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NEW AND AMENDED TRAFFIC SEPARATION SCHEMES

1 The Secretary-General has the honour to state that, pursuant to Assembly resolution A.376(X), the Maritime Safety Committee at its fifty-third session adopted the attached new and amended traffic separation schemes:

- .1 Off Terschelling and in the German Bight (amended scheme); and
- .2 Off Vlieland and Vlieland North (new schemes), including an associated new precautionary area "Vlieland Junction" (MSC 53/24, annex 3).

2 The Committee considered that the proposed new major floating aid to navigation "VL Centre", to be laid in position 53°27.00'N., 4°40.00'E., was an essential additional aid for position-fixing within the limits of the new traffic separation schemes and must be established before their implementation.

3 Subject to the condition referred to above, the new and amended traffic separation schemes will be implemented on 1 April 1987 at 1200 UTC.

6045Y/tg

ANNEX 3

NEW AND AMENDED TRAFFIC SEPARATION SCHEMES

OFF TERSCHELLING AND IN THE GERMAN BIGHT (amended scheme)

(Reference charts: German Hydrographic Office 84 and 87
Netherlands Hydrographic Office 1352 and 1353)

Note: These charts are based on European datum.

Description of the traffic separation scheme

- (a) A separation zone bounded by a line connecting the following geographical positions:
- | | | | |
|---------------|----------|---------------|----------|
| (1) 53°48'.7N | 6°23'.7E | (3) 53°57'.3N | 7°38'.7E |
| (2) 53°59'.1N | 7°36'.4E | (5) 53°46'.7N | 6°23'.8E |
- (b) A separation line connects the following geographical positions:
- | | | | |
|---------------|----------|---------------|----------|
| (5) 53°47'.7N | 6°23'.8E | (7) 53°47'.2N | 6°20'.4E |
| (6) 53°47'.5N | 6°22'.1E | | |
- (c) A separation zone bounded by a line connecting the following geographical positions:
- | | | | |
|---------------|-----------|----------------|-----------|
| (8) 53°34'.3N | 05°08'.6E | (10) 53°46'.1N | 6°20'.5E |
| (9) 53°48'.2N | 6°20'.4E | (11) 53°32'.4N | 05°09'.7E |
- (d) A traffic lane for westbound traffic is established between the separation zones/line and a line connecting the following geographical positions:
- | | | | |
|----------------|----------|----------------|-----------|
| (12) 54°01'.7N | 7°33'.0E | (14) 53°37'.1N | 05°07'.0E |
| (13) 53°51'.4N | 6°20'.3E | | |

- (e) A traffic lane for eastbound traffic is established between the separation zones/line and a separation line connecting the following geographical positions:

(15)	53°29'.6N	05°11'.3E	(17)	53°54'.7N	7°42'.1E
(16)	53°43'.6N	6°23'.9E			

Precautionary area

A precautionary area is established bounded by a line connecting the following geographical positions:

(18)	54°02'.4N	7°38'.1E	(20)	53°52'.0N	7°45'.6E
(19)	53°52'.0N	7°47'.4E	(21)	54°01'.7N	7°33'.0E

Inshore traffic zone

The area between the landward boundary of the traffic separation scheme and the coast, which lies between an uncharted line drawn from position 53°29'.57N, 05°11'.28E (position 15 above) to Brandaris Lighthouse (53°21'.66N, 5°12'.93E) and a line drawn from position 53°54'.70N, 07°42'.10E (position 17) to Wangerooge Lighthouse (53°47'.45N, 07°51'.50E), is designated as an inshore traffic zone.

Note: The separation zones of this scheme are connected by a separation line to indicate the area where a concentration of crossing traffic is likely to be met.

Special provisions

It is recommended that this scheme should not be used by the following ships of 10,000 tons gross tonnage and upwards:

- (a) tankers carrying oils mentioned in appendix I, Annex I, to the International Convention for the Prevention of Pollution from Ships (MARPOL) 1973, as modified by the Protocol of 1978 relating thereto (MARPOL 73/78), with the exception of gasolines, jet fuels and naphtha, mentioned in this Convention; and

(b) ships carrying in bulk liquid substances classed in categories A and B mentioned in appendices I and II, Annex II, to the International Convention for the Prevention of Pollution from Ships (MARPOL) 1973, as modified by the Protocol of 1978 relating thereto (MARPOL 73/78).

These ships are recommended, instead, to use the "Two-way route for tankers from North Hinder to the German Bight" and the traffic separation scheme

"Deutsche Bucht Lichtvessel Western Approach".

- (1) 53°34'.30N 05°08'.60E
- (2) 53°29'.07N 04°46'.66E
- (3) 53°28'.35N 04°44'.68E
- (4) 53°30'.97N 05°02'.21E
- (5) 53°32'.37N 05°09'.70E

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

- (6) 53°28'.02N 04°42'.25E
- (7) 53°27'.03N 04°38'.10E
- (8) 53°17'.27N 04°31'.28E
- (9) 53°09'.13N 04°28'.08E
- (10) 53°06'.23N 04°20'.87E
- (11) 53°02'.47N 04°23'.68E
- (12) 53°12'.40N 04°30'.97E

(c) A traffic lane for northbound and eastbound traffic is established between the separation zones described in paragraphs (a) and (b) above. The southern boundary of the precautionary area described in section B below and the following line and separation zone:

(1) a line connecting the following geographical positions:

- (13) 53°03'.81N 04°27'.88E
- (14) 53°11'.00N 04°35'.29E

OFF VLIELAND, VLIELAND NORTH AND VLIELAND JUNCTION (new routing systems)

(Reference charts: German Hydrographic Office 84
Netherlands Hydrographic Office 1352)

Note: These charts are based on European datum.

A Description of the traffic separation scheme off Vlieland

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

- | | | | |
|----------------|------------|----------------|------------|
| (1) 53°34'.30N | 05°08'.60E | (4) 53°30'.97N | 05°02'.21E |
| (2) 53°29'.07N | 04°46'.66E | (5) 53°32'.37N | 05°09'.70E |
| (3) 53°26'.35N | 04°44'.68E | | |

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

- | | | | |
|----------------|------------|-----------------|------------|
| (6) 53°28'.02N | 04°42'.25E | (10) 53°06'.53N | 04°20'.87E |
| (7) 53°27'.03N | 04°38'.10E | (11) 53°05'.47N | 04°23'.68E |
| (8) 53°17'.27N | 04°32'.28E | (12) 53°12'.40N | 04°30'.97E |
| (9) 53°09'.13N | 04°26'.08E | | |

(c) A traffic lane for northbound and eastbound traffic is established between the separation zones described in paragraphs (a) and (b) above, the southern boundary of the precautionary area described in section B below and the following line and separation zone:

(i) a line connecting the following geographical positions:

- | | | | |
|-----------------|------------|-----------------|------------|
| (13) 53°03'.87N | 04°27'.88E | (14) 53°11'.00N | 04°35'.39E |
|-----------------|------------|-----------------|------------|

(ii) a separation zone bounded by lines connecting the following geographical positions:

(14)	53°11'.00N	04°35'.39E	(18)	53°29'.07N	05°11'.38E
(15)	53°22'.90N	04°44'.00E	(19)	53°27'.70N	05°04'.30E
(16)	53°28'.16N	05°04'.00E	(20)	53°25'.99N	04°57'.80E
(17)	53°29'.57N	05°11'.28E	(21)	53°15'.00N	04°39'.60E

(d) A traffic lane for westbound traffic is established between the separation zone described in paragraph (a) above and a separation zone bounded by lines connecting the following geographical positions:

(22)	53°37'.13N	05°07'.00E	(24)	53°36'.32N	04°51'.93E
(23)	53°32'.97N	04°49'.49E			

(e) A traffic lane for westbound and southbound traffic is established between the separation zone described in paragraph (b) above, the western boundary of the precautionary area described in section B below and the following lines and separation zone:

(i) an uncharted line representing the junction of the scheme with the adjacent scheme "Vlieland North" and connecting the following geographical positions:

(25)	53°29'.21N	04°33'.69E	(30)	53°31'.92N	04°45'.07E
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(ii) a line connecting the following geographical positions:

(25)	53°29'.21N	04°33'.69E	(26)	53°22'.62N	04°30'.00E
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(iii) a separation zone bounded by a line connecting the following geographical positions:

(26)	53°22'.62N	04°30'.00E	(28)	53°11'.00N	04°22'.02E
(27)	53°18'.37N	04°27'.63E	(29)	53°08'.22N	04°16'.43E

Inshore traffic zone

The area between the landward boundary of the traffic separation scheme and the coast between an uncharted line drawn from position (18) 53°29'.07N, 05°11'.38E to Brandaris lighthouse (53°21'.66N, 05°12'.93E) and a line drawn from position (14) 53°11'.00N, 04°35'.39E to Eierland lighthouse (53°10'.97N, 04°51'.39E) is designated as an inshore traffic zone.

Special provisions

It is recommended that this scheme should not be used by the following ships of 10,000 tons gross tonnage and upwards:

- (a) tankers carrying oils mentioned in appendix I, Annex I, to the International Convention for the Prevention of Pollution from Ships (MARPOL) 1973, as modified by the Protocol of 1978 relating thereto (MARPOL 73/78), with the exception of gasolines, jet fuels and naphtha, mentioned in this Convention; and
- (b) ships carrying in bulk liquid substances classed in categories A and B, mentioned in appendices I and II, Annex II, to the International Convention for the Prevention of Pollution from Ships (MARPOL) 1973, as modified by the Protocol of 1978 relating thereto (MARPOL 73/78).

These ships are recommended, instead, to use the "Two-way route for tankers from North Hinder to the German Bight" and the traffic separation scheme "Deutsche Bucht Lightvesel Western Approach".

Precautionary area "Vlieland Junction"

A precautionary area is established off Vlieland. The area is bounded by a line connecting the following geographical positions:

- | | | | |
|----------------|------------|-----------------|------------|
| (2) 53°29'.07N | 04°46'.66E | (30) 53°31'.92N | 04°45'.07E |
| (6) 53°28'.02N | 04°42'.25E | (23) 53°32'.97N | 04°49'.49E |

B Description of the traffic separation scheme Vlieland North

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

(30) 53°31'.92N 04°45'.07E (32) 53°35'.69N 04°40'.16E
(31) 53°29'.99N 04°36'.96E (33) 53°36'.11N 04°48'.12E

- (b) A traffic lane for northbound traffic is established between the separation zone described in paragraph (a) above and a line (coinciding with the western boundary of the separation zone described in section A, paragraph (d)(i)) connecting the following geographical positions:

(23) 53°32'.97N 04°49'.49E (24) 53°36'.32N 04°51'.93E

- (c) A traffic lane for southbound traffic is established between the separation zone described in paragraph (a) above and a line connecting the following geographical positions:

(25) 53°29'.21N 04°33'.69E (34) 53°35'.53N 04°37'.24E
