

REGULATION

on the Delimitation of Shipping Routes, Areas to be Avoided and Mandatory Reporting of Ships off the Southwest Coast of Iceland

Article 1

Objective

This Regulation and its annexes are aimed at increasing the safety of navigation and protection of economically and biologically important maritime areas in the sea area covered by its provisions by directing ship traffic into safe routes and restrict vessel traffic over the size limits specified in the Regulation and ships carrying dangerous and polluting cargoes through sensitive sea areas.

Article 2

Application

This Regulation and its annexes apply to all vessels covered by the International Convention for the Safety of Life at Sea, SOLAS, of 1 November 1974, as amended, i.e. all passenger and cargo ships larger than 500 gross tonnage engaged on international voyages. Exempt are warships, naval auxiliaries and other ships owned or operated by a contracting Government and used only on Government non-commercial service, cf. Regulation 1.1 of Chapter V of the International Convention for the Safety of Life at Sea 1974 (SOLAS).

Provisions on traffic separation schemes apply to all ships.

The mandatory ship reporting system (TRANSREP) does not apply to fishing vessels with fishing rights within Iceland's exclusive economic zone (EEZ) and research vessels.

Article 3

Definitions

For the purposes of this Regulation the following definitions shall apply to the terms dangerous goods and noxious materials:¹⁾

- a. All materials, raw materials and products which are transported by ships as cargo referred to in section 1-7:
 1. Oil covered by Annex I to the International Convention for the Prevention of Pollution from Ships, 1973, as amended in 1978 and with subsequent amendments (MARPOL 73/78)
 2. noxious liquid substances falling under Annex II Annex MARPOL 73/78
 3. dangerous chemicals in bulk, as amended (IBC CODE)
 4. dangerous, hazardous and harmful substances, raw materials and products covered by the International Maritime Dangerous Goods Code, as amended (IMDG CODE)
 5. in liquid form listed in the International Code of 5 for the construction and equipment of ships carrying liquefied gases, as amended (IGC CODE)
 6. liquid substances having a flash point below 60° C
 7. solids that are associated with a risk of chemical nature and are covered by the IMO Code of Safe Practice for Solid Bulk Cargoes to the extent that these substances are also covered by the provisions of the IMDG Code when transported in packed form.

¹⁾ Relied on the definition of the Convention on liability and damages in connection with the transportation of hazardous materials and toxic substances by sea from 1996 (International Convention on Liability and Compensation for Damage in Connection with the Carriage of Hazardous and noxious Substances by Sea, 1996 - HNS Convention).

- b. Residual chemicals in bulk referred to in items 1-3 and 5-7 of paragraph a.

Bulk transport is transport of materials in bulk form in ships' cargo holds. Bulk does not cover goods in packed form, including detached tanks and containers as part of the cargo of ships, nor the remains of goods previously imported in the ship.

Article 4

Routeing Measures

There are three sea areas to be avoided: The Selvogsbanki Area, the Fuglasker Area and the Sydra-Hraun Area, cf. the boundaries of areas in Annex I. The route around Reykjanes Point shall only be sailed when en route to and from Faxaflói Bay ports via the following routes:

- a. *The Inner Route to and from Faxaflói Bay* between the Selvogsbanki Area and the Fuglasker Area. The route is a two way route. A Traffic Separation Scheme (TSS) is located north of Gardskagi Point. Officers on board all ships, regardless of their size and use, are required to conduct their voyages in accordance with the Rule 10 of the International Regulations for Preventing Collisions at Sea where traffic separation schemes are in force. The Route is 3 nautical miles wide. Ships using the Two-way Route shall always have the centre of the route on their port side.
- b. *West of the Fuglasker Area (Western Area)* over the Reykjanes Ridge and thus in a north-south direction. The Traffic Separation Scheme is located at the south end of the Two-way Route. Ships using the Two-way Route shall always have the centre of the route on their port side.

[It shall be avoided to navigate ships subject to this Regulation into delimited areas pursuant to paragraph 1. However, this shall not apply to ships calling at ports within the Selvogsbanki Area to be Avoided (Eastern Area to be Avoided), passenger ships during the period 1 May to 1 October and ships of up to 20,000 GT which neither carry dangerous goods nor noxious materials in bulk or in cargo tanks and are permitted to transit the inner route as provided for in Article 6(2) of this Regulation. Such ships are permitted to navigate within the Selvogsbanki Area south of latitude 63°45'N. When navigating such ships within the Selvogsbanki Area, navigating officers shall take utmost precaution and take special notice of weather and weather and sea state forecasts in on-shore wind conditions.]²⁾

Article 5

Navigating the Outer Route

All vessels of 5,000 gross tonnage and all ships carrying dangerous substances and noxious materials in bulk or in cargo tanks must navigate the Outer Route pursuant to Article 4 unless they are permitted to navigate the Inner Route pursuant to Article 6.

Article 6

Navigating the Inner Route

Tankers with a cargo capacity of up to 5,000 gross tonnage may navigate the Inner Route carrying gas cargoes or petroleum products with a maximum kinematic viscosity³⁾ of 11,0 cSt at 40°C, pursuant to Article 4(2)(a). The master shall meet the requirements set out in Article (2)(b) and the conditions for the transit permit are the same as those provided for there.

[Passenger ships of unlimited size may navigate the inner route during the period from 1 May to 1 October.]⁴⁾

²⁾ Article 1, Regulation No. 361/2009

³⁾ Cf. ISO 8217:2005.

⁴⁾ Article 2, Regulation No. 361/2009.

Ships of up to 20,000 gross tonnage may transit the Inner Route provided that:

- a. the ship does not carry any dangerous goods or noxious cargoes in bulk or cargo tanks; and
- b. the master of the ship has attended a course held by Icelandic authorities and achieved a transit permit. In order to be eligible to attend the course, the master must have been involved in six passages without any incidents and or remarks to Faxaflói Bay ports as master or chief mate in the preceding 18 months. The master's transit permit expires if the master has not navigated a ship to a Faxaflói Bay port in 24 months.

Article 7

Notifications

Ships covered by this Regulation intending to transit the Selvogsbanki Area shall notify the Maritime Traffic Service (VTS) on their intended voyage plan with a minimum of four hours in advance or at the latest when leaving a port when departing from ports within Faxaflói Bay or within the Selvogsbanki Area. Exempt from these notifications are ships engaged on regular, daily voyages within the area.

The Maritime Traffic Service shall be notified of the movements of all ships that are allowed by exemption to navigate the Inner Route pursuant to Article 6 at least four hours in advance or when departing from ports within the Selvogsbanki Area.

Article 8

Exemptions

The Icelandic Maritime Administration may grant temporarily exemptions from the provisions of the Regulation under special circumstances, such as if a ship needs to seek emergency port or place of refuge, if a ships needs to enter a sheltered area to secure the cargo, repair faulty navigational instruments or other similar events .

Article 9

Entry into force, etc.

This Regulation, issued under Article 13 of Act No. 41/2003 on the Maritime Traffic Service, as amended, Act No. 132/1999 on Lighthouses and Act No. 7/1975 Enabling the Government to Ratify on Behalf of Iceland the Convention on the International Regulations for Preventing Collisions at Sea, 1972 as amended, enters into force on 1 July 2008 for all those concerned to comply with.

These routeing measures are in accordance with the provisions of the General Provisions on Ships' Routeing adopted by the International Maritime Organization (IMO) by resolution A.572(14), as amended, Rule 10 of the Regulations for Preventing Collisions at Sea, 1972 as amended, and they were adopted at the 83rd session of the IMO Maritime Safety Committee in October 2007.

These Routeing Measures are published in the *Notices to Mariners*.

Ministry of Transport and Communications, 16 May 2008.

Kristján L. Möller.

Ragnhildur Hjaltadóttir.

ANNEX I

**NEW TRAFFIC SEPARATION SCHEMES OFF THE SOUTHWEST COAST OF
ICELAND**

(Reference Charts: Icelandic Chart No. 31 (INT 1105) Dyrhólaey – Snæfellsnes (new edition June 2004.) *Note: The chart is based on World Geodetic System 1984 Datum (WGS-84).*)

Description of the traffic separation schemes

Part I

Traffic separation scheme northwest of Gardskagi Point.

The routing measures consist of a traffic separation scheme northwest of Gardskagi Point with attached two-way routes at both ends.

A separation zone is established, bounded by a line connecting the following geographical positions:

- 1) 64 ° 09,02 'N, 022 ° 41,40' W
- 2) 64 ° 09,02 'N, 022 ° 49,60' W
- 3) 64 ° 07,03 'N, 022 ° 53,25' W
- 4) 64 ° 06,65 'N, 022 ° 52,14' W
- 5) 64 ° 08,40 'N, 022 ° 48,92' W
- 6) 64 ° 08,40 'N, 022 ° 41,40' W

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

- 7) 64 ° 05,91 'N, 022 ° 50,06' W
- 8) 64 ° 07,20 'N, 022 ° 47,51' W
- 9) 64 ° 07,20 'N, 022 ° 41,40' W

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

- 10) 64 ° 10,26 'N, 022 ° 41,40' W
- 11) 64 ° 10,26 'N, 022 ° 50,94' W
- 12) 64 ° 07,80 'N, 022 ° 55,46' W

Description of the two-way routes

A two-way route for east/west-bound traffic north of Gardskagi Point is established by lines connecting the following geographical positions:

- 9) 64 ° 07,20 'N, 022 ° 41,40' W
- 10) 64 ° 10,26 'N, 022 ° 41,40' W
- 13) 64 ° 10,26 'N, 022 ° 33,26' W
- 14) 64 ° 07,20 'N, 022 ° 33,26' W

A two-way route for north-east/south-west-bound traffic west of Gardskagi Point is established by lines connecting the following geographical positions:

- 15) 64 ° 05,63 'N, 022 ° 59,45' W
- 12) 64 ° 07,80 'N, 022 ° 55,46' W
- 16) 64 ° 03,54 'N, 022 ° 54,70' W
- 7) 64 ° 05,91 'N, 022 ° 50,06' W

*Part II***Traffic separation scheme southwest of the Reykjanes Peninsula.**

The routing measures consist of a traffic separation scheme southwest of the Reykjanes Peninsula, with an attached two-way route.

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

- 30) 63 ° 31,75 'N, 023 ° 32,28' W
- 31) 63 ° 33,90 'N, 023 ° 33,92' W
- 32) 63 ° 31,55 'N, 023 ° 33,62' W
- 33) 63 ° 33,69 'N, 023 ° 35,26' W

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

- 29) 63 ° 32,00 'N, 023 ° 29,50' W
- 34) 63 ° 34,30 'N, 023 ° 31,23' W

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

- 35) 63 ° 30,82 'N, 023 ° 36,06' W
- 36) 63 ° 33,37 'N, 023 ° 38,00' W

Description of the two-way route

A two-way route (the Outer Route) west of the Reykjanes Peninsula, located off the southwest corner of the Fuglasker Area to be Avoided (the western area), is established by lines connecting the following geographical positions:

- 34) 63 ° 34,30 'N, 023 ° 31,23' W
- 36) 63 ° 33,37 'N, 023 ° 38,00' W
- 28) 63 ° 42,00 'N, 023 ° 37,00' W
- 37) 63 ° 41,00 'N, 023 ° 43,69' W

Notes:

1.1 All ships of over 5,000 gross tonnage in size and all ships carrying dangerous or noxious cargoes in bulk or cargo tanks should navigate the outer route, southwest of the Reykjanes Peninsula, unless they are permitted to navigate the inner route, Hullid Passage, according to the provisions of paragraphs 1.2 and 1.4 below.

1.2 Ships of up to 5,000 gross tonnage not carrying dangerous or noxious cargoes in bulk or cargo tanks may transit the inner route.

1.3 Ships from 5,000 to 20,000 and a gross tonnage can navigate the inner route provided that:

- .1 the ship does not carry any dangerous goods or noxious cargoes in bulk or cargo tanks; and
- .2 the master of the ship has attended a course held by Icelandic authorities and achieved a transit permit. In order to be eligible to attend the course, the master must have been involved in six passages without any incidents and or remarks to Faxaflói Bay ports as master or chief mate in the preceding 18 months. The master's transit permit expires if the master has not navigated a ship to a Faxaflói Bay port in 24 months.

1.4 Tankers with a cargo capacity of up to 5,000 gross tonnage may navigate the Inner Route carrying gas cargoes or petroleum products with a maximum kinematic viscosity⁵⁾ of 11.0 cSt at 40°C, pursuant to Article 4(2)(a). The master shall meet the requirements set out in paragraph 1.3.2 above.

2. Mariners should note that fishing vessels may be expected in the area and they should conduct their voyages accordingly.

3. Exceptions applying to the routing measures are in accordance with SOLAS chapter V, regulation 1.1. Exempt are warships, naval auxiliaries and other ships owned or operated by a contracting Government and used only on Government non-commercial service. The exceptions do not apply to the TSS.

ESTABLISHMENT OF A NEW TWO-WAY ROUTE OFF THE SOUTHWEST COAST OF ICELAND

(Reference Charts: Icelandic Chart No. 31 (INT 1105) Dyrhólaey – Snæfellsnes (new edition June 2004.) *Note*: The chart is based on World Geodetic System 1984 Datum (WGS-84)).

Description of the two-way route in the Hullid passage

The routing measures consist of a two-way route (the inner route) west of the Reykjanes Peninsula, located between the proposed eastern and western Areas to be Avoided, established by lines connecting the following geographical positions:

- 18) 64 ° 01,70 'N, 022 ° 58,30' W
- 19) 63 ° 49,20 'N, 022 ° 47,30' W
- 20) 63 ° 48,00 'N, 022 ° 48,40' W
- 21) 63 ° 47,00 'N, 022 ° 47,60' W
- 22) 63 ° 45,80 'N, 022 ° 44,40' W
- 23) 63 ° 40,90 'N, 022 ° 40,20' W
- 26) 63 ° 39,70 'N, 022 ° 46,70' W
- 27) 63 ° 59,10 'N, 023 ° 03,50' W

ESTABLISHMENT OF AREAS TO BE AVOIDED OFF THE SOUTHWEST COAST OF ICELAND

(Reference Charts: Icelandic Chart No. 31 (INT 1105) Dyrhólaey – Snæfellsnes (new edition June 2004.) *Note*: The chart is based on World Geodetic System 1984 Datum (WGS-84)).

Description of areas to be avoided

(a) Off the south and southwest coast – Eastern Area

The area to be avoided is bounded by lines connecting the following geographical positions:

- 25) Dyrhólaey Light 63° 24'.13 N 019° 07'.83 W
- 24) S of Surtsey Island 63° 10,00'.00 N 020° 38'.00 W
- 23) S of Reykjanes Point 63° 40,90'.90 N 022° 40'.20 W
- 22) SW of Reykjanes Point 63° 45,80'.80 N 022° 44'.40 W
- 21) Húllið SA Part 63 ° 47,00 'N, 022 ° 47,60' W
- 20) Húllið NA Part 63 ° 48,00 'N, 022 ° 48,40' W
- 19) SW of Little Sandvik 63 ° 49,20 'N, 022 ° 47,30' W

⁵⁾ Cf. ISO 8217:2005.

- 18) Off Sandgerdi 64° 01,70'.70 N 022° 58'.30 W
- 8) NW of Gardskagi Point 64° 07,20'.20 N 022° 47'.50 W
- 9) N of Gardskagi Point 64° 07,20'.20 N 022° 41'.40 W
- 17) Gardskagi Light 64° 04,92'.92 N 022° 41'.40 W

(b) **West of Reykjanes Peninsula – Western Area**

The area to be avoided is bounded by lines connecting the following geographical positions:

- 26) SE corner 63° 39,70'.70 N 022° 46'.70 W
- 27) N corner 63° 59,10'.10 N 023° 03'.50 W
- 28) W corner 63° 42,00'.00 N 023° 37'.00 W
- 29) SW corner 63° 32,00'.00 N 023° 29'.50 W

(c) **Faxaflói Bay – Sydra-Hraun Bank Area**

The area to be avoided is bounded by lines connecting the following geographical positions:

- 1) SW corner 64° 10,30'.30 N 022° 29'.00 W
- 2) SE corner 64° 10,30'.30 N 022° 20'.00 W
- 3) E corner 64° 12,00'.00 N 022° 17'.50 W
- 4) NE corner 64° 14,20'.20 N 022° 20'.00 W
- 5) NW corner 64° 14,20'.20 N 022° 29'.00 W
- 6) W corner 64° 12,00'.00 N 022° 31'.00 W

Notes:

1. The Routing measures are applicable to all SOLAS ships of 500 gross tonnage or more. The Eastern ATBA may, however, be transited by ships as specified in paragraph 2 below.

[2. Ships calling at ports located within the Selvogsbanki Area (Eastern Area to be Avoided) may navigate inside the area. Passenger ships, during the period 1 May to 1 October, and ships of up to 20,000 GT which neither carry dangerous goods nor noxious materials in bulk or in cargo tanks and are permitted to transit the inner route as provided for in Article 6(2) of this Regulation, may transit the Selvogsbanki Area to be Avoided (Eastern Area to be Avoided) south of latitude 63°45'N.]⁶⁾

NEW MANDATORY SHIP REPORTING SYSTEM “OFF THE SOUTHWEST COAST OF ICELAND” Maritime Safety Committee (IMO)

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

RECALLING ALSO regulation V/11 of the International Convention for the Safety of Life at Sea, 1974 (SOLAS Convention), in relation to the adoption of ship Infrastructure for ship by the Organization,

FURTHERMORE NOTES resolution No. A.858 (20) which provides that it is the role of the Committee to adopt the reporting system established by the Agency,

⁶⁾ Article 3, Regulation No. 361/2009.

TAKING INTO ACCOUNT the guidelines and criteria for ship reporting systems adopted by resolution MSC.43(64), as amended by resolutions MSC.111(73) and MSC.189(79),

HAVING considered the recommendations by the Sub-committee on Safety of Navigation (NAV) at its fifty-third meeting,

1. ADOPTS, in accordance with SOLAS regulation V/1, the new mandatory ship reporting system "Off the southwest coast of Iceland";
2. DECIDES that the ship reporting system, "Off the southwest coast of Iceland (TRANSREP)", will enter into force at 00:00 hours UTC on 1 July 2008;; and
3. REQUESTS the Secretary-General to bring this resolution and its Annex to the attention of the Member Governments and SOLAS Contracting Governments to the 1974SOLAS Convention.

NEW MANDATORY SHIP REPORTING SYSTEMS "OFF THE SOUTHWEST COAST OF ICELAND"

1. 1 Categories of ships required to participate in the system

- 1.1 Ships of the following categories are required to participate in the system:
 - .1 ships calling at ports located within the eastern ATBA off the south and southwest coast of Iceland; and
 - .2 ships of less than 5,000 gross tonnage 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.

Pursuant to SOLAS 1974, the mandatory ship reporting system does not apply to any warship, naval auxiliary, coast guard vessel, or other vessel owned or operated by a contracting government and used, for the time being, only on government non-commercial service.

However, such ships are encouraged to participate in the reporting system. The mandatory ship reporting system does not apply to fishing vessels with fishing rights within Iceland's Economic Zone (EEZ) and research vessels.

2. Geographical coverage of the system and the number and edition of the reference charts used for the delineation of the system

The reporting system covers the proposed (the eastern area) off the south and southwest coast of Iceland located entirely within Icelandic territorial waters, and is bounded by lines connecting the following geographical positions:

- 25) Dyrhólaey Light 63° 24'.13 N 019° 07'.83 W
- 24) S of Surtsey Island 63° 10,00'.00 N 020° 38'.00 W
- 23) S of Reykjanes Point 63° 40,90'.90 N 022° 40'.20 W
- 22) SW of Reykjanes Point 63° 45,80'.80 N 022° 44'.40 W
- 21) Húllið SA Part 63 ° 47,00 'N, 022 ° 47,60' W
- 20) Húllið NA Part 63 ° 48,00 'N, 022 ° 48,40' W
- 19) SW of Little Sandvik 63 ° 49,20 'N, 022 ° 47,30' W
- 18) Off Sandgerdi 64° 01,70'.70 N 022° 58'.30 W
- 8) NW of Gardskagi Point 64° 07,20'.20 N 022° 47'.50 W
- 9) N of Gardskagi Point 64° 07,20'.20 N 022° 41'.40 W
- 17) Gardskagi Light 64° 04,92'.92 N 022° 41'.40 W

(The reference chart, which includes all the area of coverage for the system is Icelandic Chart No. 31, INT 1105 Dyrhólaey – Snæfellsnes, (new edition June 2004) based on Datum WGS-84).

3. Format, contents of report, times and geographical positions for submitting reports, Authority to whom reports must be sent and available services

The ship report, short title “TRANSREP”, shall be made to the shore-based Authority, Icelandic Maritime Traffic Service (MTS), located in Reykjavík“. Reports should be made using VHF voice transmissions.

3.1 Format

The ship report to the shore-based Authority shall be in accordance with the format shown in paragraph 5.5. The information requested from ships is derived from the standard reporting format and procedures set out in paragraph 2 of the appendix to resolution A.851(20).

3.2 Content

The report required from a ship to the shore-based Authority contains only information which is essential to meet the objectives of the system. Information considered to be essential:

- A Name of ship, call sign and IMO number
- C or D Position (latitude and longitude or in relation to a landmark)
- E Course
- F Speed
- G Port of departure
- H Date, time and point of entry into system
- I Port of destination
- K Date, time and point of exit from system or departure from a harbour within the ATBA
- L Intended track within the ATBA

In the event of defect, pollution or goods lost overboard, additional information may be requested.

3.3 Geographical position for submitting reports

Ships entering the ATBA shall report to the MTS their estimated time of crossing the area limits, specified in paragraph 2, four hours prior to entering the area or when departing from harbours in Faxaflói Bay. Ships leaving harbours within the ATBA shall report on departure.

3.4 Authority

The shore-based Authority is the Icelandic Maritime Traffic Service (MTS), which is operated by the Icelandic Maritime Administration.

4. Information to ships and procedures to follow

Detected and identified ships are monitored by AIS, which in no way releases their master from his responsibility for safe navigation.

Following the reception of a report, coastal station in Reykjavik can, on request, provide:

- information on navigational conditions; and
- information on weather conditions.

5. Radiocommunication required for the system, frequencies on which reports should be transmitted and information to be reported

- .1 TRANSREP will be based on VHF voice radiocommunications.
- .2 The call to the shore-based Authority shall be made on VHF channel 70 (16).
- .3 However, a ship which cannot use VHF channel 70 (16) in order to transmit the reports should use MF DSC or INMARSAT.
- .4 The language used for communication shall be English, using the *IMO Standard Marine Communication Phrases, where necessary.*
- .5 Information to be reported:
 - A Name of ship, call sign and IMO number
 - C or D Position (latitude and longitude or in relation to a landmark)
 - E Course
 - F Speed
 - G Port of departure
 - H Date, time and point of entry into system
 - I Port of destination
 - K Date, time and point of exit from system or departure from a harbour within the ATBA
 - L Intended track within the ATBA

6. Rules and regulations in force in the areas of the system

The relevant laws in force include *inter alia* acts and regulations implementing the 1972 Convention on the International Regulations for preventing Collisions at Sea (COLREG), the International Convention of 1974 on the Safety of Life at Sea (SOLAS) and the 1973 Convention and the 1978 Protocol on the Prevention of Pollution from Ships (MARPOL).

7. Shore-based facilities to support operation of the system

The Maritime Traffic Service - MTS)

- The MTS is equipped with AIS covering the whole of the ATBA;
- VHF, MF, HF and INMARSAT communication equipment;
- Phone, fax and e-mail for communication, and
- Employees who operate the system: The MTS is manned by Coast Guard personnel on a 24-hour basis.

8. Alternative communication if the communication facilities of the shore-based Authority fail

TRANSRPP is planned with a sufficient system redundancy to cope with normal equipment failure.

ANNEX II

Chartlet showing the delimitation of shipping routes, areas to be avoided and mandatory reporting of ships off the Southwest Coast of Iceland

