

SHIP REPORTING SYSTEM AND ROUTEING SYSTEM OFF THE
CHENGSHAN JIAO PROMONTORY

(Adopted by MSC. 93 (72) , IMO on 19 May 2000)

MANDATORY SHIP REPORTING SYSTEM

THE MARITIME SAFETY COMMITTEE,

RECALLING Article 28(b) of the Convention on the International Maritime Organization concerning function of the Committee,

RECALLING also regulation V/8-1 of the International Convention for the Safety of Life at Sea (SOLAS),1974 concerning the adoption by the Organization of ship reporting systems,

RECALLING FURTHER resolution A.858(20) which authorizes the Committee to perform the function of adopting ship reporting systems on behalf of the Organization,

TAKING INTO ACCOUNT the Guidelines and criteria for ship reporting systems adopted by resolution MSC.43 (64).

HAVING CONSIDERED the recommendations of the Sub-Committee on Safety of Navigation at its forty-fifth session.

1. ADOPTS, in accordance with SOLAS regulation V/8-1, the mandatory ship reporting system off the Chengshan Jiao Promontory, as described in the Annex to the present resolution;
2. DECIDES that the said mandatory ship reporting system will enter into force at 0000 hours UTC on 1 December 2000;
3. REQUESTS the Secretary-General to bring this resolution and its Annex to the attention of Member Governments and Contracting Governments to the SOLAS Convention.

Ship's Routeing System* off the Chengshan Jiao Promontory

(Reference charts: Chinese charts 9701, 9304, and 9305. Note: These charts are based on (WGS 84) Datum)

The ship's routeing system in the waters off Chengshan Jiao promontory consists of the traffic separation scheme, the inshore traffic zone and precautionary area.

1. The traffic separation scheme

1.1 The separation zone, two nautical miles wide, is centered upon the line connecting the following geographical positions:

(1) 37°31'.18 N 122°45'.40 E

(2) 37°25'.29 N 122°49'.68 E

(3) 37°11'.60 N 122°49'.68 E

1.2 The inner limit of the traffic separation scheme is the line connecting the following geographical positions:

(4) 37°29'.69 N 122°42'.13E

(5) 37°24'.49 N 122°45'.91E

(6) $37^{\circ}11'.60\text{ N}$ $122^{\circ}45'.91\text{ E}$

1.3 The outer limit of the traffic separation scheme is the line connecting the following geographical positions:

(7) $37^{\circ}32'.69\text{N}$ $122^{\circ}48'.68\text{E}$

(8) $37^{\circ}26'.09\text{N}$ $122^{\circ}53'.46\text{E}$

(9) $37^{\circ}11'.60\text{N}$ $122^{\circ}53'.46\text{E}$

1.4 The traffic lane for northbound traffic, two miles wide, is established between the separation zone and the outer limit of the traffic separation scheme. The main traffic directions are 0000(T) and 3300(T).

1.5 The traffic lane for southbound traffic, two miles wide, is established between the separation zone and the inner limit of the traffic separation scheme. The main traffic directions are 1500(T) and 1800(T).

2. The inshore traffic zone

The inshore traffic zone is the waters between the inner limit of the traffic

separation scheme and the adjacent coast.

3. The precautionary area

The precautionary area is the area with the geographical position $37^{\circ}34'.65N$, $122^{\circ}42'.88E$ as the center and 5 miles as the radius.

*Which, together with Mandatory Ship Reporting System, was adopted by MSC, IMO, in accordance with Resolution A.858 (20)