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ROUTEING MEASURES OTHER THAN TRAFFIC SEPARATION SCHEMES

1 At its sixty-seventh session (2 to 6 December 1996), the Maritime Safety Committee adopted, in accordance with the provisions of resolution A.826(19), the mandatory route for tankers from North Hinder to the German Bight and vice versa (MSC 67/22, annex 11), given at annex which replaces the "Recommended route for tankers from North Hinder to the German Bight and vice-versa".

2 The mandatory route will be implemented at 0000 hours UTC on 3 June 1997.

ANNEX

**MANDATORY ROUTE FOR TANKERS FROM NORTH HINDER TO
THE GERMAN BIGHT AND VICE VERSA¹**

(Reference charts: International, British Admiralty, Netherlands Hydrographic Office and German Hydrographic Office)

INT-number	NL-number	German-number	BA-number
INT 1042	-	1001	2182B
INT 1043	1014	1002	2182A
INT 1045	1037	50	-
INT 1046	1035	53	-
INT 1412			
INT 1413	1353	87	-
INT 1414	2593	84	2593
INT 1415	2322	244	2322
INT 1416	3371	-	3371
INT 1419	1507	95	1507
INT 1420	1505	96	1505
INT 1509	-	202	1503
INT 1510	-	193	1504
	1972	-	-
	1970 **	-	-
		2910 **	-
		103	
		196	
			1187
			1406
			1408

** Passage Planning Charts

Note: These charts are based on European Datum.)

Description of the mandatory route

Deep-water route from North Hinder to traffic separation scheme "Off Brown Ridge"

(a) The deep-water route is bounded by a line connecting the following geographical positions:

- | | | | |
|-------------------|-------------|-------------------|-------------|
| (1) 52° 55'.75 N, | 3° 14'.25 E | (4) 52° 01'.23 N, | 2° 42'.47 E |
| (2) 52° 09'.92 N, | 2° 35'.00 E | (5) 52° 09'.58 N, | 2° 43'.33 E |
| (3) 51° 54'.88 N, | 2° 33'.60 E | (6) 52° 54'.17 N, | 3° 22'.00 E |

¹This 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".

Traffic separation scheme "Off Brown Ridge"

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

(7) 53° 03'.14 N, 3° 21'.85 E (9) 52° 54'.81 N, 3° 18'.87 E
(8) 52° 55'.11 N, 3° 17'.38 E (10) 53° 02'.84 N, 3° 23.34 E

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

(6) 52° 54'.17 N, 3° 22'.00 E (11) 53° 02'.20 N, 3° 26'.48 E

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

(12) 53° 03'.78 N, 3° 18'.71 E (1) 52° 55.75 N, 3° 14'.25 E

Deep-water route from the traffic separation scheme "Off Brown Ridge" to the traffic separation scheme "West Friesland"

(e) The deep-water route is bounded by a line connecting the following geographical positions:

(11) 53° 02'.20 N, 3° 26'.48 E (13) 53° 22'.94 N, 3° 28'.40 E
(12) 53° 03'.78 N, 3° 18'.71 E (14) 53° 19'.89 N, 3° 39'.74 E

Traffic separation scheme "West Friesland"

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

(15) 53° 42'.99 N, 3° 42'.12 E (19) 53° 46'.73 N, 4° 20'.00 E
(16) 53° 22'.12 N, 3° 31'.47 E (20) 53° 56'.69 N, 4° 36'.00 E
(17) 53° 20'.67 N, 3° 36'.85 E (21) 53° 59'.22 N, 4° 36'.00 E
(18) 53° 31'.12 N, 3° 44'.72 E (22) 53° 57'.60 N, 4° 15'.17 E

(g) A traffic lane for north-eastbound traffic is established between the separation zone in paragraph (f) above and a line connecting the following geographical positions:

(14) 53° 19'.89 N, 3° 39'.74 E (24) 53° 45'.90 N, 4° 23'.32 E
(23) 53° 30'.00 N, 3° 47'.37 E (25) 54° 00'.00 N, 4° 46'.00 E

(h) A traffic lane for south-westbound traffic is established between the separation zone in paragraph (f) above and a line connecting the following geographical positions:

(26) 53° 57'.20 N, 4° 10'.02 E (13) 53° 22'.94 N, 3° 28'.40 E
(27) 53° 43'.39 N, 3° 38'.81 E

Precautionary area "Friesland Junction"

- (i) A precautionary area is established directly to the north of the traffic separation scheme "West Friesland". The area is bounded by a line connecting the following geographical positions:

(26) 53° 57'.20 N, 4° 10'.02 E	(29) 54° 05'.59 N, 4° 59'.32 E
(25) 54° 00'.00 N, 4° 46'.00 E	(30) 54° 02'.57 N, 4° 20'.92 E
(28) 54° 00'.14 N, 5° 00'.34 E	(31) 54° 01'.91 N, 4° 08'.96 E

Traffic separation scheme "East Friesland"

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

(32) 54° 02'.62 N, 5° 00'.00 E	(35) 54° 08'.97 N, 6° 01'.33 E
(33) 54° 04'.21 N, 5° 20'.00 E	(36) 54° 05'.69 N, 5° 19'.66 E
(34) 54° 08'.00 N, 6° 01'.90 E	(37) 54° 04'.11 N, 4° 59'.66 E

- (k) A traffic lane for north-eastbound traffic is established between the separation zone in paragraph (j) above and a line connecting the following geographical positions:

(28) 54° 01'.14 N, 5° 00'.34 E	(38) 54° 6'.10 N, 6° 3'.00 E
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- (l) A traffic lane for south-westbound traffic is established between the separation zone in paragraph (j) above and a line connecting the following geographical positions:

(39) 54° 10'.90 N, 6° 00'.20 E	(29) 54° 5'.59 N, 4° 59'.32 E
(40) 54° 07'.17 N, 5° 19'.32 E	

Note:

The positions (38), (34), (35) and (39) coincide with the positions (15), (11), (8) and (14) of the traffic separation scheme "Deutsche Bucht Lightvessel western approach".

Application and use of the route

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.

Ships which, because of their draught, cannot safely navigate the mandatory route - in particular the southern part of it (the routeing measures a, b and c above) - are exempted from the requirement to use the southern part of the mandatory route and are strongly recommended to use the western route of the routeing system "Off Friesland" or part of it, as appropriate, instead.

This alternative western route is formed by the following routeing measures:

- .1 Deep-water route from North Hinder to Indefatigable Bank via DR1 lightbuoy;
- .2 TSS "Off Botney Ground"; and
- .3 Deep-water route from TSS "Botney Ground" to the Precautionary Area "Friesland Junction".

Ship masters should enter this deviation in the ships' log.

Joining or leaving the route

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

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:

1. It is recommended that an efficient electronic position-fixing device appropriate for the area should be carried on board.
2. 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.