


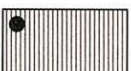
Navigation Considerations

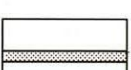
Description

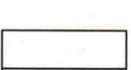
Changes in population that occurred between 1970 and 1980 are shown on this Navigation considerations include points or areas of coastal waters where ship movement may be restricted, impeded, or recommended to adhere to designated traffic paths in the interest of maritime safety. The navigation considerations shown were compiled from NOAA Coast and Harbor Charts. These charts are used for inshore navigation leading to bays and harbors and for navigating inland waterways.


Maritime safety is a special concern in the Gulf of Mexico because of the large number of oil and gas drilling platforms off the coasts of Louisiana, Texas, and Campeche. Shipping safety fairways have been identified by the International Maritime Organization (IMO) as a means to ensure that exploitation of seabed resources does not seriously obstruct sea approaches and shipping routes. In the American portion of the region, over 800 miles of fairways have been established under the Outer Continental Shelf Lands Act Amend-ments by the Army Corps of Engineers to provide safe approaches through oil fields to the major ports. Prior to exploratory drilling, oil and gas operators must obtain a naviga-tion permit from the Army Corps of Engineers and certify that platforms and pipelines will not obstruct navigation (Havran, et al., 1982).

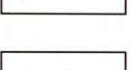
**Military Operations Area**

**Explosives Hazard Area**

**Shipping Fairways**

**Communications Cable**

**Submerged Obstructions (Shoals, Rocks, Banks and Shipwrecks)**

**Commercial Port**

US and Mexican ports as numbered on map:
1. Tampa, FL; 2. Pensacola, FL; 3. Mobile, AL; 4. Pascagoula, MS; 5. New Orleans, LA; 6. Lake Charles, LA; 7. Port Arthur, TX; 8. Beaumont, TX; 9. Galveston, TX; 10. Texas City, TX; 11. Houston, TX; 12. Freeport, TX; 13. Corpus Christi, TX; 14. Brownsville, TX; 15. Tampico, Tam.; 16. Tuxpan, Ver.; 17. Veracruz, Ver.; 18. Coatzacoalcas, Ver.; 19. Dos Bocas, Tab.
Shipwrecks are the only submerged obstructions shown inside the 20 m line.

References

US DOC, NOAA, National Ocean Service, various dates; US DOD, DMA, Hydrographic/Topographic Center, various dates; US DOI, Minerals Management Service, 1982c.