



Ref. T2/2.07

**AMENDMENT TO THE TRAFFIC SEPARATION SCHEME (TSS)  
"GERMAN BIGHT WESTERN APPROACH"**

1 The Maritime Safety Committee, at its sixtieth session (6 to 10 April 1992), adopted the traffic separation scheme "German Bight Western Approach" vide COLREG.2/Circ.38 of 29 April 1992. At its sixty-seventh session (2 to 6 December 1997), the Committee adopted the "Mandatory route for tankers from North Hinder to the German Bight" (SN/Circ.184) which will be implemented at 0000 hours UTC on 3 June 1997.

2 The above mandatory route for tankers coincides with the eastern route of the routing system "Off Friesland" and the traffic separation scheme "German Bight Western Approach" and replaces the "Recommended route for tankers from North Hinder to the German Bight and vice versa."

3 Following consultations between the Government of Germany, the Chairman of the Ships' Routing Working Group and the Secretariat, COLREG.2/Circ.38 should be amended to reflect that the traffic separation scheme "German Bight Western Approach" is part of the mandatory route for tankers and that the provisions on the application and use of the mandatory route for tankers have to be observed in this traffic separation scheme. The description of the TSS and the amended provision on the "application and use of the route" are attached at annex.

4 Member Governments are requested to bring this information to the attention of all concerned.

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## ANNEX

**"GERMAN BIGHT WESTERN APPROACH"**

(Reference chart: German Federal Maritime and Hydrographic Agency 87 (INT 1413), 1991 edition.)

Note: This chart is based on European Datum.)

**Description of the traffic separation scheme**

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

- |     |              |            |     |              |            |
|-----|--------------|------------|-----|--------------|------------|
| (1) | 54°10'.53 N, | 6°22'.47 E | (3) | 54°10'.29 N, | 7°25'.17 E |
| (2) | 54°11'.28 N, | 7°24'.27 E | (4) | 54°09'.53 N, | 6°22'.53 E |

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

- |     |              |            |     |              |            |
|-----|--------------|------------|-----|--------------|------------|
| (5) | 54°10'.03 N, | 6°22'.50 E | (7) | 54°09'.87 N, | 6°19'.11 E |
| (6) | 54°10'.00 N, | 6°20'.80 E |     |              |            |

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

- |     |              |            |      |              |            |
|-----|--------------|------------|------|--------------|------------|
| (8) | 54°08'.97 N, | 6°01'.33 E | (10) | 54°09'.37 N, | 6°19'.14 E |
| (9) | 54°10'.37 N, | 6°19'.08 E | (11) | 54°08'.00 N, | 6°01'.90 E |

(d) A traffic lane for westbound traffic is established between the separation zones/line described in paragraphs (a), (b) and (c) and a line connecting the following geographical positions:

- |      |              |            |      |              |            |
|------|--------------|------------|------|--------------|------------|
| (12) | 54°13'.27 N, | 7°22'.46 E | (14) | 54°10'.90 N, | 6°00'.20 E |
| (13) | 54°12'.50 N, | 6°20'.65 E |      |              |            |

(e) A traffic lane for eastbound traffic is established between the separation zones/line described in paragraphs (a), (b) and (c) and a line connecting the following geographical positions:

- |      |              |            |      |              |            |
|------|--------------|------------|------|--------------|------------|
| (15) | 54°06'.10 N, | 6°03'.00 E | (17) | 54°08'.31 N, | 7°26'.98 E |
| (16) | 54°07'.51 N, | 6°20'.95 E |      |              |            |

**Notes:**

1 This traffic separation scheme forms part of the Mandatory Route for Tankers from North Hinder to the German Bight and vice versa.

**Application and use of the route**

2 The following classes of ships are obliged to use the route:

- (a) tankers of 10,000 tons gross tonnage and upwards, carrying oils as defined under Annex I to the International Convention for the Prevention of Pollution from Ships, 1973, as modified by the Protocol of 1978 relating thereto (MARPOL 73/78);

- (b) ships of 5,000 tons gross tonnage and upwards, carrying noxious liquid substances in bulk as assessed as categories A or B of Annex II to the International Convention for the Prevention of Pollution from Ships, 1973, as modified by the Protocol of 1978 relating thereto (MARPOL 73/78);
- (c) Ships of 10,000 tons gross tonnage and upwards, carrying noxious liquid substances in bulk as assessed as categories C or D of Annex II to the International Convention for the Prevention of Pollution from Ships, 1973, as modified by the Protocol of 1978 relating thereto (MARPOL 73/78); and
- (d) ships of 10,000 tons gross tonnage and upwards, carrying liquified gases in bulk.

These ships shall avoid the sea area between the mandatory route and the adjacent Frisian Islands' coast, except when joining or leaving the route at the nearest point of the route to the port of departure or destination which permits a safe passage to or from that port.

The classes of ships referred to above shall use the mandatory route or part of it:

- (i) when sailing from North Hinder to the Baltic or to North Sea ports of Norway, Sweden, Denmark, Germany or the Netherlands north of latitude 53° North and vice versa;
- (ii) when sailing between North Sea ports of the Netherlands and/or Germany, except in cases of adjacent port areas;
- (iii) when sailing between United Kingdom or Continental North Sea ports south of 53° North and Scandinavian or Baltic ports; and
- (iv) when sailing between North Hinder, United Kingdom or Continental North Sea ports south of 53° North and offshore and shore-based oil-loading facilities in the North Sea area.

These ships shall use the appropriate traffic lanes of the traffic separation schemes forming part of the route, should follow the recommended direction of traffic flow in the precautionary area (indicated by dashed open-outlined arrows in the charts) and shall, as far as practicable, keep to the starboard side of the deep-water routes forming part of the mandatory route.

#### **Joining or leaving the route**

3 The classes of ships referred to above, when joining or leaving the route:

- (a) shall do so at the nearest point of the route to the port of departure or destination which permits a safe passage to or from that port; and
- (b) should be aware that oil and gas production facilities and mobile offshore drilling units may be encountered in the proximity of the route; safety zones of 500 metres (0.27 nautical miles) radius are established around all offshore structures.



**Pilotage**

4 Ships required to use the "mandatory route for tankers from North Hinder to the German Bight and vice versa" are referred to resolution A.486(XII), adopted on 19 November 1981, concerning the "Recommendation on the use of adequately qualified Deep-Sea Pilots in the North Sea, English Channel and Skagerrak".

**Notes:**

- 5 It is recommended that an efficient electronic position-fixing device appropriate for the area should be carried on board.
- 6 Numerous offshore structures situated within the limits of the separation zones and/or situated in the proximity of the route are equipped with X- and S-band RACONS.

**Least water depth**

- 7 The area of this scheme is surveyed to a least water depth of 30m at LWS once every 5 years.
- 8 The gap in the separation zone of this scheme indicates the area where a concentration of crossing traffic is likely to be met.