INTERNATIONAL HYDROGRAPHIC ORGANIZATION

ORGANISATION HYDROGRAPHIQUE INTERNATIONALE

CHART STANDARDIZATION & PAPER CHART WORKING GROUP (CSPCWG)

[A Working Group of the Committee on Hydrographic Requirements for Information Systems– CHRIS]

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To CSPCWG Members Date 15 March 2004

Dear Colleagues,

Subject: Environmentally Sensitive Sea Areas (ESSAs)

We received replies to CSPCWG CL 04/2003 from 15 CSPCWG members, and also from the Chairmen of C&SMWG and TSMAD. Thank you all for the careful consideration and helpful comments you made.

14 of the members' responses chose "Option A - the draft specifications B-437 and B435.7 & 11 at annexes A and B should be adopted without further change" (or only very minor changes, stipulated by some respondents). Australia chose "Option B" and suggested various minor alterations. The points raised by Australia were valid, and mainly suggested clarifications, which we have included in the specifications, along with a few editorial amendments.

We believe these amendments to be non-controversial, and that the weight of response warrants progressing the draft ESSA specification to IHB Circular Letter stage as quickly as possible. For your information, I attach copies of the revised drafts at Annex, with the editorial changes made since you last saw it inserted in red. The only significant change is to amend the width of the tint band to a **maximum** of 5mm. Australia and other nations have suggested 5mm is too wide, especially when magenta is used. Examples we have seen since support that view. It will take a little time to prepare the specification in a suitable format for issue by IHB (including improving the actual symbols), so please let me know quickly if you have any further comments.

Two suggestions made by Australia have wider implications. We have not included these in the

specifications, as we consider they would be better discussed at our planned meeting in November. These are the issue of colour for environmental limits and a proposed hierarchy for charting maritime boundaries.

Yours sincerely,

Peter G.B. Jones, Chairman

Annexes A & B: ESSA revised draft texts B-437 and B435.7 & 11.

Annex A
to CSPCWG CL 7/2004

B-437 ENVIRONMENTALLY SENSITIVE SEA AREAS (ESSAs)

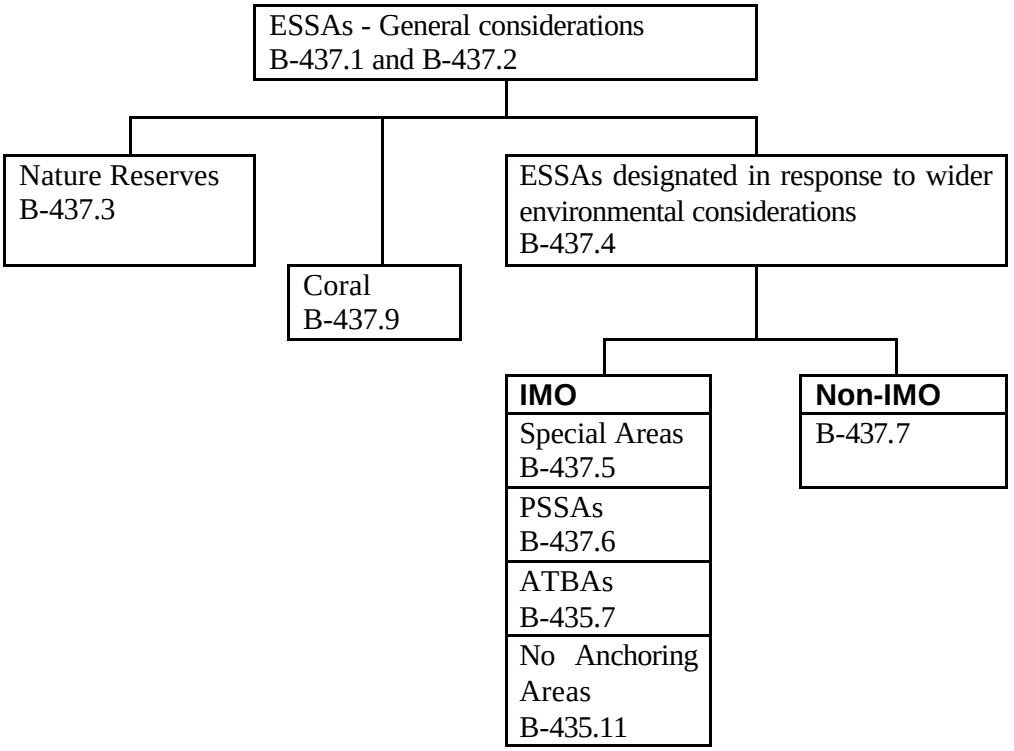
B-437.1 Environmentally Sensitive Sea Area (ESSA) is a generic term which may be used to describe a wide range of areas, considered sensitive for a variety of environmental reasons. The implications which each of these have for charting and navigation may be different. Specific types of ESSA are detailed in the paragraphs which follow.

There are two broad types of Environmentally Sensitive Sea Areas (ESSAs):

a. those established to protect specific types of nature from disturbance (usually close inshore and established under national legislation); see B-437.3;

b. those specifically designated in response to wider environmental considerations, potentially 'the total environment', (usually including some degree of risk from shipping, possibly covering extensive sea areas, and established under national or international legislation); see B-437.4, B-437.5, B-437.6, B-437.7, B-437.9.

The relationships between the different types of ESSAs and the relevant paragraphs in B-437 may be tabulated as follows:



The **primary reason for charting ESSAs** is to inform the mariner of the impact their existence has on his activities (such as anti-pollution measures, restrictions on entry, anchoring or fishing) and, where possible, the reasons for their sensitivity. General considerations for the charting of ESSAs are detailed in B-437.2.

IHO publication S-59 'Status of Hydrographic Surveying and Nautical Charting in Antarctica' details additional symbology particular to ESSAs in Antarctica.

B-437.2 General considerations for the charting of ESSAs.

a. Inclusion on charts. ESSAs should be included on charts where there is a specifically

identified requirement, and where it is practicable, given the scale of the chart and the extent of the ESSA. If there is no such requirement, or if it is not practicable, details of ESSAs should only be inserted in associated publications, such as Sailing Directions. It should be noted that their inclusion or mention on smaller scale charts may be appropriate for voyage planning purposes.

b. Colour. All details associated with ESSAs should be charted in green [the colour internationally associated with environmental matters] or in magenta [superimposed information], as preferred; see B-140-144. The use of green for ESSAs has the advantages of being immediately identifiable as an ESSA and of reducing the amount of detail on the magenta plate. The use of magenta has the advantage of being one of the four basic colours which all Member States use. All other aspects of specification B-437 apply equally, whichever colour is used. It is recommended that Member States move towards the use of green for ESSAs if there are no other considerations preventing this. However, certain areas discussed in B-435 and B-439 should be inserted in magenta for consistency. If green is used for the ESSA limits, all associated symbols, texts and notes should also be green. The exception is when a note about an ESSA is combined with a magenta note (e.g. about an associated restriction), then the entire note should be in magenta.

c. Options available. The extremely varied extent and complexity of ESSAs means that, in theory, the appropriateness of each of the available options should be considered before charting a specific ESSA. In addition, the options available for consideration may be affected by the scale of the chart; for example, whilst limits may be inserted on larger scale charts, it may be more appropriate to insert just a note on a smaller scale chart of the same area.
The range of options available [which may be used in combination] includes insertion of the following:

- no details or reference on charts; rather, insertion of details in associated publications, such as Sailing Directions and Annual Notices to Mariners, only;
- a simple note on charts referring to details in associated publications, such as Sailing Directions and Annual Notices to Mariners, etc;
- a note giving details of ESSA;
- legend '... *[name or type of area]* ... `(see Note)`';
- legend '... *[name or type of area]* ...';
- limits of ESSA;
- details of associated restrictions;
- limits of associated restrictions;
- limits of ESSA and details and limits of associated restrictions, incorporated in a multi-feature line; see B-437.2.f;
- point symbol.

In practice, it is possible to define general guidelines for the charting of each general type of ESSA referred to in B-437.1; see B-437.3 and B-437.4.

d. ESSA limits and associated limits. To ensure that the differing measures and restrictions, which apply in all, or part, of an ESSA's area, are correctly interpreted, it is important to ensure that any limits which are charted, clearly indicate the area of coverage of each of the different areas. The following illustrate the combinations which may occur:

— the limit of the ESSA coincides with that of the measures or restrictions which apply in the ESSA area;

— the limit of the ESSA encompasses several other areas and their limits, for example, anchoring may be prohibited in part of an ESSA, whilst entry is restricted in another part of the ESSA;

— the limit of the ESSA overlaps with the limit of another area, for example an area where anchoring is prohibited.

Such limits should be inserted in accordance with the relevant guidance in B-437, B-435, B-439 and B-449.

e. Charting of ESSA limits. Where it is appropriate to chart the limits of ESSAs (see B-437.1 and B-437.2.a), it should be in accordance with the methods detailed below and, depending on the type of ESSA, in B-437.4 to B-437.9, as appropriate.

Limits may be shown by a symbolized line or, if such a line is not appropriate or available, limits may be charted by a maritime limit in general (see below), with an appropriate legend within the area of the ESSA. Where it is necessary to highlight specific restrictions, reference to a charted note may be included. Where symbols are incorporated in an ESSA limit, they should be positioned to indicate the side of the line on which the area lies.

In all cases, the basic line style employed in the depiction of these limits (which may or may not be amplified by specific ESSA symbology referred to below), should follow the normal conventions for charting of unrestricted and restricted areas (see B-439.2), that is:

– dashed line (IN 1.2), the general maritime limit, in green or magenta (see B-437.2.b), implying no restrictions or physical obstructions;

— T-shaped dashed line with down-strokes pointing inwards, in green or magenta (see B-437.2.b), if legislation prohibits certain activities such as anchoring or fishing (IN 2.1), or restricts entry to certain types of vessels (IN 2.2).

f. Multi-feature lines. Where the limit of the ESSA coincides with other limits which need to be charted, for example associated protective measures such as Areas To Be Avoided which apply within the ESSA, they may be incorporated in the symbolized charted limit. Such limits are described as multi-feature lines and are discussed in B-439.6. –[to be prepared].

Note: where the magenta limit of one area coincides with the green limit of another area, the green limit should normally be broken. A dashed line (IN 1) should normally be broken for a T-shaped dashed line (IN 2). Alternating green and magenta dashes (or alternating dashes and T-shaped dashes) should not to be used.

B-437.3 Nature Reserves (in a marine context) are ESSAs which have been established to protect specific types of nature, or all nature within a defined area, against disturbance. They are usually close inshore and established under national legislation. They include:

– Conservation Areas;
– Marine Nature Reserves;
– Marine Sanctuaries;
– Bird Sanctuaries;
– Game Preserves;
– Seal Sanctuaries;
– National Parks;

For general points on the charting of ESSAs, see B-437.1 and B-437.2. Nature Reserves should only be inserted on charts when considered appropriate to the scale and purpose of the chart; they should be charted in accordance with the specifications which follow.

The limit of the Nature Reserve may be inserted using the appropriate basic line style as

described in B-437.2.e. with the appropriate symbol below inserted within the area. However, for large areas, the use of a patterned line should be considered, combining the appropriate basic line style (see B-437.2.e) with the appropriate symbol positioned ~~on~~ in the line so as to indicate the side on which the area falls (i.e. base of the symbol innermost). Symbols used should be selected from the following:

Bird Sanctuary or

~~other~~ similar nature reserve  *[green]* or  *[magenta]*

IN 22

Seal sanctuary  *[green]* or  *[magenta]*

IN 22

Non-specific nature reserve,

National Park, Marine Sanctuary, ***MR*** *[green]* or ***MR*** *[magenta]*
IN 22

Marine Reserve, etc

If other limits which need to be charted coincide with the limit of the Nature Reserve, for example restrictions which apply within the Nature Reserve, they may be incorporated in the symbolized charted limit. Such limits are described as multi-feature lines and are discussed in B-439.6. [in preparation]. See also B-437.2f.

If insufficient space is available, they may, ~~if required,~~ be charted using one of the symbols above as a point symbol, e.g.:

 *[green]*  *[magenta]* **IN 22**

~~The~~ A legend, e.g. *'Marine Sanctuary (see Note)'* may be inserted (in green or magenta) within the area ~~if required~~. (Omit the reference *'(see Note)'* if a cautionary note is not necessary).

~~If required,~~ A suitably worded cautionary note may be inserted in the title area of relevant charts; the following are examples, and may be in green or magenta:

~~NATURE RESERVE /~~ **MARINE SANCTUARY**
(*...[insert approximate position] ...*)
To avoid the risk of pollution and damage to the environment, this area has been designated a ~~Nature Reserve/~~Marine Sanctuary. All vessels carrying dangerous or toxic cargoes, or any other vessel exceeding .... grt, should avoid the area.

NATIONAL PARKS ~~/ MARINE SANCTUARY~~
(*...[insert approximate positions] ...*)
Entry into the ~~Nature Reserve/Marine Sanctuary/~~national parks shown on this chart is affected by numerous restrictions and prohibitions. For further details, see ... *[name of publication] ....*

The exact wording of the cautionary note should be tailored to cover the specific case, i.e. location, the type of measures, restrictions, etc; it may be detailed or may be simply a reference which draws attention to the full details contained in a publication. Such a note may be combined with other related notes.

For nature reserves on land, omit the ***MR*** from the limit. A note will not usually be necessary.

B-437.4 ESSAs specifically designated in response to wider environmental considerations, potentially 'the total environment'. The basic reason for the establishment of

most of these areas is the coincidence of environmental sensitivity and some degree of risk from shipping. One of the main reasons for charting them is to alert the mariner to their existence and to inform him of the reasons for their sensitivity. They may cover extensive sea areas and may be established under national or international legislation. They include:

a. Environmental areas defined or designated by IMO:
- Special Areas (SAs) - see B-437.5;
- Particularly Sensitive Sea Areas (PSSAs) - see B-437.6;
- Areas To Be Avoided - see B-435.7;
- No Anchoring Areas ~~defined by IMO~~ - see B-435.11.

b. Other environmental areas defined nationally or internationally, which include:
- Marine and Estuarine Protected Areas (MEPAs) in Australia;
- Marine Environmentally Sensitive Areas (MESAs) in the European Union;
- Particular Sensitive Areas (PSAs);
- Sites of Special Scientific Interest (SSSIs).
- Protected Areas (PAs) in the Antarctic;
- Specially Protected Areas (SPAs) in the Antarctic;
- Antarctic Specially Protected Areas (ASPAs) combining SPAs and SSSIs;
- Marine Environmental High Risk Areas (MEHRAs) in the United Kingdom.

See B-437.7.

For general points on the charting of ESSAs, see B-437.1 and B-437.2.

B-437.5 Special Area

A Special Area, is an IMO-adopted measure designated under the International Convention for the Prevention of Pollution from Ships 1973, modified by the Protocol of 1978 (MARPOL 73/78). It is defined in IMO Resolution A.927(22) as:

> 'a sea area where for recognized technical reasons in relation to its oceanographical and ecological conditions and to the particular character of its traffic, the adoption of special mandatory methods for the prevention of sea pollution by oil, noxious liquid substances, or garbage, as applicable, is required'.

IMO Resolution A.720(17) states:
'Sea can be seen as an oceanographical or geographical term; in both cases a sea will, by definition, be a rather large area. Every existing "special area", is a (semi)-enclosed sea in an oceanographical sense and pursuant to the methods of protection .... a special area has to be rather large.'

A Special Area may encompass the maritime zones of several States, or even an entire enclosed or semi-enclosed area.

Special Areas are defined in terms of the pollution types covered in each of the Annexes to MARPOL 73/78 [Annex I- oil; Annex II - noxious liquid substances; Annex V - garbage; Annex VI - SOx emission control areas]. They are designated by IMO's Marine Environment Protection Committee (MEPC) and currently include: the Mediterranean Sea area; Baltic Sea area; Black Sea area; Red Sea area; Gulfs area; Gulf of Aden; Antarctic area; North Sea; Wider Caribbean; North West European waters.

Given the wide extent of the area covered by individual designated Special Areas, and the fact that they are not directly related to safety of navigation, their **limits should not normally be inserted on navigation charts**. It is more appropriate to include details in associated publications, such as Sailing Directions, Annual Notices to Mariners or special charts depicting MARPOL 73/78 limits. If necessary, a note may be inserted on appropriate charts referring to the fact that the chart [or a specified part of it] lies within an IMO-designated Special Area (in green or magenta):

MARPOL 73/78 SPECIAL AREA
This chart lies within a Special Area designated by IMO under MARPOL 73/78. For details, see .....*[name of chart or publication]*.....

Special Areas may be identified as an Associated Protective Measure for Particularly Sensitive Sea Areas (PSSAs); see B-437.6.

B-437.6 Particularly Sensitive Sea Area (PSSA)

a. General.

A **Particularly Sensitive Sea Area (PSSA)** is an IMO-designated measure, established in accordance with IMO Resolution. It is defined in IMO Resolution A.927(22) as:

> 'an area that needs special protection through action by IMO because of its significance for recognized ecological, socio-economic or scientific reasons and because it may be vulnerable to damage by international shipping activities.'

PSSAs vary in extent and currently include Great Barrier Reef in Australia, Archipelago of Sabana-Camagüey in Cuba, Malpelo Island in Colombia, ~~and~~ Florida Keys in the USA and the Wadden Sea area of The Netherlands, Germany and Denmark.

Identification of areas as PSSAs is approved by the IMO's Marine Environment Protection Committee (MEPC), but no final determination is made until after the pertinent IMO Sub-Committee or Committee has approved the associated protective measures. In the case of the Great Barrier Reef, the charting of the PSSA, is itself considered to be a protective measure.

An **Associated Protective Measure** is defined in IMO Resolution A.885(21) as:

'an international rule or standard that falls within the purview of IMO and regulates international maritime activities for the protection of the area at risk.'

Measures within the purview of IMO comprise:

- designation of an area as a Special Area under Annexes of MARPOL 73/78 or to apply special discharge restrictions to vessels operating in a PSSA;
- adoption of ships' routeing and reporting measures near or in the area;
- other measures such as compulsory pilotage schemes or vessel traffic management systems.

All associated protective measures should be identified on charts to comply with IMO Resolution A.927(22), which specifically states:

> 'When a PSSA is finally designated, all associated protective measures should be identified on charts in accordance with symbols and methods of the International Hydrographic Organization (IHO).'

The relevant symbols and methods of the IHO, referred to in the IMO Resolution, are detailed in B-437 in general, and in B-437.6.b and B-437.6.c in particular. They include cross-references, as appropriate, to B-435, B-488 and B-491.

b. Charting of Particularly Sensitive Sea Areas.

A suitably worded cautionary note should be inserted in the title area of relevant charts; the following is an example (and may be in green or magenta):

PARTICULARLY SENSITIVE SEA AREA (PSSA)

An IMO-approved ~~Particularly Sensitive Sea Area~~ PSSA is designated in *[general area or* the area of this chart*]*. Mariners ... *[insert any special requirements, procedures, etc]*. For further details, see *[insert name of publication]*.

It is important to indicate that the measure is IMO-adopted. The exact wording of the cautionary note should be tailored to cover each specific area, i.e. location, the type of associated protective measures, etc. It may be detailed or may be simply a reference which draws attention to the full details contained in an associated publication such as Sailing Directions. Such a note may be combined with other related notes. A simple note, providing a reference to an associated publication may be the only way in which some Associated Protective Measures, such as special discharge restrictions, can be identified on charts.

The legend '*Particularly Sensitive Sea Area (see Note)*' should be inserted within the area of the PSSA, at appropriate positions on relevant charts. Where space is limited, the abbreviated legend '*PSSA (see Note)*' may be inserted.

The limit of a PSSA should be charted using a dashed line in green (or magenta), with a tint ~~stipple~~ band of maximum 5 mm width and abbreviation '*PSSA*' on the PSSA side of the dashed line limit, in green or magenta to match the line colour. The actual width of the band, and density of the tint, should be carefully selected so that the area is not given undue prominence compared with other areas. In general, magenta tint bands tend to be more prominent than green, so a narrower band is likely to be appropriate.

[green or magenta]

[green or magenta]

IN22

B-437.6.a indicates the complexities of charting PSSAs. Use of the tint band in addition to the dashed limit, serves to emphasize the limit and provide visual continuity to the entirety of a PSSA's area, even where the dashed limit is broken for ~~and allows~~ any Associated Protective Measures, whose limits coincide with those of the PSSA itself (see B-437.2f). ~~to be charted more clearly.~~ It may be appropriate to reverse this convention (i.e. break the tint band and continue the dashes),

where the limit coincides with a Traffic Separation Scheme tint band.

c. Charting of the Associated Protective Measures

As stated in B-437.6.a, all associated protective measures should be identified on charts. Such identification on charts should be in accordance with the relevant specification for each specific associated protective measure:

Associated Protective Measure	*Action on charts*
Special Area under Annexes of MARPOL 73/78, or the application of special discharge restrictions to vessels operating in a PSSA	Combine Special Area note (B-437.5) with PSSA note (B-437.6.b). Limits of Special Area not normally charted.
Adoption of ships' routeing and reporting measures	Insert ships' routeing measures and reporting measures in accordance with appropriate specification (B-435 and (B-488). Consider combining any associated note with PSSA note (B-437.6.b).
Other measures such as compulsory pilotage schemes or vessel traffic management systems	Consider combining any associated note with PSSA note (B-437.6.b).

Where the limits of any Associated Protective Measures, which according to the specifications detailed above should be inserted on charts, coincide with those of the PSSA, both limits should be inserted. The Associated Protective Measure limits should be in accordance with the appropriate specifications; one component of the limit of the PSSA (i.e. the tint band or the dashes) will be broken, in accordance with (b) above. ~~covered by the stipple band in B-437.6.b.~~

B-437.7 Other environmental areas, defined nationally or internationally

For general points on the charting of ESSAs, see B-437.1 and B-437.2.

B-437.4 detailed ESSAs specifically designated in response to wider environmental considerations, potentially 'the total environment'. Those designated by IMO are covered in B-437.5, B-437.6, B-435.7 and B-435.11. Other environmental areas, defined nationally or internationally, are listed in B-437.4.b; they include, for example, Marine and Estuarine Protected Areas (MEPAs) in Australia and Marine Environmental High Risk Areas (MEHRAs) in the United Kingdom.

The terms applied to ESSAs with a specific environmental element to their designation are often incorporated and defined in national or international legislation. Such specific terms carry with them an implication of associated measures. It is therefore important that these terms are reflected in the methods used to incorporate such ESSAs in charts and associated publications.

Although the normal preference is to avoid the use of legends where possible, in this specific case it is appropriate to use the specific legends defined in legislation; the very use of these names will, by definition, convey specific characteristics and implications to a proportion of chart users.

Consideration of the use of associated nautical publications is particularly important where ESSAs cover an extensive area and where specific requirements are attached to large areas.

Insert note (in green or magenta):

> ***... [INSERT TYPE OF AREA] (abbreviated name).....***
> ***... [Insert geographical coordinates if appropriate] ...***
> A *...[insert type of area] ...* exists in *[general area or* the area of this chart*]*. Mariners *... [insert any special requirements, procedures, etc]*. For further details, see *[insert publication title and/or number].*

The exact wording of the cautionary note should be tailored to cover the specific case, i.e. location, associated restrictions or requirements, etc. It may be detailed or may be simply a reference which draws attention to the full details contained in a publication. Such a note may be combined with other related notes.

The legend '*... [insert type of area] ... (see Note)*' should be inserted within the area, at appropriate positions on relevant charts. For example, IHO publication S-59 (Status of Hydrographic Surveying and Nautical Charting in Antarctica) includes Protected Areas shown by simple pecked limit and legend 'Protected Area (see Note)'. Where space is limited, the legend may be abbreviated if appropriate.

The detailed methods used to depict such areas will depend upon the requirements which are defined for each specific type of area.

The guidelines in B-437.2 and below should be applied. The line style may be simple IN 1.2 (as in the example of the Protected Areas in Antarctica) or may incorporate an appropriate symbol from those detailed in B-437.2 and in IN 22, for example the Australian Marine Protected Areas. The options available include:

Seahorse		*[green]*	or		*[magenta]*
Inanimate examples	***MR***	*[green]*	or	***MR***	*[magenta]*
Accepted abbreviated name	***ESSA***		***SSSI***	***MEPA***	
(examples)	***ESSA***		***SSSI***	***MEPA***	

Such areas may have associated measures requiring charting. These should be charted in accordance with the relevant specifications.

B-437.8 *intentionally blank*

B-437.9 Coral

Coral areas represent a particularly distinctive type of ESSA, whilst at the same time having a number of similarities with other types of ESSA.

From the charting point of view, coral has two main characteristics:

a. as the physical danger which its existence may present to shipping; for details see B-417.6, B-417.8, B-421.5 and B-426.3;

b. as a sensitive habitat in its own right (see below)

Damage to sensitive coral habitats is taken very seriously, and is being approached from a number of angles:

a. international discussions within IHO's Committees, Working Groups and Hydrographic Commissions;

b. international discussions within IMO's Committees and Sub-Committees;

c. international participation in the International Coral Reef Initiative;

d. national discussions leading to national legislation to strengthen protection of ocean and coastal resources by creating marine protected areas to permanently protect the coral reefs.

All such initiatives can have an impact on the charting of coral areas; some are specific to coral areas, whilst others may also be appropriate in different contexts. They illustrate the range and complexity of overlaps and inter-relationships between different types of ESSA and different types of measures implemented to protect those areas; all are implemented as a means of preventing damage to areas of coral.

The following IMO-adopted measures may be used in coral areas; for details, see the referenced paragraphs:

— Area To Be Avoided - see B-435.7;

— No Anchoring Areas - see B-435.11;

— Particularly Sensitive Sea Areas - see B-437.6.

Other measures which may be used to chart coral areas include:

— non-IMO-adopted environmental areas, defined nationally or internationally; see B-437.7;

— symbols for the nature of the seabed; see B-425.5;

— areas with inadequate depth information; see B-417.6, 417.8;

— submerged coral reefs and pinnacles, and associated danger line; see B-421.5;

— coral reefs and foreshores; see B-426.3;

Annex B
to CSPCWG CL 7/2004

Associated amendments to specification B-435

B-435.7 Areas To Be Avoided (ATBA)

Note: The specific term 'Area To Be Avoided' is used to identify the IMO routeing measure of that name; such areas should be charted in accordance with the guidance provided in this section. For the charting of areas which should be avoided for any of a variety of other reasons, see B-439.

An **Area To Be Avoided** is defined in IMO's General Provisions on Ships' Routeing as:

> 'a routeing measure comprising an area within defined limits in which either navigation is particularly hazardous or it is exceptionally important to avoid casualties and which should be avoided by all ships, or certain classes of ships.'

Areas To Be Avoided vary in size from small circular areas, which 'protect' vital buoys or major floating lights, to much larger areas which protect natural features, such as parts of the Great Barrier Reef in Australia. IM 29.1 IM 29.2

Areas To Be Avoided may be established specifically to provide additional environmental protection to the areas concerned. They may also be identified as an Associated Protective Measure for an IMO-designated Particularly Sensitive Sea Area (PSSA); see B-437.6.

The limits of an Area To Be Avoided shall be shown by T-shaped dashes in magenta (IN 2.1).

The legend '*Area To Be Avoided (see Note)*' should be inserted, in magenta, within the area of the ATBA if possible, on relevant charts. Where space is limited, the abbreviated legend '*ATBA (see Note)*' may be inserted.

A cautionary note, stating that the charted ATBA is IMO-adopted, shall be inserted in the title area of relevant charts. If appropriate, it should specify the vessels to which it applies and, if considered desirable, give the reasons for establishment of the area:

AREA TO BE AVOIDED (ATBA)
(...*[insert approximate position]* ...)
To avoid the risk of pollution and damage to the environment, this area has been designated an Area To Be Avoided. All vessels carrying dangerous or toxic cargoes, or any other vessel exceeding ... grt, should avoid the area. This Area is IMO-adopted.

Alternatively, the note may begin:

"An IMO-adopted Area To Be Avoided ....."

The exact wording of the cautionary note should be tailored to reflect the specific criteria for each area; it may be detailed, as in the example above, or may be simply a reference which draws attention to the full details contained in a publication.

B-435.11 No Anchoring Areas

Note: The specific term 'No Anchoring Area' is used to identify the IMO routeing measure of that name; such areas should be charted in accordance with the guidance provided in this section. For the charting of areas where anchoring is prohibited for any of a variety of other reasons, see B-439.

A **No Anchoring Area** is defined in IMO's General Provisions on Ships' Routeing, as amended by IMO SN/Circ.215 dated 19 January 2001, as:

> 'A routeing measure comprising an area within defined limits where anchoring is hazardous or could result in unacceptable damage to the marine environment. Anchoring in a no anchoring area should be avoided by all ships or certain classes of ships, except in case of immediate danger to the ship or the persons on board.'

It is worth noting that there is no restriction to navigation over these areas. In considering the initial concept of such areas, IMO concluded that anchoring is a normal part of following a route during a voyage, so that establishment of a no anchoring area could be regarded as a routeing measure, the establishment of which should be governed by the General Provisions on Ships' Routeing. When establishing a no anchoring area for all ships or certain classes of ships, the necessity for creating such an area should be well demonstrated and the reasons stated. In general, these areas should be established only in areas where anchoring is hazardous, or where there is a possibility that unacceptable damage to the marine environment could result. The classes of ships which should avoid anchoring in an area should be considered and clearly identified in each particular case.

No anchoring areas could be adopted in areas where anchoring is unsafe, unstable, hazardous, or it is particularly important to avoid damage to the marine environment, and therefore anchoring should be avoided by all ships or certain classes of ships. In 2001, No Anchoring Areas had been adopted in the Gulf of Mexico.

The limits of the No Anchoring Area should be inserted using symbol IN 20. For small areas, the symbol should be inserted within the area, instead of in the limit.

The legend '*No Anchoring Area (see Note)*' should be inserted within the area, (or alongside for small areas) in accordance with IMO SN/Circ.215.

Notes on conditions governing no anchoring areas (classes and sizes of ships, etc) should preferably be given on charts and should always be given in Sailing Directions. It is important to note that the charted No Anchoring Area is IMO-adopted, that it is mandatory and to specify the vessels to which it applies. The following note provides an example:

NO ANCHORING AREA
(.....*[insert approximate position]*.....)
To avoid the risk of damage to the environment, [all vessels *or detail certain classes or sizes of vessels, if appropriate*] should avoid anchoring in the charted IMO-adopted mandatory No Anchoring Area.

The exact wording of the cautionary note should be tailored to reflect the specific criteria for each area; it may be detailed as in the example above or may be simply a reference which draws attention to the full details contained in an associated publication.