areas against environmental damage from ships, provided that they have an identified legal basis.

6.2 Consideration should also be given to the potential for the area to be listed on the World Heritage List, declared a Biosphere Reserve, or included on a list of areas of international, regional, or national importance, or if the area is already the subject of such international, regional, or national conservation action or agreements.

6.3 In some circumstances, a proposed PSSA may include within its boundaries a buffer zone, in other words, an area contiguous to the site-specific feature (core area) for which specific protection from shipping is sought. However, the need for such a buffer zone should be justified in terms of how it would directly contribute to the adequate protection of the core area.

7 PROCEDURE FOR THE DESIGNATION OF PARTICULARLY SENSITIVE SEA AREAS AND THE ADOPTION OF ASSOCIATED PROTECTIVE MEASURES

7.1 An application for PSSA designation should contain a proposal for an associated protective measure that the proposing Member Government intends to submit to the appropriate IMO body. If the measure is not already available under an IMO instrument, the proposal should set forth the steps that the proposing Member Government has taken or will take to have the measure approved or adopted by IMO pursuant to an identified legal basis (see paragraph 7.4.2.3).

7.2 Alternatively, if no new associated protective measure is being proposed because IMO measures are already associated with the area to protect it, then the application should identify the threat of damage or damage being caused to the area by international shipping activities and show how the area is already being protected from such identified vulnerability by the associated protective measures. Amendments to existing measures may be introduced to address identified vulnerabilities.

7.3 In the future, additional associated protective measures may also be introduced to address identified vulnerabilities.

7.4 The application should first clearly set forth a summary of the objectives of the proposed PSSA designation, the location of the area, the need for protection, the associated protective measures, and demonstrate how the identified vulnerability will be addressed by existing or proposed associated protective measures. The summary should include the reasons why the ~~proposed~~ associated protective measures are the preferred method for providing protection for the area to be identified as a PSSA.

7.5 Each application should then consist of two parts.

7.5.1 Part I - *Description, significance of the area and vulnerability*

.1 *Description* - a detailed description of the location of the proposed area, along with a nautical chart on which the location of the area and any associated protective measures are clearly marked, should be submitted with the application.

.2 *Significance of the area* - the application should state the significance of the area on the basis of recognized ecological, socio-economic, or scientific attributes and should explicitly refer to the criteria listed above in section 4.

.3 *Vulnerability of the area to damage by international shipping activities* - the application should provide an explanation of the nature and extent of the risks that international shipping activities pose to the environment of the proposed area, noting the factors listed in section 5. The application should describe the particular current or future international shipping activities that are causing or may be expected to cause damage to the proposed area, including the significance of the damage and degree of harm that may result from such activities, either from such activity alone or in combination with other threats.

7.5.2 Part II - *Appropriate associated protective measures and IMO's competence to approve or adopt such measures*

.1 The application should identify the existing and/or proposed associated protective measures and describe how they provide the needed protection from the threats of damage posed by international maritime activities occurring in and around the area. The application should specifically describe how the associated protective measures protect the area from the identified vulnerability.

.2 If the application identifies a new associated protective measure, then the proposing Member Government must append a draft of the proposal which is intended to be submitted to the appropriate Sub-Committee or Committee or, if the measures are not already available in an IMO instrument, information must be provided with regard to its legal basis and/or the steps that the proposing Member Government has taken or will take to establish the legal basis.

.3 The application should identify the legal basis for each measure. The legal bases for such measures are:

(i) any measure that is already available under an existing IMO instrument; or

(ii) any measure that does not yet exist but could become available through amendment of an IMO instrument or adoption of a new IMO instrument. The legal basis for any such measure would only be available after the IMO instrument was amended or adopted, as appropriate; or

(iii) any measure proposed for adoption in the territorial sea[*], or pursuant to Article 211(6) of the United Nations Convention on the Law of the Sea where existing measures or a generally applicable measure (as set forth in subparagraph (ii) above) would not adequately address the particularized need of the proposed area.

[*] This provision does not derogate from the rights and duties of coastal States in the territorial sea as provided for in the United Nations Convention on the Law of the Sea.

.4 These measures may include ships' routeing measures; reporting requirements discharge restrictions; operational criteria; and prohibited activities, and should be specifically tailored to meet the need of the area to prevent, reduce, or eliminate the identified vulnerability of the area from international shipping activities.

.5 The application should clearly specify the category or categories of ships to which the proposed associated protective measures would apply, consistent with the provisions of the United Nations Convention on the Law of the Sea, including those related to vessels entitled to sovereign immunity, and other pertinent instruments.

7.6 The application should indicate the possible impact of any proposed measures on the safety and efficiency of navigation, taking into account the area of the ocean in which the proposed measures are to be implemented. The application should set forth such information as:

.1 consistency with the legal instrument under which the associated protective measure is being proposed;

.2 implications for vessel safety; and

.3 impact on vessel operations, such as existing traffic patterns or usage of the proposed area.

7.7 An application for PSSA designation should address all relevant considerations and criteria in these Guidelines, and should include relevant supporting information for each such item.

7.8 The application should contain a summary of steps taken, if any, by the proposing Member Government to date to protect the proposed area.

7.9 The proposing Member Government should also include in the application the details of action to be taken pursuant to domestic law for the failure of a ship to comply with the requirements of the associated protective measures. Any action taken should be consistent with international law as reflected in the United Nations Convention on the Law of the Sea.

7.10 The proposing Member Government should submit a separate proposal to the appropriate Sub-Committee or Committee to obtain the approval of any new associated protective measure. Such a proposal must comply with the requirements of the legal instrument relied upon to establish the measure.

8 CRITERIA FOR ASSESSMENT OF APPLICATIONS FOR DESIGNATION OF PARTICULARLY SENSITIVE SEA AREAS AND THE ADOPTION OF ASSOCIATED PROTECTIVE MEASURES

8.1 IMO should consider each application, or amendment thereto, submitted to it by a proposing Member Government on a case-by-case basis to determine whether the area fulfils at least one of the criteria set forth in section 4, the attributes of the area meeting section 4 criteria are vulnerable to damage by international shipping activities as set forth in section 5, and associated protective measures exist or are proposed to prevent, reduce, or eliminate the identified vulnerability.

8.2 In assessing each proposal, IMO should in particular consider:

.1 the full range of protective measures available and determine whether the proposed or existing associated protective measures are appropriate to prevent, reduce, or eliminate the identified vulnerability of the area from international shipping activities;

.2 whether such measures might result in an increased potential for significant adverse effects by international shipping activities on the environment outside the proposed PSSA; and

.3 the linkage between the recognized attributes, the identified vulnerability, the associated protective measure to prevent, reduce, or eliminate that vulnerability, and the overall size of the area, including whether the size is commensurate with that necessary to address the identified need.

8.3 The procedure for considering a PSSA application by IMO is as follows:

.1 the MEPC should bear primary responsibility within IMO for considering PSSA applications and all applications should first be submitted to the MEPC:

.1 The Committee should assess the elements of the proposal against the Guidelines and, as appropriate, should establish a technical group, comprising representatives with appropriate environmental, scientific, maritime, and legal expertise.

.2 The proposing Member Government is encouraged to make a presentation of the proposal, along with nautical charts and other supporting information on the required elements for PSSA designation.

.3 Any technical group formed should prepare a brief report to the Committee summarizing their findings and the outcome of its assessment.

.4 The outcome of the assessment of a PSSA application should be duly reflected in the report of the MEPC.

.2 if appropriate following its assessment, the MEPC should designate the area "in principle" and inform the appropriate Sub-Committee, Committee (which could be the MEPC itself), or the Assembly that is responsible for addressing the particular associated protective measures proposed for the area of the outcome of this assessment;

.3 the appropriate Sub-Committee or Committee which has received a submission by a proposing Member Government for an associated protective measure should review the proposal to determine whether it meets the procedures, criteria, and other requirements of the legal instrument under which the measure is proposed. The Sub-Committee may seek the advice of the MEPC on issues pertinent to the application;

.4 the MEPC should not designate a PSSA until after the associated protective measures are considered and approved by the pertinent Sub-Committee, Committee, or Assembly. If the associated protective measures are not approved by the pertinent IMO body, then the Committee may reject the PSSA application entirely or request that the proposing Member Government submit new proposals for associated protective measures. A proper record of the proceedings should be included in the report of the MEPC;

.5 for measures that require approval by the Maritime Safety Committee (MSC), the Sub-Committee should forward its recommendation for approval of the associated protective measures to the MSC or, if the Sub-Committee rejects the measures, it should inform the MSC and MEPC and provide a statement of reasons for its decision. The MSC should consider any such recommendations and, if the measures are to be adopted, it should notify the MEPC of its decision;

.6 if the application is rejected, the MEPC shall notify the proposing Member Government provide a statement of reasons for its decision, and, if appropriate, request the Member Government to submit additional information; and

.7 after approval by the appropriate Sub-Committee, Committee, or, where necessary, the Assembly of the associated protective measures, the MEPC may designate the area as a PSSA.

8.4 IMO should provide a forum for the review and re-evaluation of any associated protective measure adopted, as necessary, taking into account pertinent comments, reports, and observations of the associated protective measures. Member Governments which have ships operating in the area of the designated PSSA are encouraged to bring any concerns with the associated protective measures to IMO so that any necessary adjustments may be made. Member Governments that originally submitted the application for designation with the associated protective measures, should also bring any concerns and proposals for additional measures or modifications to any associated protective measure or the PSSA itself to IMO.

8.5 After the designation of a PSSA and its associated protective measures, IMO should ensure that the effective date of implementation is as soon as possible based on the rules of IMO and consistent with international law.

8.6 IMO should, in assessing applications for designation of PSSAs and their associated protective measures, take into account the technical and financial resources available to developing Member Governments and those with economies in transition.

9 IMPLEMENTATION OF DESIGNATED PSSAs AND THE ASSOCIATED PROTECTIVE MEASURES

9.1 When a PSSA receives final designation, all associated protective measures should be identified on charts in accordance with the symbols and methods of the International Hydrographic Organization (IHO).

9.2 A proposing Member Government should ensure that any associated protective measure is implemented in accordance with international law as reflected in the United Nations Convention on the Law of the Sea.

9.3 Member Governments should take all appropriate steps to ensure that ships flying their flag comply with the associated protective measures adopted to protect the designated PSSA. Those Member Governments which have received information of an alleged violation of an associated protective measure by a ship flying their flag should provide the Government which has reported the offence with the details of any appropriate action taken.

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ANNEX 2

DRAFT RESOLUTION MEPC.[...](53)

Adopted on [..] July 2005

DESIGNATION OF THE TORRES STRAIT AS AN EXTENSION OF THE GREAT BARRIER REEF PARTICULARLY SENSITIVE SEA AREA

THE MARINE ENVIRONMENT PROTECTION COMMITTEE,

BEING AWARE of the ecological, social, economic, cultural, scientific and educational value of the Torres Strait, as well as its vulnerability to damage by shipping traffic and activities in the area and the steps taken by Australia and Papua New Guinea to address that vulnerability,

NOTING that the Guidelines for the Identification and Designation of Particularly Sensitive Sea Areas adopted under resolution A.927(22) set out procedures for the designation of Particularly Sensitive Sea Areas,

HAVING CONSIDERED the proposal from Australia and Papua New Guinea to extend the existing Great Barrier Reef Particularly Sensitive Sea Area to include the Torres Strait,

HAVING AGREED that criteria for identification of a Particularly Sensitive Sea Area provided in resolution A.927(22) are fulfilled for the Torres Strait,

1. DESIGNATES the Torres Strait as defined in Annex 1 to this resolution as an extension to the Great Barrier Reef Particularly Sensitive Sea Area;

2. RECOGNIZES the establishment of a two-way route through the Torres Strait as defined in Annex 2 to this resolution;

3. RECOMMENDS that Governments recognize the need for effective protection of the Great Barrier Reef and Torres Strait region and inform ships flying their flag that they should act in accordance with Australia's system of pilotage for merchant ships 70 m in length and over or oil tankers, chemical tankers, and gas carriers, irrespective of size when navigating:

(a) the inner route of the Great Barrier Reef between the northern extreme of Cape York Peninsula (10°41' S) and 16°40' S and in Hydrographers Passage; and

(b) the Torres Strait and the Great North East Channel between Booby Island (latitude 10°36' S, longitude 141°54' E) and Bramble Cay (latitude 09°09' S, longitude 143°53' E).

4. REVOKES resolution MEPC.45(30).

ANNEX 1

DESCRIPTION OF THE PARTICULARLY SENSITIVE SEA AREA: TORRES STRAIT

1 Description of the area

1.1 The Torres Strait lies to the north and north east of Cape York and separates Australia and Papua New Guinea. It is about 90 nautical miles wide and 150 nautical miles long although useable routes for larger commercial vessels are limited to the Prince of Wales Channel and the Great North East Channel. The area lies within the exclusive economic zones of Australia and Papua New Guinea and includes some areas of the territorial sea and internal waters of both countries. The recommended pilotage system that is operational in the area has pilot embarkation areas entirely within the territorial waters of Australia. The eastern boundary and part of the western boundary of the PSSA aligns with the "nearest land" definition included in Annexes I, II, IV and V of MARPOL 73/78. The northern and a large part of the western boundary aligns with the Torres Strait Protected Zone (TSPZ) established by the Torres Strait Treaty between Australia and Papua New Guinea. The co-ordinates of the Torres Strait PSSA extension are set out below as amendments to the existing Great Barrier Reef PSSA described in resolution MEPC.44(30). Note that the geographic positions in italics are those adopted in 1990 to define the Great Barrier Reef Particularly Sensitive Sea Area and are unchanged.

1.2 The area is defined by a line:

(a) commencing at a point on the coast of Australia in latitude 11°00' South, longitude 142°08' East;
(b) running thence north-westerly along the geodesic to the point of latitude 10°28' South, longitude 141°20' East;
(c) thence north along the meridian of longitude 141°20' East to its intersection by the parallel point of latitude 9°33' South;
(d) thence north-easterly along the geodesic to the point of latitude 9°13' South, longitude 141°57' East;
(e) thence north along the meridian of longitude 141°57' East to its intersection by the southern coastline of the island of Papua New Guinea at low water;
(f) thence generally easterly along the southern coastline of the island of Papua New Guinea, that is along the low water line on that coast and across any river mouth and in the case of the mouth of the Mai Kussa River along the parallel of latitude 9°09' South, thence along the southern coastline of the island of Papua New Guinea, that is along the low water line on that coast and across any river mouth to its intersection by the meridian of longitude 142°36' East;
(g) thence south along that meridian to its intersection by the parallel of latitude 9°21' South;
(h) thence north-easterly along the geodesic between that point of intersection and the point of latitude 9°09' South, longitude 143°47'20" East;
(i) thence along the outer limit of the three-mile territorial sea of Black Rocks, so as to pass to the north-west of Black Rocks, to the point of intersection of that limit by the outer limit of the three-mile territorial sea of Bramble Cay;
(j) thence along that outer limit, so as to pass successively to the north and east of Bramble Cay, to the point of latitude 9°08'30" South, longitude 143°55'57" East;
(k) thence north-easterly to the point of latitude 9°00' South, longitude 144°30' East;

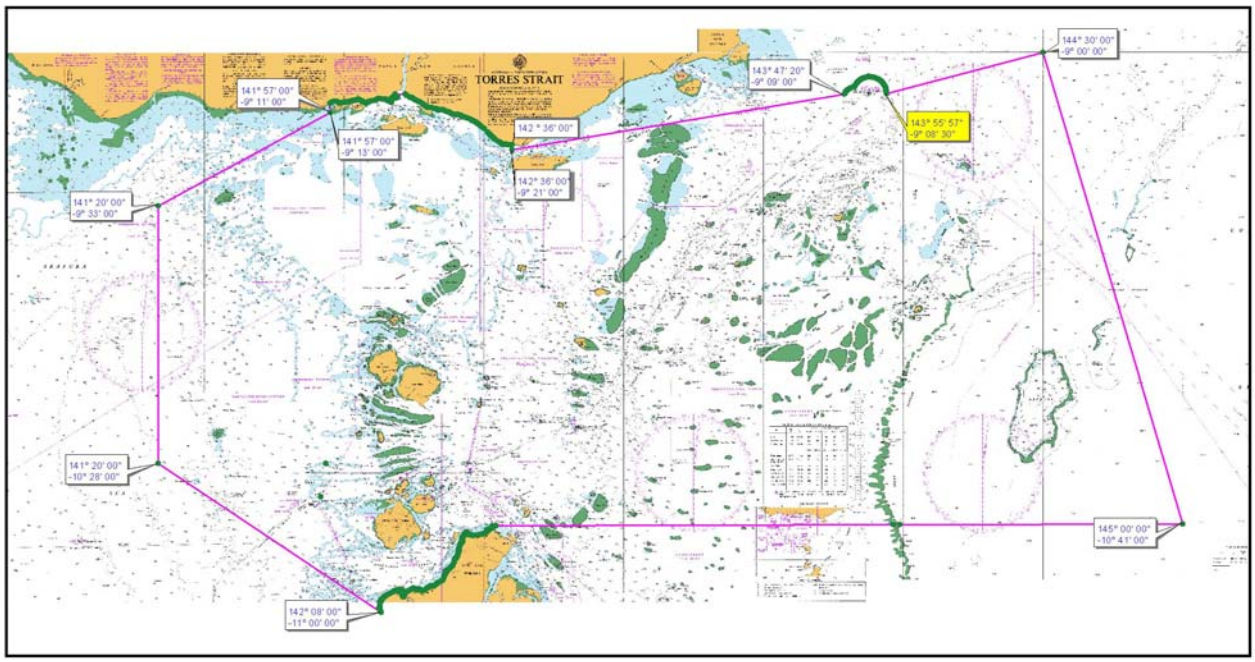
(l) thence generally southerly along a line joining the following geographic positions:

a.	10°41' S	145°00' E
b.	13°00' S	145°00' E
c.	15°00' S	146°00' E
d.	17°30' S	147°00' E
e.	21°00' S	152°55' E
f.	24°30' S	154°00' E

(m) thence westerly along the parallel of latitude 24°30' South to its intersection by the coastline of Queensland at low water; and

(n) thence generally northerly along that coastline at low water to the point of commencement.

1.3.1 A chartlet of the Torres Strait extension to the Great Barrier Reef PSSA is provided below.



2 Significance of the area

2.1 The tidal influences of two ocean systems result in frequent anomalous tidal regimes and have a great effect on the area's biodiversity. The massive freshwater and sediment input from nearby coastal rivers further influence this unique marine ecosystem. Benthic communities, fish assemblages, seagrass coverage and coral communities have all been well documented. The Strait provides critical habitat for many vulnerable or endangered species, including dugongs, green and flatback turtles, as well as supporting commercial fisheries for tiger and endeavour prawns, Spanish mackerel, tropical rock lobster, reef fish, pearl oysters, trochus and beche-de-mer. Coral reefs and clear waters support a rich fauna of reef fish, molluscs, echinoderms and crustaceans. Due to low population pressure, only 18 islands are inhabited. The Torres Strait thus retains a high degree of natural and wilderness value.

2.2 Because of the limited water exchange in and out of the Torres Strait, there are concerns that if the Torres Strait water became polluted it would probably remain in the Strait for some time. This may pose a risk of adverse and prolonged impacts on ecological communities, indigenous and commercial fisheries and the life style of Torres Strait Islander people.

2.3 Several thousand people live in small coastal communities on Cape York, on the islands off the southern coast of Papua New Guinea and on the larger islands of the Torres Strait itself. Indigenous people of the Torres Strait traditionally hunt dugong and turtle and fish for a variety of marine species for food. The consumption of seafood by Torres Strait Islanders is amongst the highest in the world on a per capita basis. A commercial fishery estimated at 2,000 tonnes contributed approximately A$35 million to the Australian economy in 1999/2000. Pearl farms operate on a number of islands. The Torres Strait has a small but expanding tourism industry.

2.4 More detailed descriptions of the ecological, socio-economic and cultural, scientific and educational criteria are contained in paragraphs 3.1 to 3.3.3 of document MEPC 49/8.

3 Vulnerability of the area to damage by international shipping activities

3.1 The Torres Strait, including the Great North East Channel, is used primarily by large vessels trading between ports in southern Asia, Australia and New Zealand, South America, Papua New Guinea and Pacific Island nations although the majority of tanker traffic bound for the Australian east coast refineries also uses it to link with the outer route of the Great Barrier Reef. Vessels entering or leaving the inner route of the Great Barrier Reef also use the Prince of Wales Channel at the western end of the Torres Strait.

3.2 Parts of the Torres Strait are isolated, remote and very demanding on the navigator. Passage through these waters also involves navigation within confined waters for long periods, with limited depths of water being a constant threat. The average depth of the Torres Strait is 30-50 metres in the east and 10-15 metres in the west. Tidal streams can be strong and variable. Most of the region has a monsoon climate and visibility is frequently adversely affected by seasonal rain squalls. The area as a whole is subject to seasonal tropical storms and cyclones.

3.3 There are narrow fairways and areas of converging traffic that, while not heavy by some standards, represent a wide range of ship types, carrying a variety of cargoes, including dangerous goods and potentially polluting materials. Ships navigating the area may encounter concentrations of fishing vessels, tourist vessels and recreational craft that, by their very numbers, increase the dangers of marine incidents.

3.4 A spill occurred in Prince of Wales Channel in 1970 (*Oceanic Grandeur*) and numerous other groundings and near misses have occurred due to the combination of shallow water, narrow channels, strong tidal streams and strong winds.

3.5 The current recommended maximum draft for ships passing through Gannet Passage is 12.2 metres which, for a large percentage of ships, provides an underkeel clearance of one metre at the higher stages of the tide cycle. Careful calculations are required by Masters and pilots of deep draft vessels to establish the timing of "tidal windows" for their passage through the Strait.

3.6 A detailed description of the characteristics of the maritime traffic, the transport of harmful substances, and the threats from disasters, including a description of the meteorological, oceanographical and geographical conditions may be found in paragraphs 4.1 to 4.3 of document MEPC 49/8.

ANNEX 2

ASSOCIATED PROTECTIVE MEASURES

1 **Two-Way Route.** The forty-ninth session of the IMO Sub-Committee on the Safety of Navigation approved the implementation of a two-way shipping route through the Torres Strait. Details of this measure, including a chartlet, are provided in document NAV 49/3/3. The following co-ordinates (in WGS 84) define the two-way route:

A) The northern limits are bound by the line joining the following co-ordinates:

1.	10° 29'.70 S	142° 22'.63 E	2.	10° 29'.14 S	142° 25'.76 E
3.	10° 27'.80 S	142° 28'.45 E	4.	10° 26'.40 S	142° 31'.30 E
5.	10° 21'.90 S	142° 41'.50 E	6.	10° 19'.37 S	142° 47'.97 E
7.	10° 18'.14 S	142° 50'.82 E	8.	10° 13'.38 S	142° 54'.96 E
9.	10° 00'.50 S	143° 03'.42 E	10.	09° 47'.73 S	143° 10'.40 E
11.	09° 25'.80 S	143° 31'.07 E	12.	09° 12'.47 S	143° 51'.34 E

B) The southern limits are bound by the line joining the following co-ordinates:

13.	10° 30'.45 S	142° 24'.02 E	14.	10° 28'.38 S	142° 28'.66 E
15.	10° 27'.38 S	142° 31'.85 E	16.	10° 22'.85 S	142° 41'.95 E
17.	10° 19'.80 S	142° 48'.23 E	18.	10° 17'.63 S	142° 53'.29 E
19.	10° 09'.78 S	143° 05'.55 E	20.	09° 53'.97 S	143° 15'.61 E
21.	09° 46'.02 S	143° 18'.48 E	22.	09° 37'.96 S	143° 21'.97 E
23.	09° 27'.60 S	143° 32'.15 E	24.	09° 13'.95 S	143° 52'.62 E

C) The centre polygon is defined by the following co-ordinates:

25.	10° 16'.10 S	142° 53'.82 E	26.	10° 13'.79 S	142° 55'.85 E
27.	10° 01'.05 S	143° 04'.20 E	28.	09° 48'.10 S	143° 11'.30 E
29.	09° 41'.04 S	143° 18'.87 E	30.	09° 45'.72 S	143° 17'.51 E
31.	09° 53'.84 S	143° 14'.50 E	32.	10° 09'.15 S	142° 04'.70 E

2 **Pilotage**. Refer to paragraph 3 of this resolution.

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ANNEX 3

DRAFT
RESOLUTION MEPC.1[…](53)

Adopted on [...] July 2005

DESIGNATION OF THE CANARY ISLANDS
AS A PARTICULARLY SENSITIVE SEA AREA

THE MARINE ENVIRONMENT PROTECTION COMMITTEE,

BEING AWARE of the ecological, social, economic, cultural, scientific and educational value of the Canary Islands, as well as its vulnerability to damage by international shipping traffic and activities in the area and the steps taken by Spain to address that vulnerability,

NOTING that the Guidelines for the Identification and Designation of Particularly Sensitive Sea Areas adopted under resolution A.927(22) set out procedures for the designation of particularly sensitive sea areas,

HAVING CONSIDERED the proposal from Spain to designate the Canary Islands as a Particularly Sensitive Sea Area,

HAVING AGREED that criteria for identification of a Particularly Sensitive Sea Area provided in resolution A.927(22) are fulfilled for the Canary Islands,

1. DESIGNATES the Canary Islands as defined in Annex 1 to this resolution as a Particularly Sensitive Sea Area;

2. INVITES the Committee to note the establishment of associated protective measures defined in Annex 2. The associated protective measures will enter into force at 0000 hours UTC time six months after the adoption by the Maritime Safety Committee at its eighty-first session in May 2006.

ANNEX 1

DESCRIPTION OF THE CANARY ISLANDS PARTICULARLY SENSITIVE SEA AREA

1 Description of the area

1.1 The Canary Isles, comprising seven larger islands and six islets lying at latitude 28°- 29°N, form an archipelago of volcanic origin in the Atlantic Ocean, some 100 km off the western coast of Africa. Their total area is 7 273 km². For administrative purposes, they are divided into two provinces: Santa Cruz de Tenerife, comprising the islands of Tenerife, La Palma, La Gomera and El Hierro; and Las Palmas, comprising Gran Canaria, Lanzarote and Fuerteventura. The islets, called Alegranza, La Graciosa, Montaña Clara, Roque del Este, Roque del Oeste and Lobos, are all grouped around the two last-named islands.

1.2 The Canarian island margin is made up of the seven islands and the islets forming the archipelago, as well as a number of submerged mountains, all of them volcanic and rising directly from deep in the earth's mantle. Owing to their volcanic origin, the characteristics of the island margins are unique. In general terms, the depth profile and underwater morphology of the Canary Isles are sharply defined, with very narrow island shelves and steeply sloping shores scored by landslide channels that descend rapidly to the abyssal plain, transporting collapsed materials for tens of kilometres.

1.3 As to the shelf profile of the various islands, there are two different groupings. The first, comprising Gran Canaria, Fuerteventura, Lanzarote and La Gomera, has shelves that, although limited in size, are still large in relation to those of the second group made up of Tenerife, La Palma and El Hierro.

1.4 The physiography of the sea-beds around the archipelago is testament to the continuous volcanic activity and their location on a prograding margin; the morphological units caused by landslides and intrusions are frequent, and the sea-beds in the proposed area are largely unstable.

1.5 The morphology of the coasts reflects the qualities of their constituent materials, which range from steep cliffs containing basalt formations to low coastlines made of pyroclastic materials and porous rocks that are difficult to restore once accidentally polluted.

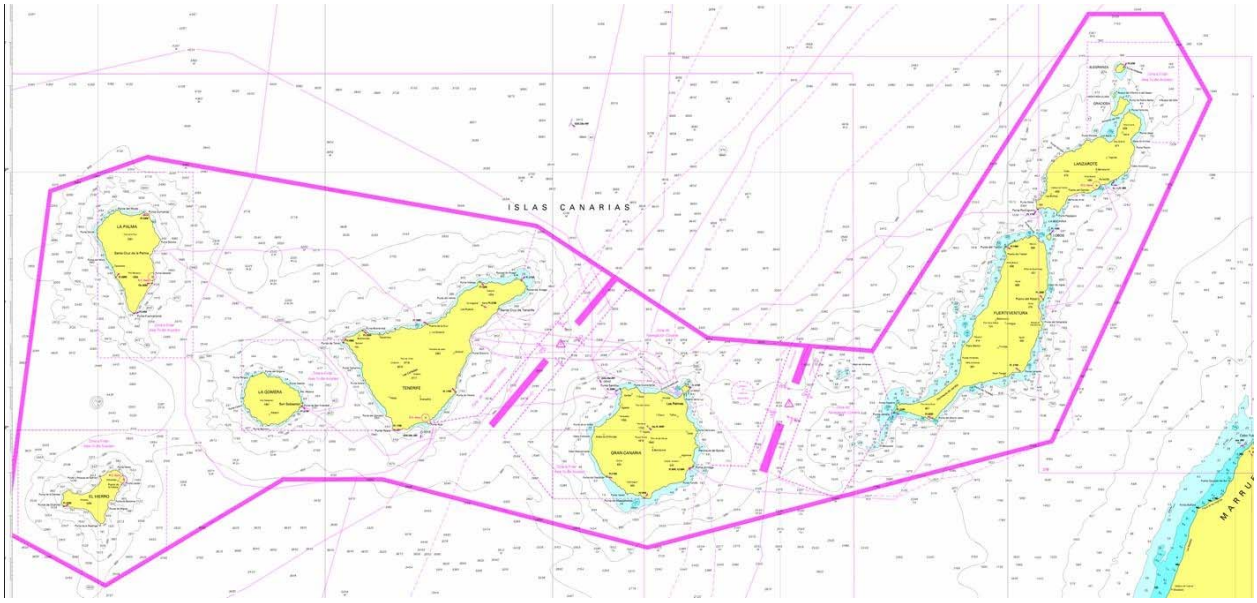
1.6 The beaches generally lie on the south side of the islands, their morphology highly influenced by the effects of the prevailing trade winds.

1.7 These winds magnify the scale of any accidental spillage, helping to solve problems in some areas and making the disaster still worse in others.

1.8 The area is defined by a line:

A = 28º 56' N and 018º 13' W	H = 29º 17' N and 013º 06' W
B = 29º 04' N and 017º 47' W	I = 27º 57' N and 013º 48' W
C = 28º 48' N and 016º 04' W	J = 27º 32' N and 015º 35' W
D = 28º 22' N and 015º 19' W	K = 27º 48' N and 016º 45' W
E = 28º 19' N and 014º 36' W	L = 27º 48' N and 017º 11' W
F = 29º 37' N and 013º 39' W	M = 27º 23' N and 017º 58' W
G = 29º 37' N and 013º 19' W	N = 27º 36' N and 018º 25' W

1.9 A chartlet of the Canary Islands PSSA and its associated protective measures is provided below.



2 Significance of the area

2.1 Ecological criteria

2.1.1 By its Decision of 28 December 2001, the European Commission adopted a list of sites of Community importance with respect to the Macaronesian biogeographical region, in implementing Directive 92/43/CEE on the conservation of natural habitats and of wild fauna and flora.

2.1.2 The Canary Isles have unique volcanic tubes and lava bubbles, and unique and representative geomorphological formations with a high level of endemisms. Another unique ecosystem is formed by the 'sebadales', biologically rich meadows of spermatophytes that play an important role in the breeding and nutrition of bentonic organisms.

2.1.3 In 1983, UNESCO declared part of the island of La Palma a biosphere reserve. Called El Canal e Los Tiles, the area's 500 hectares made it the smallest of its kind in Spain.

2.1.4 The islands geographical position and morphological characteristics, including cliffs, rocks and tunnels of volcanic origin, determine the kind of organisms that occupy each habitat, and together give rise to a unique, highly diverse and species-rich biocoenosis.

2.1.5 Out of 168 habitats listed in the European Habitats Directive, 24 are in the Canary Isles. The Spanish waters around the islands contain 20 cetaceous species, from dolphins to large whales, over 500 species of fish and thousands of invertebrates. Extending over a surface area of 7,554 km² and a coastline of 1,540 km, the islands contain more than 300 protected spaces, including four national parks, 7 rural parks, 11 integrated marine reserves, 15 special natural reserves, 2 marine reserves, 27 special bird protection areas, 3 islands declared biosphere reserves, 174 sites of Community interest, 11 natural parks, 19 sites of scientific interest, 51 natural monuments and 27 protected landscapes.

2.1.6 The islets to the north of Lanzarote offer a highly important nesting area and refuge for birds, recognized as such by the European Union. They contain a high concentration of marine and terrestrial species, both indigenous and migratory. Birds constitute one of the main biological resources of these islets, which are home to a broad sample of threatened species, some having found their last refuge in the Canaries. Particularly important in this context are Bulwer's petrel (*Bulweria bulwerii*), the little shearwater (*Puffinus assimilis*), the common petrel (*Hydrobates pelagicus*), the white-faced storm petrel (*Pelagodroma marina*) and the Madeira petrel (*Oceanodroma castro*), the osprey (*Pandion haliaetus*), the Egyptian vulture (*Neophron percnopterus*) the peregrine falcon (*Falco peregrinoides*) and Eleonora's falcon (*Falco eleonorae*). Only very few pairs remain of most of these species, and their conservational importance is thus extremely high. This area was also the site of extinction of one of the most important birds to have lived only in the archipelago: the black oystercatcher (*Haematopus meadewaldii*).

2.1.7 On the leeward side of Jandía, in the south of Fuerteventura, lies an extensive area of sand containing large lakes formed by the sea, with halophyte vegetation at its margin. This has become a breeding site for lute turtles, and is the only place in the European Union where they lay their eggs.

2.1.8 In the seas off Teno-Rasca, in the south of Tenerife, Mogán, in the south of Gran Canaria, and Santiago Valle Gran Rey (Gomera), the existence of warm and calm waters for most of the year and the presence of deep water near the coast have created unrivalled living conditions for a number of cetaceous species. This is the distribution area of the bottleneck dolphin, while of the other cetaceous species present (*Globycephala macrorrinchus, Steno brebanensis, Stenella frontales, Delphinus delphis, Stenella coerulgoalba, Grampus griseus, physeter macrocephalus and Balagnoetera edemi*), some maintain resident populations and others visit for feeding or reproductive purposes. This is also an area vitally important to the Atlantic loggerhead sea turtle, which comes to the Canaries to rest and adjust its body temperature. Its population is estimated to be several hundred, and large numbers can be seen on their migratory journey through the area.

2.1.9 The 'sebadales', or marine spermatophytes, found at Guasimeta, off Lanzarote, or at Corralero, off Fuerteventura, are important breeding areas for species of fishing and/or ecological importance, and play an important part in ensuring the presence of long-range pelagic fish.

2.1.10 The intensive use made of the inshore waters, the frequent shipping movements, water pollution, illegal fishing methods and floating refuse all combine to make the coastline of the Canaries especially vulnerable.

2.1.11 The marine environment of the Canaries has a limited biological production capacity in general terms, owing to the restricted surface area of the coastal depths or coastal shelves and the low nutrient concentration of its oligotrophic waters. This is offset by the existing temperature range and the variety of biotopes or sea-beds, which generate high biodiversity but low production or biomass. In other words, these are fragile and delicate systems in which the ecological balance can easily be altered.

2.2 Social, cultural and economic criteria

2.2.1 International recognition of the waters of the Canary Isles as a Particularly Sensitive Sea Area entails the likely regulation and control of the intensive shipping in the region, in order to prevent polluting spillages and, when necessary, minimize the effects of accidental pollution.

2.2.2 The Canaries are a leading tourist destination in the European context. There is no need to emphasize the impact that damage to the marine environment would exert on the tourist industry, or on the service sector, which accounts for 80 per cent of the islands' overall economy.

2.2.3 In recent years, the marine environment of the Canaries archipelago has been the subject of international, regional and national research projects, and the focus of many expeditions by scientific and commercial vessels, in the fields of oceanography, biological investigation into fishing and biodiversity of the Canaries.

2.2.4 The faculties of La Laguna University, the Faculty of Marine Sciences at the University of Las Palmas de Gran Canaria, the Canarian Institute for Marine Sciences (Ministry for Education and Science, Canaries Government) and the Canaries Oceanographic Centre (Spanish Institute of Oceanography, Ministry of Science and Technology), constitute an important teaching and study resource. There also exist many institutions or centres focusing on specific activities: they include the Museum of Natural Sciences in Tenerife, the Island Marine Agency in La Palma and Tenerife, and the Gran Canaria animal recovery centre (which every year cares for dozens of turtles damaged by oil and around fifteen beached cetaceans).

2.3 Vulnerability of the area to damage by international shipping activities

2.3.1 There is extensive maritime activity in the waters of the Canaries archipelago owing to their geostrategic location; its ports provide an ideal operational base for many types of vessel that rely on them for their fishing activities, fuel, crews, spare parts, provisions and other materials. To these operational activities must be added the shipping which supplies the island population, the vessels carrying goods for export, and the considerable tourist traffic.

2.3.2 There are a large number of vessels that sails the waters of the archipielago, but the major problem lies with the intensive traffic of large oil tankers bound for the Persian Gulf. These vessels sail in ballast along the north/south route, and loaded along the south/north route. In both cases, there is uncontrolled spillage of oil residues. The number of such vessels is estimated to be 1,500 per year. The oil refinery, with a sea terminal on the island of Tenerife, receives an average of 4 million tonnes of oil per year; it distributes its products for local, national and international consumption. Chemical tankers are also a notable presence, either sailing the above-mentioned routes or heading for Canarian ports to serve local industry.

ANNEX 2

ASSOCIATED PROTECTIVE MEASURES

A TRAFFIC SEPARATION SCHEMES FOR THE CANARY ISLANDS

Reference chart: No.209 in the Catalogue of Nautical Charts of the Spanish Navy Hydrographical Institute, WGS 84 Datum, second edition (12th impression of September 2003), which covers the Canary Islands and the west coast of Africa from Cape Yubi to Cape Bojador.

1 Description of the new traffic separation schemes

2 Eastern Traffic Separation Scheme (between Grand Canary and Fuerteventura):

- Two traffic lanes, each three miles wide;
- An intermediate traffic separation zone two miles wide;
- A rectangular precautionary area;
- Two inshore traffic zones.

2.1 Description of the Traffic Separation Scheme

(a) A separation line connecting the following geographical positions:

(3)	28º 20´.470 N	014º 56´.910 W
(4)	28º 12´.295 N	015º 00´.289 W
(5)	28º 02´.898 N	015º 04´.167 W
(6)	27º 51´.622 N	015º 08´.813 W

(b) An intermediate traffic separation zone bounded by the lines connecting the following geographical positions:

(8)	27º 50´.596 N	015º 05´.625 W
(9)	28º 01´.872 N	015º 00´.979 W
(10)	28º 11´.269 N	014º 57´.101 W
(11)	28º 20´.196 N	014º 53´.412 W
(12)	28º 20´.057 N	014º 51´.145 W
(13)	28º 10´.660 N	014º 55´.028 W
(14)	28º 01´.263 N	014º 58´.905 W
(15)	27º 49´.987 N	015º 03´.550 W

(c) A traffic lane for southbound traffic on a 200° true course is established between the separation line/zone described in paragraphs (a) and (b) above.

(d) A line of separation from the inshore traffic zone, connecting the following geographical positions:

(16)	27º 48´.961 N	015º 00´.362 W
(17)	28º 00´.237 N	014º 55´.718 W
(18)	28º 09´.634 N	014º 51´.841 W
(19)	28º 19´.784 N	014º 47´.762 W

(e) A traffic lane for northbound traffic on a 020° true course is established between the separation line/zone described in paragraphs (b) and (d) above.

Precautionary area

(f) A precautionary area bounded by a line connecting the geographical positions 4, 5, 17 and 18.

Inshore traffic zones

(g) An inshore traffic zone between the east coast of Grand Canary island and a line joining the following geographical positions:

(1)	Faro de la Isleta (28º 10´.400 N)	015º 25´.000 W
(2)	28º 22´.000 N	015º 19´.000 W
(3)	28º 20´.470 N	014º 56´.910 W
(4)	28º 12´.295 N	015º 00´.289 W
(5)	28º 02´.898 N	015º 04´.167 W
(6)	27º 51´.622 N	015º 08´.813 W
(7)	Faro Punta Arinaga (27º 51´.700 N)	015º 23´.000 W

(h) An inshore traffic zone bounded by a line joining the following geographical positions:

(16)	27º 48´.961 N	015º 00´.362 W
(17)	28º 00´.237 N	014º 55´.718 W
(18)	28º 09´.634 N	014º 51´.841 W
(19)	28º 19´.784 N	014º 47´.762 W
(20)	28º 19´.000 N	014º 36´.000 W
(21)	Faro de Punta Jandia (28º 03´.80 N)	014º 30´.300 W
(22)	27º 45´.000 N	014º 44´.000 W
(16)	27º 48´.961 N	015º 00´.362 W

Note: Ships that so wish may give voluntary notification of entry to and departure from the TSS via the Las Palmas Regional MRCC, using VHF channel 16.

3 **Western Traffic Separation Scheme (between Grand Canary and Tenerife):**

- Two traffic lanes, each three miles wide;
- An intermediate traffic separation zone two miles wide;
- A rectangular precautionary area;
- Two inshore traffic zones.

3.1 **Description of the Traffic Separation Scheme:**

(a) A separation line, connecting the following geographical positions:

(3)	28º 38´.008 N	015º 46´.655 W
(4)	28º 27´.283 N	015º 56´.899 W

(5)	28º 18´.857 N	016º 04´.936 W
(6)	28º 03´.536 N	016º 19´.521 W

(b) An intermediate traffic separation zone bounded by the lines connecting the following geographical positions:

(8)	28º 01´.608 N	016º 16´.917 W
(9)	28º 16´.929 N	016º 02´.336 W
(10)	28º 25´.355 N	015º 54´.302 W
(11)	28º 36´.327 N	015º 43´.837 W
(12)	28º 35´.443 N	015º 42´.327 W
(13)	28º 24´.257 N	015º 52´.967 W
(14)	28º 15´.831 N	016º 01´.000 W
(15)	28º 00´.510 N	016º 15´.578 W

(c) A traffic lane for southbound traffic on a 220° true course is established between the separation line/zones described in paragraphs (a) and (b) above.

(d) A line of separation from the inshore traffic zone, connecting the following geographical positions:

(16)	27º 58´.582 N	016º 12´.975 W
(17)	28º 13´.903 N	015º 58´.401 W
(18)	28º 22´.329 N	015º 50´.370 W
(19)	28º 33´.811 N	015º 39´.432 W

(e) A traffic lane for northbound traffic on a 040° true course is established between the separation line/zone described in paragraphs (b) and (d) above.

Precautionary area

(f) A precautionary area bounded by the line connecting the geographical positions 4, 5, 17 and 18.

Inshore traffic zones

(g) An inshore traffic zone between the east coast of Santa Cruz de Tenerife island and a line connecting the following geographical positions:

(1)	Faro Punta Anaga (28º 34´.80 N)	016º 08´.300 W
(2)	28º 48´.000 N	016º 04´.000 W
(3)	28º 38´.008 N	015º 46´.655 W
(4)	28º 27´.283 N	015º 56´.899 W
(5)	28º 18´.857 N	016º 04´.936 W
(6)	28º 03´.536 N	016º 19´.521 W
(7)	Punta Roja (28º 01´.476 N)	016º 32´.884 W

(h) An inshore traffic zone between the west coast of Gran Canaria island and a line connecting the following geographical positions:

(16)	27º 58´.582 N	016º 12´.975 W
(17)	28º 13´.903 N	015º 58´.401 W
(18)	28º 22´.329 N	015º 50´.370 W
(19)	28º 33´.811 N	015º 39´.432 W
(20)	28º 22´.000 N	015º 19´.000 W
(21)	Faro de la Isleta (28º10´.40 N)	015º 25´.000 W
(22)	28º 00´.000 N	015º 49´.180 W
(23)	28º 00´.000 N	016º 00´.000 W
(24)	27º 44´.000 N	016º 00´.000 W

Note: Ships that so wish may give voluntary notification of entry to and departure from the TSS via Tenerife MRCC, using VHF channel 16.

B AREAS TO BE AVOIDED BY SHIPS TRANSITING THE CANARY ISLANDS

(Reference chart No.209 in the catalogue of charts of the Spanish Navy Hydrographical Institute, second edition 1968, 12th impression 2003)

Note: This chart is based on WGS 84 Datum

Description of the areas to be avoided

In order to prevent the risks of pollution and environmental damage in highly sensitive sea areas, all tankers and ships over 500 gross tonnage carrying oil or dangerous bulk cargo as cargo should avoid the following areas:

Off Lanzarote Island (biosphere reserve)

An area contained between the meridians of longitude 013° 15´.00 W and 013° 39´.00 W and the parallels of latitude 29° 07´.00 N and 29° 30´.00 N.

Off the island of Tenerife (cetacean breeding ground)

An area, between the meridian of longitude 017° 22´.00 W and the south coast of the island and the parallels of latitude 28° 00´.00 N and 28° 21´.00 N.

Off the Island of Grand Canary (cetacean breeding ground)

An area contained between the meridian of longitude 016° 00´.00 W and the coast and the parallels of latitude 27° 44´.00 N and 28° 00´.00 N.

Off La Palma island (biosphere reserve)

An area contained between the meridians of longitude 017° 35´.00 W and 018° 00´.00 W and the parallels of latitude 28° 17´.00 N and 29° 00´.00 N.

Off the Island of El Hierro (biosphere reserve)

An area contained within the Canary Islands between the parallel of latitude 28° 00′.00 N, the meridians of longitude 017° 42′.00 W and 018° 21′.00 W and the co-ordinates 27º 48′.00 N 017º 11′.00 W, 27º 23′.00 N 017º 58′.00 W and 27º 36′.00 N 018º 25′.00 W.

C MANDATORY SHIP REPORTING SYSTEM FOR THE CANARY ISLANDS

A mandatory reporting system for ships in the Canary Islands (CANREP) is established in the Canary Islands.

1 Types of ship required to take part in the system

1.1 Ships required to take part in the CANREP system:

Tankers of 600 deadweight tonnage and upwards, either transiting the Canary Islands or sailing to or from Canarian ports or involved in inter-island navigation, carrying the following:

- heavy-grade crude oils with a density greater than 900 kg/m³ at 15°C;
- heavy fuel oils with a density greater than 900 kg/m³ at 15°C or kinematic viscosity greater than 180 mm²/s at 50°C;
- bitumen, coal tar and their emulsions.

2 Geographical limits of the Canary Islands reporting area

2.1 The proposed maritime area is bounded by a polygonal line connecting points along the outer limit of the territorial sea (12 nautical miles) that surrounds the archipelago, and having the following inflection points (see chartlet in appendix 3):

Point	Latitude	Longitude
A	28º 56′ N	018º 13′ W
B	29º 04′ N	017º 47′ W
C	28º 48′ N	016º 04′ W
D	28º 22′ N	015º 19′ W
E	28º 19′ N	014º 36′ W
F	29º 37′ N	013º 39′ W
G	29º 37′ N	013º 19′ W
H	29º 17′ N	013º 06′ W
I	27º 57′ N	013º 48′ W
J	27º 32′ N	015º 35′ W
K	27º 48′ N	016º 45′ W
L	27º 48′ N	017º 11′ W
M	27º 23′ N	017º 58′ W
N	27º 36′ N	018º 25′ W

2.2 The reference chart is No.209 of the Spanish Navy Hydrographical Institute (Datum WGS 84).

3 Format and content of reports; time and geographical position for submitting reports; authority to which they must be sent; available services

3.1 Format

3.1.1 CANREP reports must be sent to one of the Maritime Rescue Co-ordination Centres listed in appendix 1 and drafted in accordance with the format described in appendix 2.

3.1.2 The reporting format conforms with paragraph 2 of the appendix to resolution A.851(20).

3.2 Content

3.2.1 The reports to be submitted by participating ships must contain the information needed to achieve the system's aims:

.1 the ship's name, call sign, IMO or MMSI number and position are necessary in order to establish its identity and initial position (A, B and C);

.2 the ship's course, speed and destination are important for monitoring its track and launching search and rescue measures should information about it fail to appear on the screen, for ensuring safe navigation, and for preventing pollution in areas where weather conditions are extreme (E, F, G and I);

.3 the number of people on board, and other relevant information, are important factors when it comes to assigning the resources for a search and rescue operation (P, T and W);

.4 in accordance with the relevant provisions of the SOLAS and MARPOL Conventions, ships are required to supply information on defects, damage, deficiencies and other limitations (under Q), as well as other information (under X).

3.3 Time and geographical position for submitting reports

3.3.1 Ships must submit a report:

.1 on entering the reporting area as defined in paragraph 2; or

.2 immediately after leaving a port, terminal or anchorage situated in the reporting area; or

.3 when deviating from the route leading to the originally declared destination, port, terminal, anchorage or position "for orders" given on entry into the reporting area; or

.4 when it is necessary to deviate from the planned route owing to weather conditions, damaged equipment or a change in navigational status; and

.5 on finally leaving the reporting area.

3.3.2 Ships are not required to send a report if, during normal sailing through the reporting area, they cross the area's boundary on other occasions apart from initial entry or final departure.

3.4 Land-based authorities to which reports must be sent

3.4.1 On entering the CANREP reporting area, ships must report the fact to one of the MRCCs listed in appendix 1, according to the following criteria:

(i) Ships that enter the CANREP reporting area at a position east of the meridian of longitude 015° 30′ W should notify the Las Palmas MRCC.

(ii) Ships that enter the reporting area at a position west of the meridian of longitude 015° 30′ W should notify the Tenerife MRCC.

3.4.2 On leaving the CANREP reporting area, ships must report the fact to the same MRCC to which they reported on entry.

3.4.3 Reports must be completed in accordance with the format shown in appendix 2.

3.4.4 Reports may be sent by any means capable of being received by the media indicated in appendix 1.

4 Information to be provided to participating ships and procedures to be observed

4.1 When requested, the MRCCs listed in appendix 1 should provide ships with information vital to navigational safety in the ship's reporting area, using their broadcasting equipment.

4.2 If necessary, any ship may ask for information on its own behalf about specific local conditions.

5 Requirements regarding radiocommunications for the system, reporting frequencies and information to be reported

5.1 The Maritime Rescue Co-ordination Centres to which reports must be sent are listed in appendix 1.

5.2 The reports completed by a ship on entering and passing through the reporting area must begin with the word CANREP and include a two-letter abbreviation to indicate their type (sailing plan, final report or deviation report). Reports with these prefixes may be sent free of cost.

5.3 Depending on the type of report, the following information must be included, as described in paragraph 6 of appendix 2:

A: Ship's identity (name, call sign, IMO No. and MMSI No.);
B: Date and time;
C: Position;
E: True course;
F: Speed;
G: Name of last port of call;

I: Name of next port of call and estimated time of arrival;
P: Type(s) of cargo, quantity and IMO classification if carrying potentially dangerous goods;
Q: Used in the event of defects or deficiencies that impair normal navigation;
T: Address for communication of cargo information;
W: Number of people on board;
X: Miscellaneous information relating to tankers:
- estimated quantity and characteristics of bunker fuel for tankers carrying an amount of it greater than 5,000 tonnes;
- navigational status (e.g. moving under own propulsion, limited manoeuvrability, etc.).

5.4 The reporting format must be consistent with resolution A.851(20).

6 Regulations in force in the area covered by the system

6.1 *Regulations on collision prevention*

The International Regulations for Preventing Collisions at Sea (COLREG) 1972, as amended, applies throughout the area covered by the system.

7 Shore-based establishments responsible for operation of the system

7.1 The MRCCs to which these reports must be sent are listed in appendix 1.

7.2 The MRCCs or any other establishment forming part of the service are to be manned constantly.

7.3 The training given to MRCC staff must comply with the national and international recommendations and include a general study of navigational safety measures and the relevant national and international (IMO) provisions.

7.4 All means of communication that can be received by the media indicated in appendix 1 are acceptable.

8 Action to take in the event of a ship's non-compliance with system requirements

8.1 The system's objectives are to initiate maritime search and rescue and anti-pollution measures as quickly and effectively as possible if an emergency is reported or if a ship that is supposed to report does not and no contact can be established with it. All possible means will be deployed to obtain the participation of the ships required to send in reports. Should these fail to materialize and the offending ship can be identified beyond doubt, the competent authorities in the relevant flag State will be informed with a view to their investigating the situation and possibly starting legal proceedings under their national legislation. The CANREP mandatory ship reporting system exists only for the exchange of information, and does not confer additional powers to impose change in a ship's operations. The reporting system will be implemented in accordance with the provisions of UNCLOS, the SOLAS Convention and other relevant international instruments, and the reporting system will not constitute a basis for preventing the passage of a ship in transit through the reporting area.

APPENDIX 1

Installations to which reports must be sent (positions sent to WGS-84)

MRCC Tenerife 28º 28´ N 016º 14´ W

Tel.: +34 900 202 111.

E-mail: canrep.tenerife@sasemar.es

VHF channels: 16 and 70

MF channels: 2182

Automatic identification system (AIS)

MRCC Las Palmas 28º 09´ N 015º 25´ W

Tel.: +34 900 202 112.

E-mail: canrep.laspalmas@sasemar.es

VHF channels: 16 and 70

MF channels: 2182

Automatic identification system (AIS)

APPENDIX 2

Mandatory reporting system for the Canary Islands (CANREP)

Instructions for reports

1 Ships heading for the reporting area of the Canary Islands must send a report:

.1 on entering the reporting area; or

.2 immediately after leaving a port, terminal or anchorage situated in the reporting area; or

.3 when deviating from the route leading to the originally declared destination, port, terminal, anchorage or position "for orders" given on entry into the reporting area; or

.4 when it is necessary to deviate from the planned route owing to weather conditions, damaged equipment or when information under Q is required; and

.5 on finally leaving the reporting area.

2 Ships are not required to send a report if, during normal sailing through the reporting area, they cross the area's boundary on other occasions apart from initial entry or final departure.

3 On entering the CANREP reporting area, ships must report the fact to one of the MRCCs listed in Appendix 1, according to the following criteria:

(i) Ships that enter the CANREP reporting area at a position east of the meridian of longitude 015° 30′ W should notify the Las Palmas MRCC.

(ii) Ships that enter the reporting area at a position west of the meridian of longitude 015° 30′ W should notify the Tenerife MRCC.

4 On leaving the CANREP reporting area, ships must report the fact to the same MRCC to which they reported on entry.

5 Every report must begin with the word CANREP and a two-letter abbreviation enabling the type of report to be identified. Messages with this prefix will be sent free of charge and treated as URGENT.

6 Reports must be in accordance with the following table. Sections A, B, C, E, F, G, I, P, T, W and X are compulsory for sailing plans, A, B, C, E and F for final reports, and A, B, C, E, F and I for deviation reports. The Q designation is included whenever a problem arises in the reporting area, be it defects, damage, deficiencies or circumstances, that affects normal navigation.

Designator	Function	Text
Name of system	Code word	CANREP
	Type of report: Sailing plan: Final report: Deviation report	One of the following 2-letter identifiers SP FR (on finally leaving reporting area) to include only **A, B, C, E and F.** DR to include only **A, B, C, E, F and I.**
A	Ship	Name and call sign (Name of ship, call sign, IMO No. and MMSI No.), (e.g. NONESUCH/KTOI).
B	Date and time corresponding to position at C, expressed as UTC.	A six-digit group followed by a Z. The first two digits indicate day of the month, the second two the hours and the last two the minutes. The Z indicates that the time is given in UTC (e.g. 081340Z).
C	Position (latitude and longitude)	A 4-digit group giving latitude in degrees and minutes, with the suffix N, and a 5-digit group giving longitude in degrees and minutes, with the suffix W (e.g. 2836N or 01545W).
E	Course	True course. A 3-digit group (e.g. 210).
F	Speed	Speed in knots. A 2-digit group (e.g.14).
G	Name of last port of call	Name of the last port of call (e.g. Strait of Gibraltar).
I	Destination and ETA (UTC)	Name of destination and date and time group as expressed in B (e.g. Cape Town 181400Z).
P	Cargo	Type(s) of cargo, and quantity and IMO classification if carrying potentially dangerous goods.
Q	Defects, damage, deficiencies, limitations	Brief details of defects, including damage, deficiencies and other circumstances that impair normal navigation.
T	Address for the communication of cargo information	Name, tel No. and fax, e-mail or URL.
W	Total number of people on board	State number.
X	Miscellaneous	Miscellaneous information concerning those tankers: Characteristics and approximate quantity of bunker fuel for tankers carrying an amount of it greater than 5,000 tonnes. Navigational status (e.g. moving under own propulsion, at anchor, no steering, limited manoeuvrability, depth restriction, moored, aground, etc.)

6 The **sailing plan** (SP) is sent as an initial report:

(a) When entering the reporting area, as defined in paragraph 2.1.
(b) On leaving the last port of call located in the reporting area.

Example:
Name of station to which report must be sent: CANREP – SP
A. GOLAR STIRLING/9001007
B. 261520Z
C. 2836N01545W
E. 210
F. 15
G. STRAIT OF GIBRALTAR
I. CAPE TOWN 230230Z
P. 56,000 TONNES HEAVY FUEL OILS
T. J Smith, 00 47 22 31 56 10, Fax 00 47 22 31 56 11
W. 23
X. NONE, NONE

7 The final report (FR) is sent:

(a) When leaving the reporting area.
(b) On arrival at a port of destination located in the reporting area.

Example:
Name of station to which report must be sent: CANREP – FR
A. GOLAR STIRLING/9001007
B. 261805Z
C. 2802N01614W
E. 175
F. 16

8 The deviation report (DR) is sent:

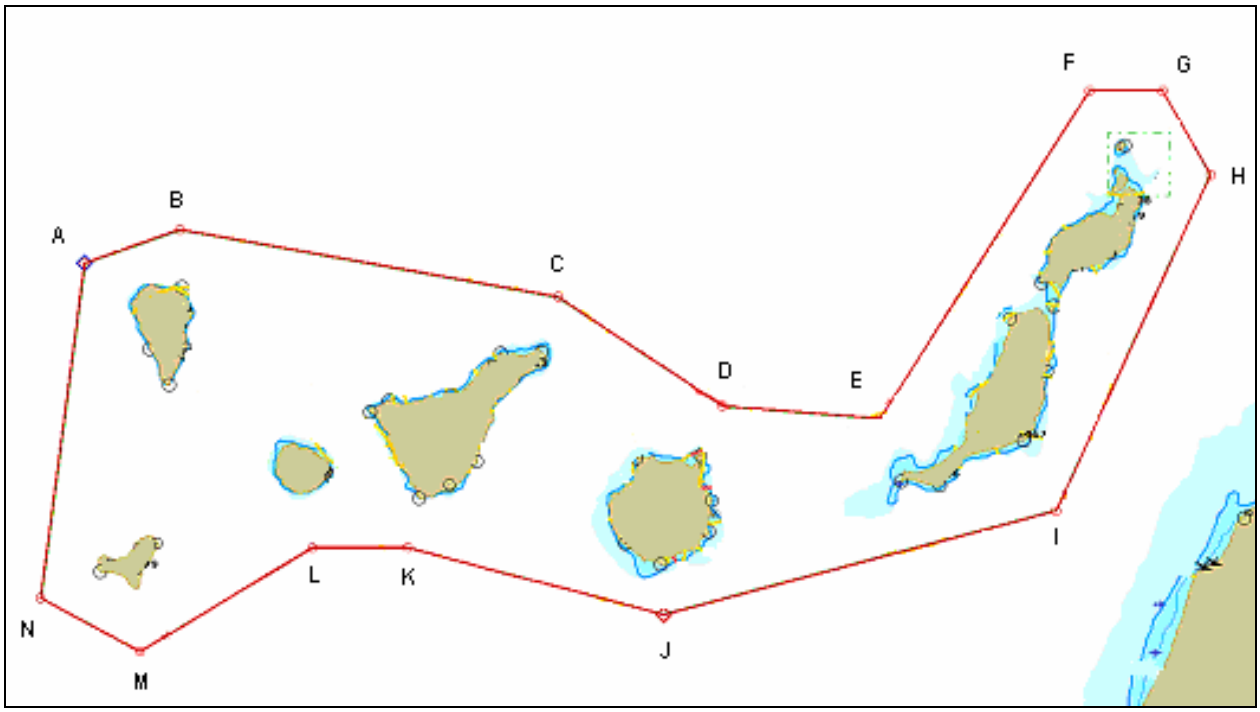
(a) When deviating from the route leading to the originally declared destination, port, terminal, anchorage or position "for orders" given on entry into reporting area.

(b) When it is necessary to deviate from the planned route owing to weather conditions, damage to equipment or a change in navigational status.

Example: Name of station to which report must be sent: CANREP – FR
A. GOLAR STIRLING/9001007
B. 261605Z
C. 2821N01557W
E. 280
F. 14
I. SANTA CRUZ DE TENERIFE 261645Z
X. NONE, SATISFACTORY.

APPENDIX 3

CHARTLET



SUMMARY OF THE MANDATORY SHIP REPORTING SYSTEM FOR THE CANARY ISLANDS

1 Types of ship required to participate in the system

1.1 Ships required to take part in the CANREP mandatory reporting system:

Tankers of 600 deadweight tonnage and upwards, either transiting the Canary Islands or sailing to or from Canarian ports or involved in inter-island navigation, carrying the following:

- heavy-grade crude oils with a density greater than 900 kg/m³ at 15°C;
- heavy fuel oils with a density greater than 900 kg/m³ at 15°C or kinematic viscosity greater than 180 mm²/s at 50°C;
- bitumen, coal tar and their emulsions.

2 Geographical position for submitting reports

Ships travelling towards the Canary Island reporting area or leaving it must report:

.1 on entering the reporting area; or

.2 immediately after leaving a port, terminal or anchorage located in the reporting area; or

.3 when deviating from the route leading to the originally declared destination, port, terminal, anchorage or position "for orders" given on entry into the reporting area; or

.4 when it is necessary to deviate from the planned route owing to weather conditions, damaged equipment or a change in navigational status; and

.5 on finally leaving the reporting area.

3 Reference charts

The reference chart is No.209 of the Spanish Navy Hydrographic Institute (Datum WGS-84).

4 Reporting format

A: Ship's identity (name, call sign, IMO No. and MMSI No.);
B: Date and time;
C: Position;
E: True course;
F: Speed;
G: Name of last port of call;

I: Name of next port of call and estimated time of arrival;
P: Type(s) of cargo, quantity and IMO classification if carrying potentially dangerous goods;
Q: Used in the event of defects or deficiencies that affect normal navigation;
T: Address for communication of information on cargo;
W: Number of people on board;
X: Various particulars relating to tankers:
- estimated quantity and characteristics of bunker fuel for tankers carrying an amount of it greater than 5,000 tonnes;
- navigational status (e.g., moving under own propulsion, limited manoeuvrability, etc.).

5 Shore-based authorities to which reports must be sent

5.1 On entering the CANREP reporting area, ships must report the fact to one of the MRCCs listed in appendix 1, according to the following criteria:

(i) Ships entering the CANREP reporting area at a position east of the meridian of longitude 015° 30′ W should notify the Las Palmas MRCC.

(ii) Ships entering the reporting area at a position west of the meridian of longitude 015° 30′ W should notify the Tenerife MRCC.

5.2 On leaving the CANREP reporting area, ships must report the fact to the same MRCC to which they reported on entry.

6 Telecommunications

Reports may be sent cost-free by any means capable of being received by the media indicated in appendix 1.

***

ANNEX 4

DRAFT
RESOLUTION MEPC. […](53)

Adopted on [..] July 2005

DESIGNATION OF THE GALAPAGOS ARCHIPELAGO AS A PARTICULARLY SENSITIVE SEA AREA

THE MARINE ENVIRONMENT PROTECTION COMMITTEE,

BEING AWARE of the ecological, social, economic, cultural, scientific and educational value of the Galapagos Archipelago, as well as its vulnerability to damage by international shipping traffic and activities in the area and the steps taken by Ecuador to address that vulnerability,

NOTING that the Guidelines for the Identification and Designation of Particularly Sensitive Sea Areas adopted under resolution A.927(22) set out procedures for the designation of particularly sensitive sea areas,

HAVING CONSIDERED the proposal from Ecuador to designate the Galapagos Archipelago as a Particularly Sensitive Sea Area,

HAVING AGREED that criteria for identification of a Particularly Sensitive Sea Area provided in resolution A.927(22) are fulfilled for the Galapagos Archipelago,

1. DESIGNATES the Galapagos Archipelago as defined in Annexes 1 and 2 to this resolution as a Particularly Sensitive Sea Area;

2. INVITES Committee Members to note the establishment of associated protective measures defined in Annex 3. The associated protective measure will enter into force at 0000 hours UTC on [1 July 2006] after adoption by the Assembly at its twenty fourth session in November/December 2005.

ANNEX 1

DESCRIPTION OF THE GALAPAGOS ARCHPELAGO PARTICULARLY SENSITIVE SEA AREA

1 Description of the area

1.1 The Galapagos Archipelago is a group of islands of volcanic origin, located 502 nautical miles west of the Ecuadorean coast between latitude 02° 00' N, longitude 087° 30' W, and latitude 02° 24' S, longitude 093° 30' W. They are crossed by the Equator line at the Wolf and Ecuador volcanoes on Isabela Island. The total surface area of the Galapagos Islands is 8,006 km2. The distance from Darwin Island in the north to Española Island in the south is 414 km, and from Pitt Point (San Cristóbal) to Cape Douglas (Fernandina) 268 km. The Archipelago comprises five islands greater than 500 km² (Isabela, Santa Cruz, Fernandina, San Salvador and San Cristóbal); 8 islands between 14 and 173 km2 (Santa Maria, Marchena, Genovesa, Española, Pinta, Baltra, Santa Fe and Pinzón); 6 islands between 1 and 5 km² (Rábida, Baltra, Wolf, Tortuga, Bartolomé and Darwin); 42 islets smaller than 1 km2, and 26 rocks. The largest island, Isabela, with an area of 4,588 km2, is divided in two by the Perry Isthmus, the northern part covering 2,112 km2 and the southern 2, 476 km2. Isabela has the islands' highest point, namely the summit of Wolf Volcano, at 1,707 m.

1.2 The area of the PSSA is defined by a line connecting the following geographical positions:

(1)	02° 30′.02 N	092° 21′.27 W
(2)	02° 14′.20 N	091° 40′.02 W
(3)	01° 14′.15 N	090° 25′.75 W
(4)	00° 53′.24 N	089° 30′.03 W
(5)	00° 35′.38 S	088° 38′.59 W
(6)	00° 52′.00 S	088° 33′.59 W
(7)	01° 59′.01 S	089° 12′.87 W
(8)	02° 05′.01 S	089° 33′.70 W
(9)	02° 01′.43 S	090° 34′.53 W
(10)	01° 32′.28 S	091° 51′.89 W
(11)	01° 13′.08 S	092° 07′.08 W
(12)	01° 48′.88 N	092° 40′.36 W

1.3 A nautical chart showing the PSSA and the area to be avoided is provided in annex 2.

2 Significance of the area

Uniqueness

2.1 The marine and coastal environment of the Galapagos Islands, as well as their terrestrial environment, have very special natural features which are conditioned by the islands' equatorial setting and by their position at the confluence of a complex system of marine currents, whose effects vary in terms of space and time. The geographical isolation and widespread nature of the islands have influenced the distribution and evolution of the species that exist there, creating biogeographic zones.

Dependency

2.2 The marine environment is crucially important to the survival of a large number of land or coastal organisms. Reptiles (sea turtles and the native marine iguanas), mammals (two endemic seal species and a wide variety of cetaceans) and sea birds (Galapagos penguins, albatross, petrels, flightless cormorant, boobies, seagulls, pelicans and frigates, including a surprisingly high number of endemic species) depend not only on the inshore waters but the whole area of the Galapagos marine reserve and beyond, so important are the "bajos", the Equatorial Front, the upwelling zones of the Cromwell current and the equatorial currents as feeding grounds.

Representativeness

2.3 Around Galapagos there are cold ocean currents, upwelling zones, and water masses of diverse origin, all of them forming a complex system containing bio-elements from tropical and subtropical regions of South America and from the Indo-Pacific biotic region; the islands are thus cordoned off genetically, creating an area of biogeographical diversification. Galapagos is acknowledged as showing biogeographical affinities not only with the tropical and subtropical South American mainland, but also with representative elements of the Peru-Chile and western Pacific biogeographical regions.

Diversity

2.4 The Galapagos marine reserve has high biodiversity. Galapagos is unique, and is one of the few ocean archipelagos in the world that still maintains its ecosystems and biodiversity without interference from human activities. Its mangroves offer a gathering-place for fish, crustacean and mollusc species. There are also nesting grounds for sea and land birds, some of which, such as the mangrove finch, are found nowhere else in the world.

Productivity

2.5 Primary productivity. These values are generally high and comparable with those recorded in the Gulf of Guayaquil, which are associated with the availability of nutrients produced by upwellings in the photic zone. The highest values for chlorophyll concentration were recorded in the west of the Archipelago. The areas of high productivity inside the Archipelago are associated with local upwellings.

Natural character

2.6 The Galapagos Islands are characterized by unspoilt surroundings leading to conditions of exceptional environmental purity as compared to most of the world's marine areas. The Archipelago has been recognized as a unique group of oceanic islands which still retains most of its terrestrial and marine biodiversity, thanks to a relatively low-key human presence. The tendency observed in the rest of the world is for biological richness to decrease rapidly as human activities increase.

Scientific and educational criteria

2.7 Since island ecosystems, both terrestrial and marine, are less complex than continental ones, they provide researchers with more tangible clues about the adaptation and dispersion of species, especially if they are unspoilt or relatively unchanged. Galapagos has turned itself into one of the most important places to study evolution, biogeography and animal behaviour. The islands and their surroundings are excellent sites for learning about natural processes, and this is combined with a management strategy to show the island inhabitants how to make good use of the limited existing resources and ensure that those natural processes survive in the long term.

3 Vulnerability of the area to damage by international shipping activities

3.1 In the past ten years, the waters of the Galapagos Islands have been polluted by the groundings of three ships: the **Galapagos Explorer**, the **Don Felipe** and the **Jessica**. On 16 January 2001, the tanker **Jessica** was carrying fuel when it ran aground on the shores of San Cristóbal Island, releasing a mixture of diesel fuel and IFO which spread across a considerable part of the marine reserve. Fortunately the weather conditions were favourable and rapid intervention by the navy, the SPNG and local people, backed by advice from several international organizations ensured that the impact was less than expected.

3.2 During normal operations and when accidents such as the one just described occur, ships discharge a variety of marine pollutants which directly affect marine biodiversity and the large number of protected species that live on land but rely on the sea for food. These substances are usually oils, harmful liquids, sewage water, garbage of all kinds, paints, foreign organisms and harmful solids.

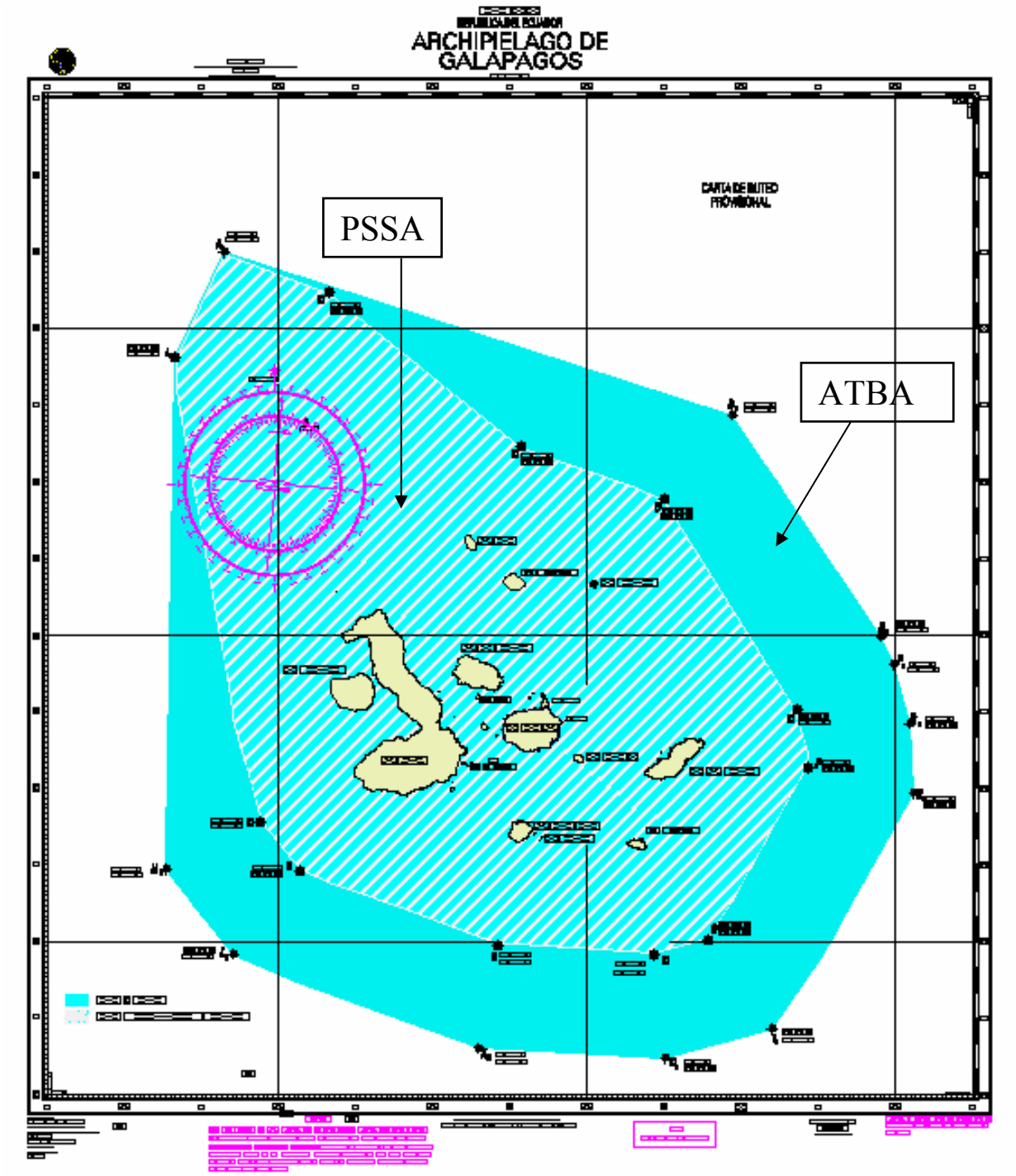
3.3 On average, 2 or 3 international ships per year pass outside the Galapagos marine reserve (at 40 nautical miles) carrying pollutants and radioactive waste. Likewise, general international cargo traffic passes to the north, at approximately 20 nautical miles from Isabela Island, always keeping its distance from the marine reserve, before heading for Panama. If one of these international vessels containing pollutants or radioactive waste were involved in an accident at a geographical location that allowed its cargo to be carried by the marine currents towards the coasts of the Archipelago, particularly to a critical habitat containing sensitive species, the result would be irreparable and major damage.

3.4 The Galapagos Archipelago and its surrounding waters have been declared a national and World Heritage site, recognized worldwide for its scientific and cultural importance.

3.5 The designation of the Galapagos Archipelago as a PSSA will enhance maritime safety, safety of navigation and protection of the marine environment in the area concerned.

ANNEX 2

PARTICULARLY SENSITIVE SEA AREA AND AREA TO BE AVOIDED CHART



Reference chart I.O.A.2 (1st Edition, 2003)
Datum Provisional América del Sur 1956 (La Canoa, Venezuela)

ANNEX 3

ESTABLISHMENT OF AN AREA TO BE AVOIDED IN THE GALAPAGOS ARCHIPELAGO PARTICULARLY SENSITIVE SEA AREA

Reference chart I.O.A.2 (1st Edition, 2003)
Datum Provisional America del Sur 1956 (La Canoa, Venezuela)

Description of the area to be avoided

All ships and barges carrying cargoes of oil or hazardous material and all ships of 500 gross tonnage and above solely in transit should avoid the area bounded by a line connecting the following geographical positions:

(1)	02° 30′.02 N	092° 21′.27 W
(2)	01° 26′.13 N	089° 03′.39 W
(3)	00° 00′.50 S	088° 05′.61 W
(4)	00° 11′.70 S	088° 00′.63 W
(5)	00° 34′.70 S	087° 54′.42 W
(6)	01° 02′.01 S	087° 52′.81 W
(7)	02° 34′.87 S	088° 48′.15 W
(8)	02° 46′.00 S	089° 29′.54 W
(9)	02° 41′.80 S	090° 42′.06 W
(10)	02° 05′.01 S	092° 17′.53 W
(11)	01° 31′.83 S	092° 43′.77 W
(12)	01° 48′.88 N	092° 40′.36 W

***

ANNEX 5

DRAFT
RESOLUTION MEPC. […](53)

Adopted on [..] July 2005

DESIGNATION OF THE BALTIC SEA AREA
AS A PARTICULARLY SENSITIVE SEA AREA

THE MARINE ENVIRONMENT PROTECTION COMMITTEE,

BEING AWARE of the ecological, social, economic, cultural, scientific and educational value of the Baltic Sea Area, as well as its vulnerability to damage by international shipping traffic and activities in the area and the steps taken by Denmark, Estonia, Finland, Germany, Latvia, Lithuania, Poland and Sweden to address that vulnerability,

NOTING that the Guidelines for the Identification and Designation of Particularly Sensitive Sea Areas adopted under resolution A.927(22) set out procedures for the designation of particularly sensitive sea areas,

HAVING CONSIDERED the proposal from Denmark, Estonia, Finland, Germany, Latvia, Lithuania, Poland and Sweden to designate the Baltic Sea Area (with the exception of Russian waters) as a Particularly Sensitive Sea Area,

HAVING AGREED that criteria for identification of a Particularly Sensitive Sea Area provided in resolution A.927(22) are fulfilled for the Baltic Sea Area (with the exception of Russian waters),

1. DESIGNATES the Baltic Sea Area as defined in Annexes 1 and 2 to this resolution as a Particularly Sensitive Sea Area;

2. INVITES the Committee to note the establishment of associated protective measures defined in Annex 3. The associated protective measures will enter into force at 0000 hours UTC on [1 July 2006] after adoption by the Assembly at its twenty fourth session in November/December 2005.

ANNEX 1

**DESCRIPTION OF THE BALTIC SEA AREA
PARTICULARLY SENSITIVE SEA AREA**

1 Description of the area

1.1 The PSSA Baltic Sea Area comprises the Baltic Sea proper, the Gulf of Bothnia, the Gulf of Finland and the entrance to the Baltic Sea bounded by the parallel of the Skaw in the Skagerrak at 57° 44.8' N, as defined in regulation 10(1)(b) of Annex I of MARPOL 73/78 with the exception of the easternmost part of the Gulf of Finland where the PSSA designation is delimited so as to be geographically clear-cut and without prejudice to the waters which, in accordance with applicable national and international law, are under the sovereignty or jurisdiction of the Russian Federation with the following geographic co-ordinates:

Point	Latitude N WGS 84	Longitude E WGS-84	Remarks
1	60°32.738'	27°47.800'	Gulf of Finland
2	60°32.015'	27°46.465'	Gulf of Finland
3	60°30.461'	27°46.597'	Gulf of Finland
4	60°30.231'	27°46.098'	Gulf of Finland
5	60°29.732'	27°45.892'	Gulf of Finland
6	60°29.344'	27°46.092'	Gulf of Finland
7	60°28.306'	27°45.390'	Gulf of Finland
8	60°28.153'	27°44.895'	Gulf of Finland
9	60°27.070'	27°44.877'	Gulf of Finland
10	60°26.252'	27°41.658'	Gulf of Finland
11	60°26.014'	27°41.215'	Gulf of Finland
12	60°23.497'	27°43.548'	Gulf of Finland
13	60°15.280'	27°30.277'	Gulf of Finland
14	60°13.396'	27°27.400'	Gulf of Finland
15	60°12.013'	27°17.583'	Gulf of Finland
16	60°08.720'	26°36.847'	Gulf of Finland
17	59°59.678'	26°20.147'	Gulf of Finland
18	59°59.695'	26°20.366'	Gulf of Finland
19	59°49.322'	26°37.732'	Gulf of Finland
20	59°39.745'	26°49.001'	Gulf of Finland
21	59°37.112'	27°03.201'	Gulf of Finland
22	59°39.146'	27°23.118'	Gulf of Finland
23	59°32.735'	27°48.701'	Gulf of Finland
24	59°29.150'	27°57.660'	Gulf of Finland
25	59°28.481'	28°02.446'	Gulf of Finland
26	59°28.297'	28°02.564'	Gulf of Finland

and with the exception of the sea area of Russian responsibility for hydrographical services as agreed within the Baltic Sea Hydrographic Commission (BSHC) with the following co-ordinates:

Point	Latitude N WGS 84	Longitude E WGS-84	Remarks
1	54°36'13.75"	19°24'14.65"	Kaliningrad Region
2	54°40'10.74"	19°18'46.64"	Kaliningrad Region
3	54°48'52.75"	19°20'34.61"	Kaliningrad Region
4	55°20'46.76"	19°23'40.51"	Kaliningrad Region
5	55°50'58.78"	18°56'04.41"	Kaliningrad Region
6	55°52'29.04"	18°55'32.76"	Kaliningrad Region
7	55°53'27.70"	18°56'35.42"	Kaliningrad Region
8	55°57'16.79"	19°03'51.43"	Kaliningrad Region
9	55°55'56.95"	19°01'15.62"	Kaliningrad Region
10	55°55'24.89"	19°02'47.78"	Kaliningrad Region
11	55°38'10.17"	19°55'27.45"	Kaliningrad Region
12	55°23'02.04"	20°39'13.11"	Kaliningrad Region

2 Significance of the Area

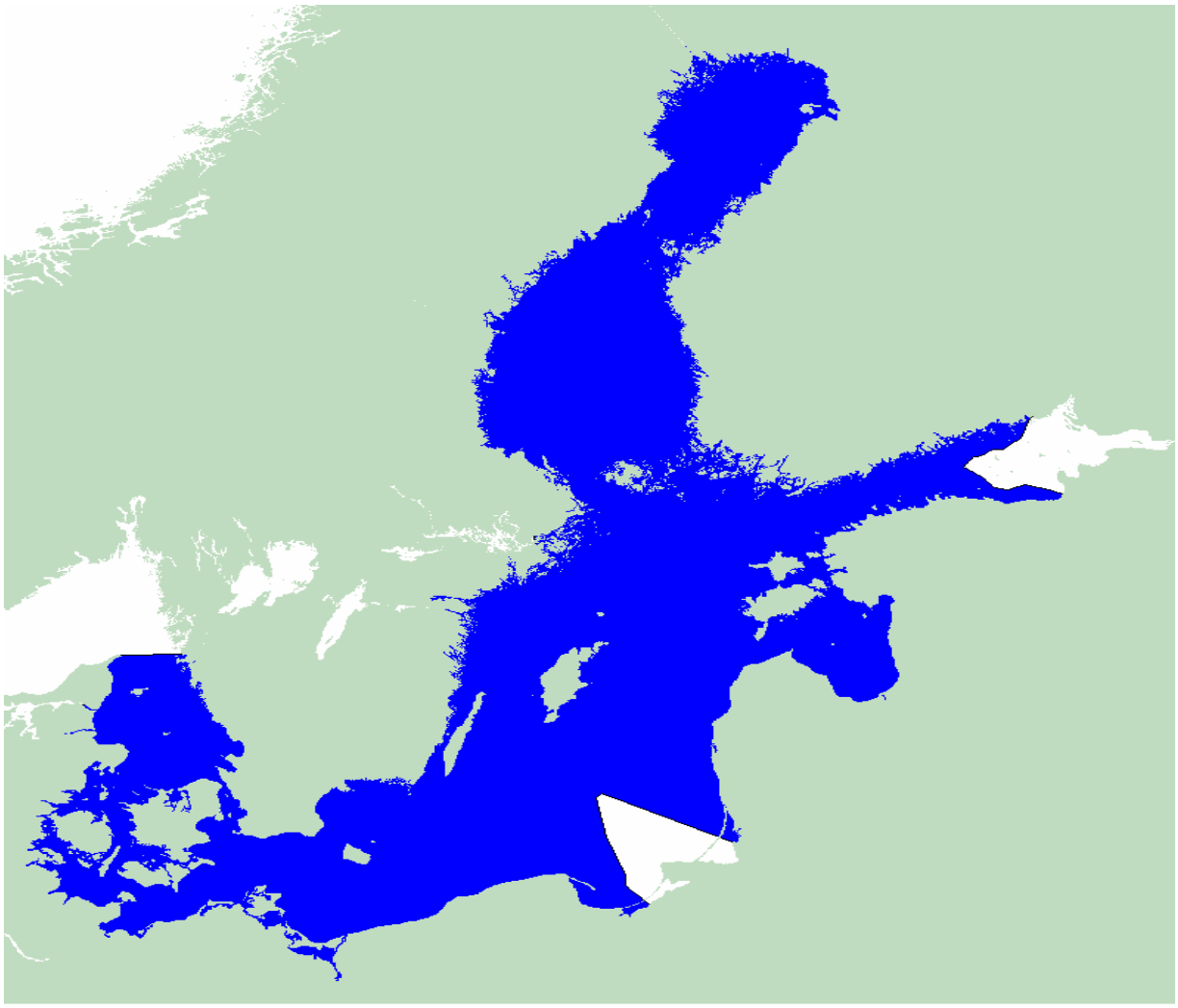
2.1 The Baltic Sea Area is a globally unique and sensitive brackish-water ecosystem. It is geologically young, semi-enclosed and shallow. The exchange of water with the North Sea is limited and slow, resulting in long residence time of water as well as low and varying levels of salinity. The climate ranges from sub-arctic to temperate and large parts of the Baltic Sea are annually ice-covered. All these factors have resulted in a marine environment with low biodiversity. Despite the low number of marine species, the area hosts a unique mix of marine, freshwater and a few true brackish-water species. The Baltic marine and coastal areas consist of globally important breeding grounds, nurseries, shelters and food sources for coastal birds and waterfowl. The diversity of coastal biotopes is high and characterized by many threatened aquatic and terrestrial species. The disappearance of single-key species could seriously impede the functioning of the whole system. Hence, the Baltic marine ecosystem is considered as particularly vulnerable to man-made disturbances.

2.2 The PSSA Baltic Sea Area is vulnerable to damage by international shipping activities. The Baltic Sea Area has some of the densest maritime traffic in the world. During recent decades the traffic in the area has not only increased but the nature of the traffic has also changed rapidly. One tendency is the increase in the transportation of oil and other harmful substances by ships, which also increases the potential for water pollution. A spill could have disastrous effects on the vulnerable nature of the area such as fish spawning areas and breeding, nursery and resting areas for birds and marine mammals.

2.3 More than 2,000 ships are en route in the area on an average day, not including ferries, smaller fishing vessels or leisure craft. Of these 2,000 ships around 200 are oil tankers, some carrying a cargo of 150,000 tons.

ANNEX 2

PARTICULARLY SENSITIVE SEA AREA CHART



ANNEX 3

ASSOCIATED PROTECTIVE MEASURES

ANNEX 1

A NEW AND AMENDED TRAFFIC SEPARATION SCHEMES AND ASSOCIATED ROUTEING MEASURES IN SW BALTIC SEA

NEW TRAFFIC SEPARATION SCHEME IN BORNHOLMSGAT

Reference chart: German Chart No: 40 (6th Edition, 1998)
Note: This chart is based on World Geodetic System 1984 Datum (WGS-84)

The new traffic separation scheme (TSS) in Bornholmsgat consists of:

- Two traffic lanes 2.7 miles wide in three parts;
- One intermediate traffic separation zone 0.8 miles wide in three parts;
- Two associated inshore traffic zones;
- One precautionary area between the three parts.

The direction (T) of navigation is:

- TSS, main part between Sweden and Bornholm: 038° northeastbound course and 218° southwestbound course; and

- TSS, south west part: 071° and 038° northeastbound courses and 218° and 251° southwestbound courses; and

- TSS, west part: 093° eastbound course and 273° westbound course.

The co-ordinates listed below are in WGS-84

Description of the new traffic separation scheme Bornholmsgat:

Main part:

(a) A separation zone bounded by a line connecting the following geographical positions:

(1)	55° 24′.584 N	014° 37′.347 E
(2)	55° 25′.246 N	014° 36′.478 E
(3)	55° 12′.526 N	014° 18′.945 E
(4)	55° 12′.034 N	014° 20′.043 E

(b) A traffic lane for eastbound traffic between the separation zone and a line connecting the following geographical positions:

(5)	55° 22′.339 N	014° 40′.279 E
(6)	55° 10′.367 N	014° 23′.760 E

(c) A traffic lane for westbound traffic between the separation zone and a line connecting the following geographical positions:

(7)	55° 27′.545 N	014° 33′.615 E
(8)	55° 14′.190 N	014° 15′.221 E

Southwest part:

(d) A separation zone bounded by a line connecting the following geographical positions:

(9)	55° 06′.064 N	014° 11′.895 E
(10)	55° 06′.555 N	014° 10′.800 E
(11)	55° 02′.996 N	014° 05′.965 E
(12)	55° 02′.297 N	014° 02′.424 E
(13)	55° 01′.543 N	014° 02′.876 E
(14)	55° 02′.318 N	014° 06′.806 E

(e) A traffic lane for eastbound traffic between the separation zone and a line connecting the following geographical positions:

(15)	55° 04′.397 N	014° 15′.603 E
(16)	55° 00′.020 N	014° 09′.653 E
(17)	54° 58′.987 N	014° 04′.404 E

(f) A traffic lane for westbound traffic between the separation zone and a line connecting the following geographical positions:

(18)	55° 08′.220 N	014° 07′.086 E
(19)	55° 05′.291 N	014° 03′.113 E
(20)	55° 04′.852 N	014° 00′.893 E

West part:

(g) A separation zone bounded by a line connecting the following geographical positions:

(21)	55° 10′.966 N	014° 05′.670 E
(22)	55° 11′.762 N	014° 05′.743 E
(23)	55° 11′.928 N	014° 00′.000 E
(24)	55° 11′.130 N	014° 00′.000 E

(h) A traffic lane for eastbound traffic between the separation zone and a line connecting the following geographical positions:

(25)	55° 08′.220 N	014° 07′.086 E
(26)	55° 08′.428 N	014° 00′.000 E

(i) A traffic lane for westbound traffic between the separation zone and a line connecting the following geographical positions:

(27)	55° 14′.461 N	014° 05′.990 E
(28)	55° 14′.630 N	014° 00′.000 E

Precautionary area

(j) A precautionary area will be established by a line connecting the following geographical positions:

(29)	55° 10′.367 N	014° 23′.760 E
(30)	55° 14′.190 N	014° 15′.221 E
(31)	55° 14′.461 N	014° 05′.990 E
(32)	55° 10′.966 N	014° 05′.670 E
(33)	55° 08′.220 N	014° 07′.086 E
(34)	55° 04′.397 N	014° 15′.603 E

Inshore traffic zone Sweden

(k) The limits of the inshore traffic zone along the Swedish coastline lies between the following geographical positions:

(35)	55° 23′.179 N	014° 27′.572 E
(36)	55° 28′.417 N	014° 17′.036 E
(37)	55° 23′.202 N	014° 11′.578 E
(38)	55° 14′.190 N	014° 15′.221 E

Inshore traffic zone Denmark (Bornholm)

(l) The limits of the inshore traffic zone along the Danish coastline lies between the following geographical positions:

(39)	55° 17′.882 N	014° 46′.416 E
(40)	55° 22′.339 N	014° 40′.279 E
(41)	55° 13′.758 N	014° 28′.416 E
(42)	55° 11′.346 N	014° 42′.142 E

NEW TRAFFIC SEPARATION SCHEME NORTH OF RÜGEN

Reference chart: German Chart No: 40 (6th Edition, 1998)
Note: This chart is based on World Geodetic System 1984 Datum (WGS-84)

The new traffic separation scheme (TSS) north of Rügen consists of:

- Two traffic lanes 2 miles wide;
- One intermediate traffic separation zone 1 mile wide.

The direction (T) of navigation is:

- TSS south lane: 071° eastbound course towards Bornholmsgat;
- TSS north lane: 251° westbound course towards Kadettrennen.

The co-ordinates listed below are in WGS-84

Description of the new traffic separation scheme north of Rügen:

(a) North traffic separation line connecting following positions:

(1)	54° 54′.426 N	13° 11′.332 E
(2)	54° 52′.799 N	13° 03′.121 E

(b) A separation zone bounded by a line connecting the following positions:

(3)	54° 51′.590 N	13° 13′.030 E
(4)	54° 52′.535 N	13° 12′.465 E
(5)	54° 50′.908 N	13° 04′.252 E
(6)	54° 49′.962 N	13° 04′.818 E

(c) South traffic separation line connecting following positions:

(7)	54° 49′.699 N	13° 14′.161 E
(8)	54° 48′.071 N	13° 05′.948 E

(d) A traffic lane for westbound traffic is situated between the separation zone and the North traffic separation line.

(e) A traffic lane for eastbound traffic is situated between the separation zone and the South traffic separation line.

AMENDMENT TO THE TRAFFIC SEPARATION SCHEME OFF GOTLAND ISLAND

RULE CONCERNING MAXIMUM DRAUGHT

The following note shall be added to the traffic separation scheme "Off Gotland Island":

Note:
Maximum draught in the traffic separation scheme is 12 metres. All ships bound to or from the northeastern Baltic Sea with a draught of more than 12 metres are recommended to use the deep-water route Off Gotland Island.

AMENDMENT TO THE TRAFFIC SEPARATION SCHEME SOUTH OF GEDSER NEW INSHORE TRAFFIC ZONE

Reference chart: German Chart No: 163 (11th Edition, 2003)
Note: This chart is based on World Geodetic System 1984 Datum (WGS-84)

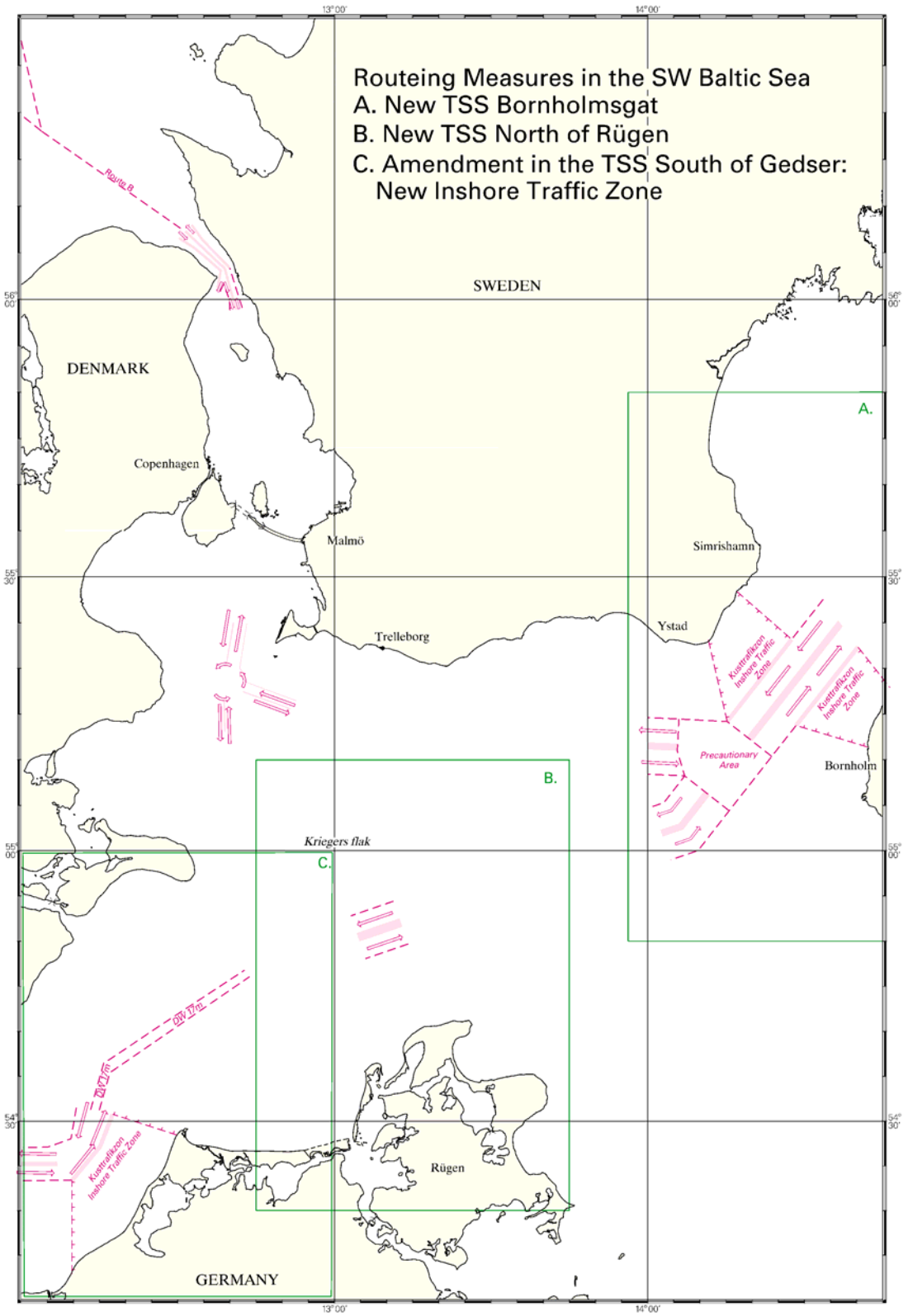
The new inshore traffic zone is situated between the TSS south of Gedser and the German coast.

The co-ordinates listed below are in WGS-84

Description of the new inshore traffic zone south of Gedser:

The limits of the inshore traffic zone along the German coastline lies between the following positions:

(1)	54° 28´.407 N	12° 29´.940 E
(2)	54° 30´.761 N	12° 17´.531 E
(3)	54° 27´.161 N	12° 15´.131 E
(4)	54° 23´.332 N	12° 09´.700 E
(5)	54° 12´.883 N	12° 09´.700 E


Routeing Measures in the SW Baltic Sea
A. New TSS Bornholmsgat
B. New TSS North of Rügen
C. Amendment in the TSS South of Gedser:
New Inshore Traffic Zone
SWEDEN
DENMARK
Copenhagen
Malmö
Simrishamn
Ystad
Trelleborg
Bornholm
Rügen
GERMANY
Kriegers flak
A.
B.
C.
Precautionary Area
Kusttrafikzon Inshore Traffic Zone
13°00'
14°00'
56° 00'
55° 30'
55° 00'
54° 30'

ANNEX 2

B DEEP WATER ROUTE OFF GOTLAND ISLAND

Reference charts: Swedish Chart Nos.7 and 8 (2001)

Description of the deep-water route

The deep-water route is established between the existing TSS Off Köpu peninsula and the proposed TSS Bornholmsgat and south of Hoburgs Bank and Norra Midsjöbanken situated south of the island of Gotland and is bounded by a line connecting the following geographical positions:

The co-ordinates listed below are in WGS-84

(1)	59° 05′.846 N	021° 27′.876 E
(2)	58° 59′.781 N	021° 42′.939 E
(3)	58° 12′.543 N	020° 22′.543 E
(4)	57° 58′.270 N	020° 24′.409 E
(5)	57° 22′.158 N	019° 41′.730 E
(6)	57° 18′.891 N	019° 52′.946 E
(7)	56° 22′.640 N	018° 42′.820 E
(8)	56° 17′.230 N	018° 51′.800 E
(9)	56° 00′.300 N	017° 40′.040 E
(10)	55° 53′.850 N	017° 43′.750 E
(11)	55° 39′.324 N	015° 11′.608 E
(12)	55° 35′.183 N	015° 29′.979 E
(13)	55° 27′.545 N	014° 33′.615 E
(14)	55° 22′.339 N	014° 40′.279 E

Notes:

1 The depths in the deep-water route, bounded by the line connecting positions (3) - (12) and approximately 6 miles wide, are confirmed by detailed hydrographic surveys in accordance with IHO standard S-44 in Swedish area of responsibility. The depths are nowhere less than 25 metres.

2 The areas bounded by the line connecting positions (1) – (4) and (11) - (14) are not yet surveyed in accordance with IHO standard S-44. The survey will be carried out not later than 2008.

3 All ships passing east and south of the island of Gotland bound to or from the northeastern part of the Baltic Sea, with a draught exceeding 12 metres are recommended to use the deep-water route.

C AREAS TO BE AVOIDED IN THE SOUTHERN BALTIC SEA SOUTH OF THE ISLAND OF GOTLAND

(Reference chart: Swedish chart No.8 (2001))

Description of the areas to be avoided

For environmental protection of these sensitive areas, all ships with a gross tonnage of 500 or more, should avoid the areas.

The co-ordinates listed below are in WGS-84

(a) **Hoburgs Bank**

The area bounded by a line connecting the following geographical positions will be designated as an area to be avoided:

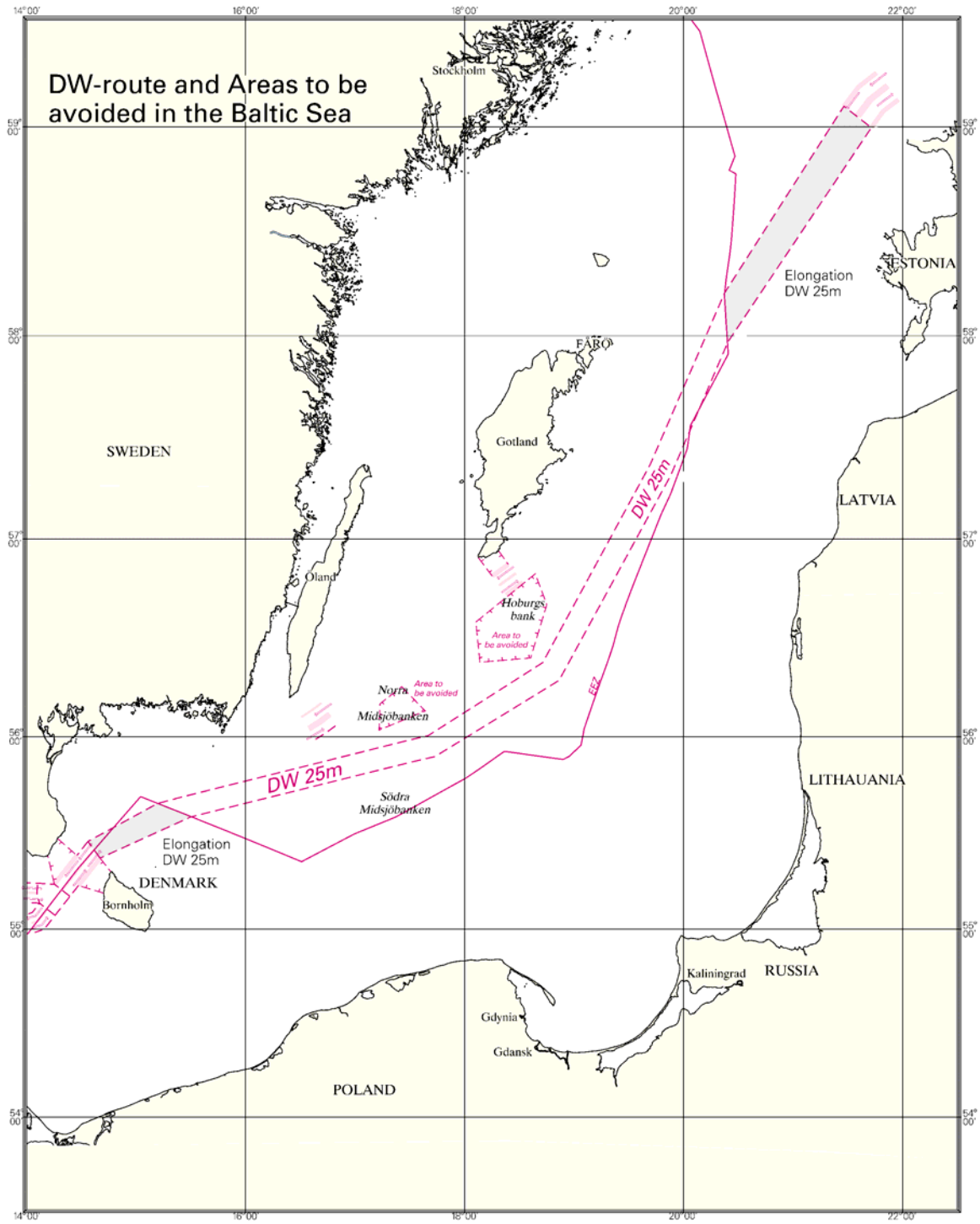
(1)	56° 49′.523 N	018° 38′.769 E
(2)	56° 40′.234 N	018° 45′.078 E
(3)	56° 24′.062 N	018° 36′.202 E
(4)	56° 22′.774 N	018° 08′.433 E
(5)	56° 34′.962 N	018° 06′.198 E

(b) **Norra Midsjöbanken**

The area bounded by a line connecting the following geographical positions will be designated as an area to be avoided:

(1)	56° 07′.873 N	017° 38′.408 E
(2)	56° 02′.172 N	017° 13′.172 E
(3)	56° 10′.097 N	017° 13′.682 E
(4)	56° 15′.016 N	017° 25′.612 E

Note: All vessels with a gross tonnage of 500 or more should avoid the areas.


DW-route and Areas to be avoided in the Baltic Sea
Stockholm
SWEDEN
Gotland
FARO
Oland
Hoburgs bank
Area to be avoided
Norra Midsjöbanken
Area to be avoided
Södra Midsjöbanken
DW 25m
DW 25m
Elongation DW 25m
Elongation DW 25m
DENMARK
Bornholm
ESTONIA
LATVIA
LITHAUANIA
RUSSIA
Kaliningrad
Gdynia
Gdansk
POLAND
EEZ