ANNEX 20

RESOLUTION MSC.160(78)
(adopted on 20 May 2004)

ADOPTION OF THE IMO UNIQUE COMPANY AND REGISTERED OWNER IDENTIFICATION NUMBER SCHEME

THE MARITIME SAFETY COMMITTEE,

RECALLING Article 28(b) of the Convention on the International Maritime Organization concerning the functions of the Committee in relation to regulations and guidelines concerning maritime safety, security and the prevention and control of marine pollution from ships,

BELIEVING that the enhancement of maritime safety, security and pollution prevention and the prevention of maritime fraud could be facilitated if a permanent identification number were assigned to companies and registered owners which would remain unchanged and would be inserted on ships' certificates,

HAVING CONSIDERED the recommendations made by the Conference of Contracting Governments to the International Convention for the Safety of Life at Sea, 1974 on Maritime Security (Conference resolution 3 on Further work by the Organization pertaining to the enhancement of maritime security),

1. ADOPTS the IMO unique company and registered owner identification number scheme, as set out in the Annex to the present resolution, for implementation on a voluntary basis;

2. RECOMMENDS Governments concerned to implement the scheme as far as is practicable, and to inform IMO of measures taken in this respect.

ANNEX

IMO UNIQUE COMPANY AND REGISTERED OWNER IDENTIFICATION NUMBER SCHEME

INTRODUCTION

1 The purpose of the scheme is to enhance maritime safety and security and pollution prevention and to facilitate the prevention of maritime fraud. It is not intended to prejudice matters of liability, civil law or other commercial considerations in the operation of companies and registered owners.

APPLICATION

2 The scheme may be applied by Administrations on a voluntary basis for new or existing companies and registered owners, managing ships of 100 gross tonnage and upwards under their flag, involved in international voyages. Administrations may also wish to assign the IMO numbers to companies and registered owners engaged solely in domestic trade and to insert the number in the national certificates.

ASSIGNMENT OF IMO UNIQUE COMPANY AND REGISTERED OWNER IDENTIFICATION NUMBER

3 The IMO unique company and registered owner identification number is a number, allocated at the time of issuance of a document listed in paragraph 6, with the prefix IMO (e.g. IMO 8712345). Administrations which have decided to implement the scheme are invited to assign all appropriate companies and registered owners managing ships entitled to fly their flags, or cause them to be assigned, the IMO unique company and registered owner identification number and to insert them on ships' certificates.

4 For new companies and registered owners, the assignment of the IMO unique company and registered owner identification number should be made when the company's ship is entitled to fly its flag. For existing companies and registered owners, the assignment of the IMO unique company and registered owner identification number should be made at an early convenient date, such as when the certificates listed in this resolution are issued or renewed.

5 Administrations implementing the scheme are invited to inform the Organization accordingly, for circulation to other Administrations.

DOCUMENTS ON WHICH THE IMO UNIQUE COMPANY AND REGISTERED OWNER IDENTIFICATION NUMBER IS TO BE INSERTED

6 The IMO unique company and registered owner identification number should be inserted on the following documents:

.1 Document of Compliance; Safety Management Certificate; Interim Document of Compliance; and Interim Safety Management Certificate required by the International Safety Management Code;

.2 Continuous Synopsis Record required by SOLAS chapter XI-1, regulation 5; and

.3 International (Interim) Ship Security Certificate, required by SOLAS chapter XI-1, Part A, appendices 1 and 2.

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ANNEX 21

NEW AND AMENDED TRAFFIC SEPARATION SCHEMES

NEW TRAFFIC SEPARATION SCHEME OFF RA'S AL KUH

(Reference chart: British Admiralty Chart No: 2851
Note: This chart is based on World Geodetic System 1984 Datum (WGS 84))

The new traffic separation scheme (TSS) off Ra's al Kuh consists of:

- Two traffic lanes 2 miles wide;
- One intermediate traffic separation zone 2 miles wide;
- One associated inshore zone.

The direction of the navigation is:

- TSS inner traffic lane: 320°(T) inbound course and 330°(T) outbound course towards the Strait of Hormuz; and

- TSS outer traffic lane: 150º(T) inbound and 140º(T) outbound course towards the Gulf of Oman.

Description of the new traffic separation scheme off Ra's al Kuh:

(a) Outer traffic separation line bounded by a line connecting the following geographical positions:

(1)	25° 45′.50 N	057° 03′.30 E
(2)	25° 39′.60 N	057° 07′.10 E
(3)	25° 34′.05 N	057° 12′.00 E

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

(4)	25° 47′.50 N	057° 07′.20 E
(5)	25° 42′.25 N	057° 10′.55 E
(6)	25° 36′.65 N	057° 15′.55 E
(7)	25° 35′.30 N	057° 13′.80 E
(8)	25° 40′.90 N	057° 08′.80 E
(9)	25° 46′.50 N	057° 05′.30 E

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

(10)	25° 48′.45 N	057° 09′.15 E
(11)	25° 43′.55 N	057° 12′.25 E
(12)	25° 39′.30 N	057° 19′.10 E
(13)	25° 52′.50 N	057° 17′.30 E
(14)	25° 45′.30 N	057° 26′.70 E

(d) An outer traffic lane for south-east-bound shipping established between the separation zones described in (a) and (b).

(e) An inner traffic lane for north-west-bound shipping established between the traffic separation zone described in (b) and the associated inshore traffic zone described in (c).

NEW TRAFFIC SEPARATION SCHEME FOR THE APPROACHES TO THE PORT OF RA'S AL KHAFJI

(Reference chart: British Admiralty Chart No: 3774 published June 1999
Note: This chart is based on World Geodetic System 1984 Datum (WGS 84))

The new traffic separation scheme for the Ra's Al Khafji approaches will consist of:

Two traffic lanes and one traffic separation zone between them.

The direction of navigation will be:

- inbound traffic lane, 270°(T) from the seaward limit of the scheme to the turning point 5 miles NNW of the Umm al Gharabi shoal, thence 210°(T) to the southern limit of the scheme immediately north of the tanker anchorage;
- outbound traffic lane, 030°(T) as far as the turning point 3.5 miles NNW of the Umm al Gharabi shoal, thence between 090°(T) and 093°(T) to the seaward limit of the scheme.

Description of the new traffic separation scheme for Ra's Al Khafji approaches:

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

(1)	28° 38′24 N	049° 07′00 E
(2)	28° 38′24 N	048° 45′50 E
(3)	28° 30′18 N	048° 40′40 E
(4)	28° 30′04 N	048° 41′07 E
(5)	28° 38′12 N	048° 46′18 E
(6)	28° 38′12 N	049° 07′00 E

(b) A traffic lane for inbound traffic between the separation zone and the following geographical positions:

(7)	28° 39′24 N	049° 07′00 E
(8)	28° 39′24 N	048° 45′02 E
(9)	28° 30′49 N	048° 39′35 E

(c) A traffic lane for outbound traffic between the separation zone and the following geographical positions:

(10)	28° 29′36 N	048° 42′03 E
(11)	28° 37′10 N	048° 46′54 E
(12)	28° 36′06 N	049° 07′00 E

NEW TRAFFIC SEPARATION SCHEMES IN THE ADRIATIC SEA

IN THE NORTH ADRIATIC SEA – EASTERN PART

Reference chart: No. 435 of the Italian Navy Hydrographical Institute, Edition 1993, Datum ED-50, and No. 101 of the Hydrographical Institute of the Republic of Croatia, Edition 1998, Datum Hermanskőgel, Bessel Elipsoid.

The co-ordinates listed below are in WGS 84.

Description of the traffic separation scheme

4. A separation zone is bounded by a line connecting the following geographical positions:

(4a)	44° 05′.90 N	014° 03′.97 E	(4c)	44° 55′.30 N	013° 21′.17 E
(4b)	44° 06′.70 N	014° 05′.77 E	(4d)	44° 54′.80 N	013° 19′.57 E

5. A traffic lane for northbound traffic is established between the separation zone and a line connecting the following geographical positions:

(5a)	44° 08′.20 N	014° 08′.77 E	(5b)	44°56′.90 N	013° 24′.67 E

6. A traffic lane for southbound traffic is established between the separation zone and a line connecting the following geographical positions:

(6a)	44° 04′.40 N	014° 00′.97 E	(6b)	44° 53′.20 N	013° 16′. 17 E

The established directions of traffic flow are: 327°-147°

IN THE NORTH ADRIATIC SEA – WESTERN PART

Reference chart: No. 435 of the Italian Navy Hydrographical Institute, Edition 1993, Datum ED-50, and No. 101 of the Hydrographical Institute of the Republic of Croatia, Edition 1998, Datum Hermanskőgel, Bessel Elipsoid

The co-ordinates listed below are in WGS 84.

Description of the traffic separation scheme

8. A separation zone is bounded by a line connecting the following geographical positions:

(8a)	43° 58′.30 N	013° 52′.47 E	(8d)	44° 44′.50 N	012° 55′.67 E
(8b)	44° 00′.80 N	013° 54′.97 E	(8e)	44° 43′.80 N	012° 53′.50 E
(8c)	44° 28′.00 N	013° 06′.77 E	(8f)	44° 26′.00 N	013° 03′.47 E

9. A traffic lane for northbound traffic is established between the separation zone and a line connecting the following geographical positions:

(9a)	44° 02′.80 N	013° 57′.37 E	(9c)	44° 45′.40 N	012° 59′.40 E
(9b)	44° 30′.50 N	013° 08′.47 E			

10. A traffic lane for southbound traffic is established between the separation zone and a line connecting the following geographical positions:

(10a)	43° 55′.80 N	013° 49′.97 E	(10c)	44° 43′. 10 N	012° 50′.20 E
(10b)	44° 23′.50 N	013° 00′.97 E			

The established directions of traffic flow are: 308° - 128°
336° - 159°

PRECAUTIONARY AREA AT THE SOUTHERN LIMITS OF THE TRAFFIC SEPARATION SCHEME

Description of the precautionary area

Precautionary area is established by a line connecting the following geographical position:

(3)	43° 49′.65 N	014° 01′.18 E	(6a)	44° 04′.40 N	014° 00′.97 E
(4)	43° 59′.85 N	014° 16′.61 E	(9a)	44° 02′.80 N	013° 57′.37 E
(5a)	44° 08′.20 N	014° 08′.77 E	(8a)	43° 58′.30 N	013° 52′.47 E
(4b)	44° 06′.70 N	014° 05′.77 E	(8b)	44° 00'.80 N	013° 54'.97 E
(4a)	44° 05'.90 N	014° 03'.97 E	(10a)	43° 55'.80 N	013° 49'.97 E

APPROACHES TO GULF OF TRIESTE

Reference chart: No 435 of the Italian Hydrographical Institute, Edition 1993, Datum ED-50, and No. 101 of the Hydrographical Institute of the Republic of Croatia, Edition 1998, Datum Hermanskőgel, Bessel Elipsoid

The co-ordinates listed below are in WGS 84.

Description of the traffic separation scheme

11. A separation zone is bounded by a line connecting the following geographical positions:

(11a)	45° 08′.60 N	013° 06′.47 E	(11c)	45° 23′.20 N	013° 06′.47 E
(11b)	45° 09′.40 N	013° 10′.97 E	(11d)	45° 21′.50 N	013° 02′.57 E

12. A traffic lane for northbound traffic is established between the separation zone and a line connecting the following geographical positions:

(12a)	45° 10′.50 N	013° 17′.17 E	(12b)	45° 22′.50 N	013° 13′.27 E

13. A traffic lane for southbound traffic is established between the separation zone and a line connecting the following geographical positions:

(13a)	45° 07′.50 N	013° 00′.37 E	(13b)	45° 19′.00 N	012°56′.87 E

The established directions of traffic flow are: 347° - 167°

APPROACHES TO GULF OF VENICE

Reference chart: No 435 of the Italian Hydrographical Institute, Edition 1993, Datum ED-50, and No. 101 of the Hydrographical Institute of the Republic of Croatia, Edition 1998, Datum Hermanskőgel, Bessel Elipsoid.

The co-ordinates listed below are in WGS 84.

Description of the traffic separation scheme

14. A separation zone is bounded by a line connecting the following geographical positions:

(14a)	44° 55′.30 N	012° 43′.97 E	(14c)	45° 12′.70 N	012° 35′.97 E
(14b)	44° 56′.80 N	012° 47′.97 E	(14d)	45° 11′.30 N	012° 31′.97 E

15. A traffic lane for northbound traffic is established between the separation zone and a line connecting the following geographical positions:

(15a)	44° 57′. 50 N	012° 50′.47 E	(15b)	45° 13′.60 N	012° 38′.77 E

16. A traffic lane for southbound traffic is established between the separation zone and a line connecting the following geographical positions:

(16a)	44° 54′.20 N	012° 41′.47 E	(16b)	45° 10′.40 N	012° 29′.47 E

The established directions of traffic flow are: 333º - 153º

IN THE GULF OF TRIESTE

Reference chart: No. 39 of the Italian Navy Hydrographical Institute, Edition 1991, Datum Roma 40, and No. 100-15 of the Hydrographical Institute of the Republic of Croatia, Edition 1998, Datum Hermanskőgel, Bessel Elipsoid.

The co-ordinates listed below are in WGS 84.

Description of the traffic separation scheme

17. A separation zone is bounded by a line connecting the following geographical positions:

(17a)	45° 31′.34 N	013° 20′.90 E	(17c)	45° 36′.97 N	013° 32′.83 E
(17b)	45° 35′.48 N	013° 32′.62 E	(17d)	45° 32′.84 N	013° 20′.00 E

18. A traffic lane for north-east-bound traffic is established between the separation zone and a line connecting the following geographical positions:

(18a)	45° 29′.30 N	013° 22′.10 E	(18b)	45° 34′.24 N	013° 32′.20 E

19. A traffic lane for south-west-bound traffic is established between the separation zone and a line connecting the following geographical positions:

(19a) 45° 34′.74 N 013° 18′.90 E (19b) 45° 38′.74 N 013° 32′.80 E

The established directions of traffic flow are: 058° - 248°

APPROACHES TO/FROM KOPER

Reference chart: No. 39 of the Italian Navy Hydrographical Institute, Edition 1991, Datum Roma 40, and No. 100-15 of the Hydrographical Institute of the Republic of Croatia, Edition 1998, Datum Hermanskőgel, Bessel Elipsoid.

The co-ordinates listed below are in WGS 84.

Description of the traffic separation scheme

21. A separation zone is bounded by a line connecting the following geographical positions:

(21a) 45° 35′.24 N 013° 35′.00 E (21c) 45° 36′.44 N 013° 37′.50 E
(21b) 45° 35′.04 N 013° 39′.50 E

23. A traffic lane for eastbound traffic is established between the separation zone and a line connecting the following geographical positions:

(23a) 45° 34′.24 N 013° 35′.00 E (23b) 45° 33′.94 N 013° 39′.40 E

24. A traffic lane for northwestbound traffic is established between the separation zone as defined in Paragraph 21. and a separation zone connecting the following geographical positions:

(24a) 45° 36′.34 N 013° 39′.70 E (24c) 45° 36′.34 N 013° 41′.80 E
(24b) 45° 35′.44 N 013° 41′.00 E

The established directions of traffic flow are: 094° - 315°

APPROACHES TO/FROM MONFALCONE

25. A separation zone is bounded by a line connecting the following geographical positions:

(25a) 45° 40′.34 N 013° 38′.00 E (25c) 45° 42′.74 N 013° 37′.30 E
(25b) 45° 40′.34 N 013° 37′.30 E (25d) 45° 42′.74 N 013° 38′.00 E

26. A traffic lane for northbound traffic is established between the separation zone and a line connecting the following geographical positions:

(26a) 45° 4 0′.34 N 013° 38′.65 E (26b) 45° 42′.74 N 013° 38′.65 E

27. A traffic lane for southbound traffic is established between the separation zone and a line connecting the following geographical positions:

(27a)	45° 42′.74 N	013° 36′.50 E	(27b)	45° 40′.34 N	013° 36′.50 E

The established directions of traffic flow are: 360° - 180°

PRECAUTIONARY AREA IN THE GULF OF TRIESTE

Description of the precautionary area

A precautionary area is established by a line connecting the following geographical positions:

(18b)	45° 34′.24 N	013° 32′.20 E	(21c)	45° 36′.44 N	013° 37′.50 E
(17b)	45° 35′.48 N	013° 32′.62 E	(21a)	45° 35′.24 N	013° 35′.00 E
(17c)	45° 36′.97 N	013° 32′.83 E	(23a)	45° 34′.24 N	013° 35′.00 E
(19b)	45° 38′.74 N	013° 32′.80 E			

AREA TO BE AVOIDED

IN THE NORTH ADRIATIC SEA

Reference chart: No. 435 of the Italian Navy Hydrographical Institute, Edition 1993, Datum ED 50, and No. 101 of the Hydrographical Institute of the Republic of Croatia, Edition 1998, Datum Hermanskőgel, Bessel Elipsoid.

The co-ordinates listed below are in WGS 84.

Description of the area to be avoided

7. In order to avoid the risk of pollution due to damage of oil rigs, oil and gas pipelines in this area the area described below should be avoided by ships of more than 200 gross tonnage. The area to be avoided is bounded by a line connecting the following geographical positions:

(7a)	44° 13′.50 N	013° 38′.67 E	(7e)	44° 41′.90 N	013° 24′.97 E
(7b)	44° 17′.00 N	013° 43′.77 E	(7f)	44° 52′.00 N	013° 17′.07 E
(7c)	44° 25′.30 N	013° 37′.47 E	(7g)	44° 52′.00 N	013° 05′.77 E
(7d)	44° 34′.50 N	013° 25′.47 E	(7h)	44° 30′.50 N	013° 08′.47 E

OTHER ROUTEING MEASURES

RECOMMENDED DIRECTIONS OF TRAFFIC FLOW IN THE CHANNEL OF OTRANTO, SOUTHERN AND CENTRAL ADRIATIC SEA

Reference chart: No. 435 of the Italian Navy Hydrographical Institute, Edition 1993, Datum ED-50, and No. 101 of the Hydrographical Institute of the Republic of Croatia, Edition 1998, Datum Hermanskőgel, Bessel Elipsoid.

The co-ordinates listed below are in WGS 84.

Description of the recommended directions of traffic flow

1. Recommended directions of traffic flow, which should remain as in the present, are established between the parallels of latitudes:

(1a) 40° 25′.00 N (1b) 43° 10′.01 N

2. Recommended directions of traffic flow, which should be in accordance with the description as per chart in appendix 1 of document NAV 49/3/7, are established between the parallel of latitude:

(2a) 43° 10′.01 N

and the precautionary area at the southern limits of the traffic separation scheme.

AMENDMENT TO TRAFFIC SEPARATION SCHEME BETWEEN KORSOER AND SPROGOE

(Reference chart: Danish chart 143 (INT 1369), 14th edition 1999
Note: This chart is based on World Geodetic System 1984 datum (WGS 84))

Description of the traffic separation scheme

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

(1) 55°21′.75 N, 011°02′.13 E (2) 55°19′.23 N, 011°02′.19 E

(b) A traffic lane for northbound traffic is established between the separation line and a line connecting the following geographical positions:

(3) 55°21′.70 N, 011°02′.77 E (4) 55°19′.49 N, 011°02′.80 E

(c) A traffic lane for southbound traffic is established between the separation line and a line connecting the following geographical positions:

(5) 55°21′.81 N, 011°01′.35 E (7) 55°20′.43 N, 011°01′.51 E
(6) 55°21′.02 N, 011°01′.59 E (8) 55°18′.91 N, 011°01′.42 E

Notes:

1 See mandatory ship reporting system “In the Great Belt Traffic area” in part G, section I.

2 The minimum free water depth in the northbound traffic lane is 17 m and in the southbound traffic lane 19 m.

3 Ships should reduce speed to maximum 20 knots before entering the appropriate lane of the scheme.

AMENDMENT TO TRAFFIC SEPARATION SCHEME IN THE SINGAPORE STRAIT (MAIN STRAIT)

(Reference charts: Indonesian Chart 40, November 1977 edition
Note: This chart is based on World Geodetic System Datum (WGS 84))

1 Amend the existing Traffic Separation Zone to establish an anchorage area in the separation zone as follows:

A separation zone bounded by the following:

(a) Outer co-ordinates:

(85)	01°10′.35 N	103°34′.90 E	(89)	01°05′.90 N	103°43′.38 E
(86)	01°10′.35 N	103°39′.85 E	(90)	01°03′.60 N	103°38′.98 E
(87)	01°07′.50 N	103°43′.72 E	(91)	01°07′.06 N	103°32′.96 E
(88)	01°08′.60 N	103°45′.43 E			

(b) Inner co-ordinates:

(85a)	01°09′.40 N	103°36′.60 E
(86a)	01°09′.10 N	103°38′.60 E
(89a)	01°05′.50 N	103°40′.80 E
(90a)	01°04′.50 N	103°38′.90 E
(91a)	01°06′.80 N	103°35′.00 E

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ANNEX 22

ROUTEING MEASURES OTHER THAN TRAFFIC SEPARATION SCHEMES

MANDATORY AREA TO BE AVOIDED OFF THE NORTH-EAST COAST OF THE NORTH ISLAND OF NEW ZEALAND

(Reference Chart: New Zealand NZ 521. January 1995 Edition
Note: This chart is based on World Geodetic System 1984 Datum (WGS 84))

Description of the mandatory area to be avoided

In order to avoid risk of pollution and damage to the environment of this sensitive area, all vessels greater than 45 metres in length (except as specified below) should avoid the following area.

In the vicinity of the Poor Knights Islands

The area bounded by a line connecting the following geographical positions is designated as a mandatory area to be avoided, the westward boundary of which is delineated by mean high water springs.

(1)	35º 51′.30 S	174º 35′.50 E
(2)	35º 34′.55 S	174º 49′.20 E
(3)	35º 29′.60 S	174º 50′.80 E
(4)	35º 24′.70 S	174º 50′.20 E
(5)	35º 10′.20 S	174º 20′.10 E

Exceptions: The following exemptions are granted in respect of vessels entering the mandatory area to be avoided:

- All vessels of the Royal New Zealand Navy. The exemption granted in respect of vessels of the Royal New Zealand Navy applies to "any warship, naval auxiliary, other vessels or aircraft owned or operated by a State and used, for the time being, only on Government non-commercial service".

- All fishing vessels engaged in fishing operations.

- Barges under tow, provided the cargo is not oil or other harmful liquid substances as defined in Annexes I & II of MARPOL 73/78.

TWO-WAY ROUTE IN THE GREAT NORTH-EAST CHANNEL, TORRES STRAIT

Relevant chart numbers and datums:

AUS 376: On AGD 66	Jan 1984 edition
AUS 839: On WGS 84	Aug 1997 edition
AUS 840: On WGS 84	Aug 1997 edition

The following geographical positions (in WGS 84) define the proposed two-way route:

A) The northern limits are bound by the line joining the following geographical positions:

(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° 12′.47 S	143° 51′.34 E

B) The southern limits are bound by the line joining the following geographical positions:

(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 geographical positions:

(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	143° 04′.70 E

AREA TO BE AVOIDED IN THE PARACAS NATIONAL RESERVE

Reference Charts: PERU-HIDRONAV - 226, 2nd edition, September 2000
227, 1st edition, April 2002

Description of the area to be avoided

In order to avoid the risk of pollution and damage to the environment in the Peruvian Paracas National Reserve, ships of more than 200 gross tonnage carrying hydrocarbons and hazardous liquids in bulk, should avoid the area bounded by a line connecting the following geographical positions and the coastal borderline:

(a)	13°47′20 S	076°17′40 W
(b)	13°46′52 S	076°17′40 W
(c)	13°46′52 S	076°30′00 W
(d)	14°26′42 S	076°30′00 W
(e)	14°26′42 S	076°00′00 W

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