

PAME II-2013 Agenda Item 4.5(c)
AMSA Recommendation II(D)
AOR Final Report Recommendation 3
Report on IMO Established Routeing and Reporting Measures in the Arctic Region

BACKGROUND

AMSA Recommendation II(D) provides:

“That the Arctic states should, taking into account the special characteristics of the Arctic marine environment, explore the need for internationally designated areas for the purpose of environmental protection in regions of the Arctic Ocean.”

AOR Final Report Recommendation 3 provides, in relevant part:

“The Arctic states should support work at the IMO and other international organizations with recognized competence to promote and advance safe, secure, reliable and environmentally sound shipping, including through: ...adoption as appropriate of ship routeing and reporting measures (including vessel traffic services).”

INTRODUCTION

The information included in this paper is provided to identify the routeing and reporting measures that have been established by the International Maritime Organization (IMO) in the Arctic region to date. This paper describes each of these measures, including their scope, applicability and date of entry into force. The paper also includes a map of each measure as well as information on how to request an .XML file for those interested in downloading a graphical depiction of these measures into Google Earth.

Barents Area Ship Reporting System (Norway and Russian Federation)¹

In November 2012, the IMO's Maritime Safety Committee adopted the mandatory Barents Area Ship Reporting System (SRS).² The SRS entered into force in June of 2013. Prior to or when entering or departing the SRS operational area, applicable ships—which are those ships 5,000 gross tonnage (GT) and above; all tankers; all ships carrying hazardous cargoes; a vessel towing when the length of the tow exceeds 200 meters; and any ship not under command, restricted in their ability to manoeuvre or having defective navigational aids—must submit a report to the Vardø Vessel Traffic Service (VTS) center or the Murmansk VTS center identifying, among others, the ships name, course, speed, destination, maximum present draught, and class and quantity of hazardous cargo. In turn, these ships may request information from either VTS center about positioning, weather forecast, navigational warnings and other hazards in the ship reporting area. The VTS center can also recommend suitable anchorages or other places of refuge within the operational area.

Norway and Russia proposed the mandatory SRS in July 2012 to the 58th Session of the Safety of Navigation Sub-Committee to enhance safety of navigation, for the protection of the marine environment, and to facilitate information exchange for search and rescue (SAR) purposes.³ It is the first IMO approved SRS where all of the reporting requirements can be accomplished by non-verbal means.

Routeing Measures from Vardø to Røst (Norway)

In August of 2006, the IMO's Maritime Safety Committee adopted eight new Traffic Separation Schemes (TSSs) and seven recommended routes connecting the TSSs between Vardø and Røst. The measures, which entered into force in February 2007, apply to tankers of all size, including gas and chemical tankers, and ships transporting cargo in excess of 5,000 GT. Ships in transit or on international voyages to or from Norwegian ports are required to travel within the defined limits of the TSSs and will be monitored from the Vardø VTS.

Norway proposed these routeing measures in April 2006 to the 52nd Session of the Safety of Navigation Sub-Committee in order to establish a safe route for sea transport in the region, in particular for the transport of oil from the increased petroleum activity in the Barents region. By moving the shipping lanes farther offshore and separating the north and south bound traffic, the TSSs decrease the threat of collisions and groundings.⁴ Moving traffic farther away from the coast also gives an increased time window to respond to an incident. It improves the chances to react in time to enable emergency towing or to get in place necessary oil spill response measures. This may be essential for a successful outcome.

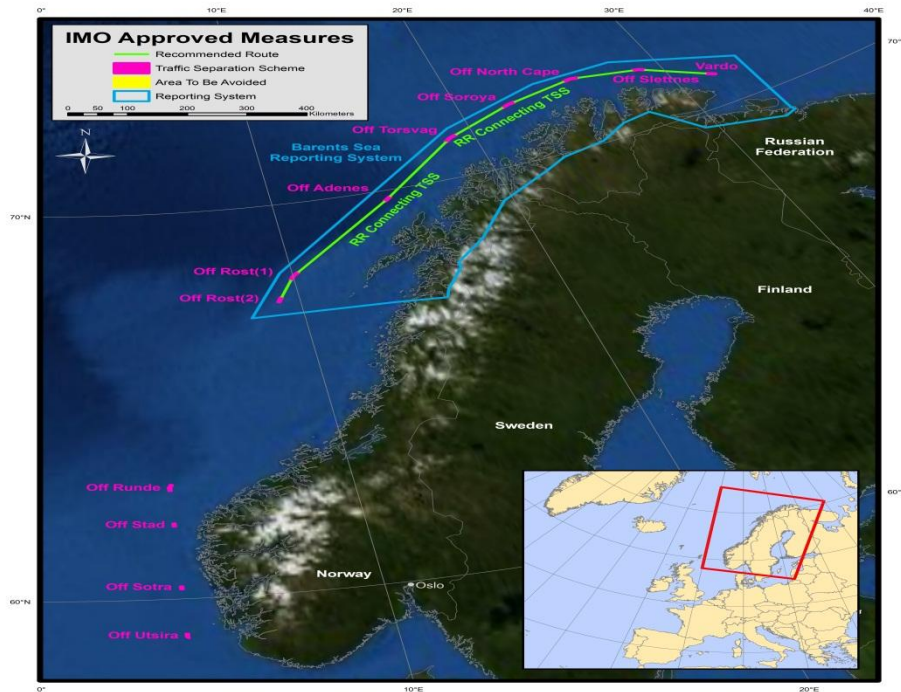
¹ To request an .XML file to download the maps included in this report into Google Earth, please contact Peter Oppenheimer at peter.oppenheimer@noaa.gov.

² IMO Doc. MSC.348(91), Annex 27 (Nov. 28, 2012).

³ IMO Doc. NAV 58/3/12 (Apr. 18, 2012).

⁴ IMO Doc. NAV 52/3/6 (Apr. 27, 2006).

Thus the routing measures reduce both the probability of accidents and the consequences of possible accidents.



Routeing Measures off South-West Iceland (Iceland)

In November 2007, the IMO's Maritime Safety Committee adopted a series of routeing measures off the South-West Coast of Iceland. The measures, which entered into force in July 2008, consist of two Traffic Separation Schemes and two Two-way Routes and were put in place to reduce the dangers of shipping in the area. Part I of the measure provides for a TSS North-West of Gardskagi Point and an attached two-way route at each end. Similarly, Part II consists of a TSS South-West of the Reykjanes Peninsula with an attached two-way route. All ships over 5,000 GT and all ships carrying dangerous or noxious cargos in bulk or cargo tanks are instructed to navigate the outer route. Ships of up to 5,000 GT, not transporting dangerous or noxious cargo may transit the inner route. Ships of up to 20,000 GT may transit the inner route if they meet certain requirements. Iceland proposed these routeing measures in April 2007 to the 53rd Session of the Safety of Navigation Sub-Committee to address safety of navigation concerns off the Reykjanes Peninsula and Gardskagi Point and prevent and reduce the risk of pollution or other damage to the marine environment.⁵

Areas to be Avoided off South-West Iceland (Iceland)

In November 2007, the IMO's Maritime Safety Committee adopted three Areas to be Avoided (ATBAs) off the South, Southwest, and Western Coast of Iceland. The ATBAs

⁵ IMO Doc. NAV 53/3/8 (May. 4, 2007).

entered into force in July 2008. The eastern most ATBA covers an area from Dyrholaey Lighthouse, around Surtsey Island, to the TSS at Reykjanes Point. The western ATBA surrounds a chain of islets, rocks and banks called Fuglasker, which is demarcated by the inner and outer routes through the Húllid Passage. The third ATBA surrounds the shallows of the Sydra-Hraun Bank, located 8nm off Gardskagi Point.

Iceland proposed the routing measures in 2007 to the 53rd Session of the IMO's Sub-Committee on Safety of Navigation in order to protect fishing and spawning grounds from the threat of pollution.⁶

TRANSREP Ship Reporting System (Iceland)

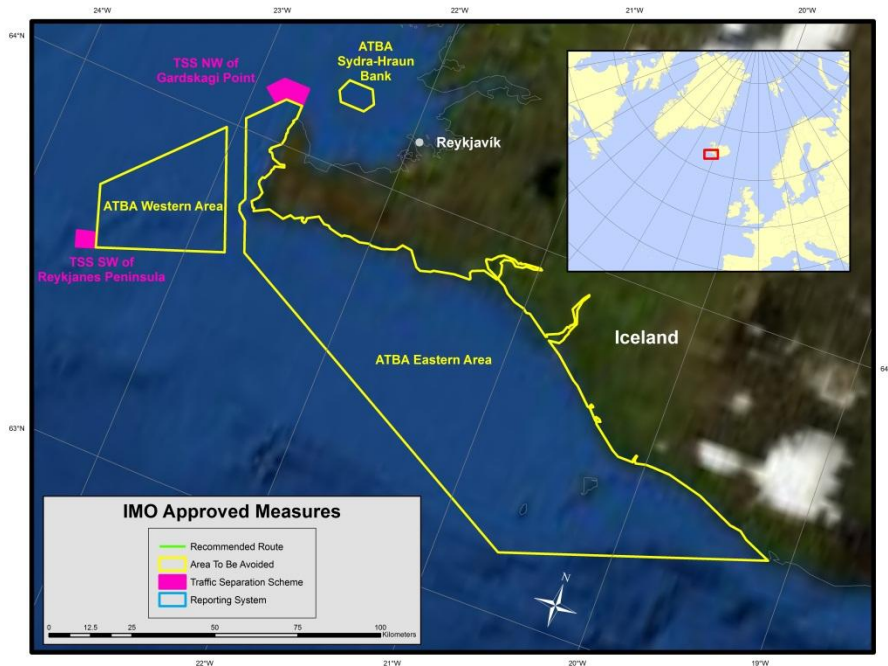
In November 2007, the IMO's Maritime Safety Committee adopted the mandatory TRANSREP Ship Reporting System off of the south-west coast of Iceland.⁷ The SRS entered into force in May 2008. When entering the demarcated area, ships subject to the SRS are required to make a VHF report to the Icelandic Maritime Traffic Service (MTS), located in Reykjavik. Reports must include, among other things, ship's name and IMO number, course, speed, ports of departure and destination. The SRS applies to ships calling on ports located within the "eastern" ATBA off of the south-west coast of Iceland and to ships less than 5000 GT that are permitted to transit the eastern ATBA south of latitude 63°45' N when engaged on voyages between Icelandic ports and not carrying dangerous or noxious cargoes in bulk or in cargo tanks.

Iceland proposed this mandatory SRS at the 53rd Session of the IMO's Sub-Committee on Safety of Navigation in May 2007 to contribute to safety of life at sea, safety and efficiency of navigation, and protection of the marine environment as well as to facilitate the movements of vessels and to support oil pollution response operations.⁸

⁶ IMO Doc. NAV 53/3/9 (Apr. 18, 2007).

⁷ IMO Doc. MSC 83/28/Add.3 (Nov. 20, 2007).

⁸ IMO Doc. NAV 53/3/20 (May 27, 2007).



GREENPOS Ship Reporting System (Denmark/Greenland)

In May 2002, the IMO’s Maritime Safety Committee adopted the mandatory GREENPOS Ship Reporting System for ships operating in the waters off Greenland. The SRS entered into force in November of 2002. All ships on voyages to or from Greenland ports and places of call are required to participate in the reporting system and must send a report to the Joint Arctic Command in accordance with the format provided. Such reports must be sent when ships are north of latitude 57°N and within a distance of 250 nautical miles off the coast of Greenland.

Denmark proposed the mandatory SRS in March 2001 to the 47th Session of the IMO’s Sub-Committee on Safety of Navigation to enhance safety of navigation in Greenland waters by giving the SAR Authority the ability to promptly react in the case of emergency.⁹

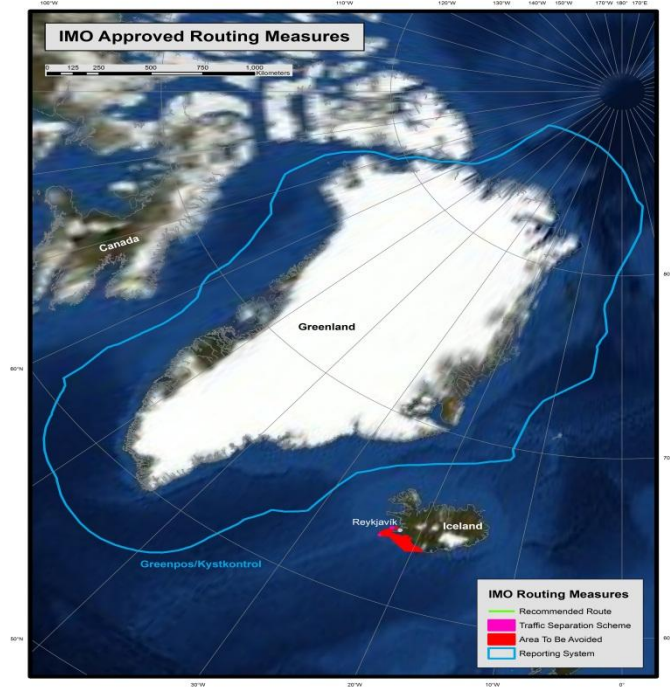
KYSTKONTROL (Coastal Control) Ship Reporting System

In May 2002, the IMO’s Maritime Safety Committee adopted the mandatory KYSTKONTROL (Coastal Control) Ship Reporting System for ships operating in the waters off Greenland.¹⁰ The SRS entered into force in November 2002 and applies to all ships 20 GT and above as well as fishing vessels on voyages between Greenland ports and places of call. Affected ships are required to submit a report to the coast radio station, situated in the same control area as the contemplated destination.

⁹ IMO Doc. NAV 47/3/3 (Mar. 27, 2001).

¹⁰ IMO Doc. MSC 75/24/Add.1 (Jul. 9, 2002).

Denmark originally proposed the KYSTKONTROL SRS along with the GREENPOS SRS in March 2001 at the 47th Session of the IMO's Sub-Committee on Safety of Navigation to enhance safety of navigation in waters surrounding Greenland.¹¹



RECOMMENDATIONS

The United States, Denmark and Norway recommend that PAME encourage Arctic States to share information on the effectiveness of their IMO approved routing and reporting measures in the Arctic region and explore additional measures at IMO that may be necessary or warranted to address safety and environment concerns.

¹¹ IMO Doc. NAV 47/3/3 (May 11, 2001).