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T2/2.07

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-eighth session, adopted the following new and amended traffic separation schemes (MSC 58/25, paragraphs 24.4, 24.9 and 24.12), attached hereto:

- "In the East Lamma and Tathong Channels" (new schemes);
- "In the Gulf of Suez" (amended scheme); and
- "Off Friesland" (new scheme).

2 The traffic separation schemes "In East Lamma and Tathong Channels" will be implemented as IMO schemes on 25 November 1990 at 0000 hours UTC.

3 The new traffic separation schemes of the routing system "Off Friesland" will be implemented on 1 December 1990 at 0000 hours UTC.

4 The amended traffic separation scheme "In the Gulf of Suez" has already been implemented and published on charts.

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## NEW AND AMENDED TRAFFIC SEPARATION SCHEMES

## 1 IN THE EAST LAMMA AND TATHONG CHANNELS (new schemes)

(Reference charts: British Admiralty 1917, 1988 edition and 1918, 1988 edition)

Note: These charts are based on Hong Kong 1963 Datum.

## Description of the traffic separation schemes.

The traffic separation schemes in the approaches to Hong Kong consist of two parts:

## Part I

## Eastern approaches to Victoria Port (Tathong Channel)

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

- (1) 22°13'.42N., 114°20'.00E. (3) 22°13'.25N., 114°17'.47E.  
 (2) 22°13'.07N., 114°20'.00E. (4) 22°13'.42N., 114°20'.00E.

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

- (5) 22°42'.25N., 114°17'.47E. (7) 22°16'.33N., 114°15'.50E.  
 (6) 22°07'.12N., 114°16'.42E. (8) 22°17'.05N., 114°14'.33E.

(c) A traffic lane for inbound traffic is established between the separation zone/line and a line connecting the following geographical positions:

- (9) 22°14'.08N., 114°20'.00E. (12) 22°16'.38N., 114°15'.78E.  
 (10) 22°13'.93N., 114°17'.27E. (13) 22°17'.15N., 114°14'.40E.  
 (11) 22°14'.23N., 114°16'.67E.

(d) A traffic lane for outbound traffic is established between the separation zone/line and a line connecting the following geographical positions:

- (14) 22°12'.30N., 114°20'.00E. (17) 22°16'.30N., 114°15'.22E.  
 (15) 22°12'.47N., 114°17'.67E. (18) 22°16'.97N., 114°14'.27E.  
 (16) 22°14'.02N., 114°16'.13E.

## Inshore traffic zones

The area enclosed by the outer limit of the inbound traffic lane and the adjacent coast, and a line drawn from position (13) 22°17'.15N., 114°14'.40E in the direction 034°T to the shore and a line drawn from position 22°13'.95N., 114°17'.75E in the direction 360°T to the shore, is designated as an inshore traffic zone.

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The area enclosed by the outer limit of the outbound traffic lane and the adjacent coast, and a line drawn from position (18) 22°16'.97N., 114°14'.27E. in the direction 214°T to the shore, and a line drawn from position (15) 22°12'.47N., 114°17'.67E in the direction 270°T to the shore is designated as an inshore traffic zone.

Part II

Western approaches to Victoria Port (East Lamma Channel)

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

- (1) 22°12'.65N., 114°10'.23E. (3) 22°16'.37N., 114°06'.40E.  
(2) 22°14'.92N., 114°07'.18E.

(b) A traffic lane for inbound traffic is established between the separation line and a line connecting the following geographical positions:

- (4) 22°12'.87N., 114°10'.42E. (6) 22°16'.47N., 114°06'.67E.  
(5) 22°15'.10N., 114°07'.43E.

(c) A traffic lane for outbound traffic is established between the separation line and a line connecting the following geographical positions:

- (7) 22°12'.45N., 114°10'.07E. (9) 22°16'.23N., 114°06'.13E.  
(8) 22°14'.73N., 114°06'.97E.

Inshore traffic zones

The area enclosed by the outer limit of the inbound traffic lane and the adjacent coast, and a line drawn from position (4) 22°12'.52N., 114°10'.42E., in the direction 038.5° T to the shore, and a line drawn from position (6) 22°16'.47N., 114°06'.67E., in the direction 063°T to the shore is designated as an inshore traffic zone.

The area enclosed by the outer limit of the outbound traffic lane and the adjacent coast, and a line drawn from position (7) 22°12'.45N., 114°10'.07E., in the direction 218.5° T to the shore, and a line drawn from position (8) 22°14'.73N., 114°06'.97E., in the direction 231°T to the shore is designated as an inshore traffic zone.

2 IN THE GULF OF SUEZ (amended scheme)

Note: See Rules for ships navigating in the Gulf of Suez (Part F)

(Reference charts: British Admiralty 2373 (edition October 1988); 2374 (edition October 1988); 2375 (edition October 1988); 3215 (edition September 1988); 753 (edition September 1988); 8 (edition November 1988), and 5501 (mariner's routing guide).

Note: These charts are based on European Datum (1950) (ED 50).

Description of the traffic separation scheme

Part A:

Northern Scheme

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

- (1) 29°46'.60 N., 32°31'.90 E.
- (2) 29°37'.89 N., 32°31'.65 E.
- (3) 29°38'.00 N., 32°32'.40 E.
- (4) 29°46'.60 N., 32°32'.30 E.

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

- (5) 29°37'.95 N., 32°32'.05 E.
- (6) 29°35'.65 N., 32°32'.19 E.

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

- (7) 29°35'.69 N., 32°31'.61 E.
- (8) 29°29'.59 N., 32°34'.71 E.
- (9) 29°29'.07 N., 32°35'.82 E.
- (10) 29°35'.63 N., 32°32'.55 E.

(d) A separation line connecting the following geographical positions:

- (11) 29°29'.30 N., 32°35'.32 E.
- (12) 29°25'.57 N., 32°37'.21 E.

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

- (13) 29°25'.91 N., 32°36'.67 E.
- (14) 29°00'.00 N., 32°49'.80 E.

- (15) 28°45'.80 N., 32°54'.80 E.
- (16) 28°40'.60 N., 32°59'.60 E.
- (17) 28°32'.55 N., 33°03'.65 E.
- (18) 28°15'.00 N., 33°14'.60 E.
- (19) 28°10'.45 N., 33°18'.20 E.
- (20) 28°11'.30 N., 33°19'.70 E.
- (21) 28°33'.00 N., 33°04'.10 E.
- (22) 29°25'.29 N., 32°37'.64 E.

(f) A traffic lane for southbound traffic is established between:

(i) The separation zone and a line connecting the following geographical positions:

- (23) 29°46'.60 N., 32°30'.75 E.
- (24) 29°37'.65 N., 32°30'.00 E.

(ii) The separation line and an imaginary line connecting the following geographical positions:

- (25) 29°37'.65 N., 32°30'.00 E.
- (26) 29°35'.77 N., 32°29'.77 E.

(iii) The separation zone and a line connecting the following geographical positions:

- (27) 29°35'.77 N., 32°29'.77 E.
- (28) 29°30'.67 N., 32°32'.42 E.

(iv) The separation line and an imaginary line connecting the following geographical positions:

- (29) 29°30'.67 N., 32°32'.42 E.
- (30) 29°27'.67 N., 32°33'.92 E.

(v) The separation zone and a line connecting the following geographical positions:

- (31) 29°27'.67 N., 32°33'.92 E.
- (32) 29°00'.00 N., 32°48'.00 E.
- (33) 28°46'.00 N., 32°52'.80 E.
- (34) 28°40'.40 N., 32°57'.80 E.
- (35) 28°31'.25 N., 33°02'.40 E.
- (36) 28°15'.00 N., 33°12'.30 E.
- (37) 28°09'.90 N., 33°17'.10 E.

(g) A traffic lane for northbound traffic is established between the separation zone line and a line connecting the following geographical positions:

- (38) 28°11'.95 N., 33°20'.95 E.
- (39) 28°34'.25 N., 33°05'.30 E.
- (40) 29°35'.20 N., 32°34'.55 E.
- (41) 29°46'.60 N., 32°33'.40 E.

**Part B:**  
**Southern Scheme**

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

- |      |               |              |
|------|---------------|--------------|
| (42) | 28°07'.92 N., | 33°21'.50 E. |
| (43) | 27°54'.60 N., | 33°38'.02 E. |
| (44) | 27°49'.92 N., | 33°43'.21 E. |
| (45) | 27°42'.80 N., | 33°50'.82 E. |
| (46) | 27°30'.22 N., | 34°05'.50 E. |
| (47) | 27°31'.10 N., | 34°06'.43 E. |
| (48) | 27°43'.68 N., | 33°50'.81 E. |
| (49) | 27°50'.45 N., | 33°43'.90 E. |
| (50) | 27°55'.08 N., | 33°38'.13 E. |
| (51) | 28°08'.58 N., | 33°22'.48 E. |

(i) A traffic lane for southbound traffic is established between the separation zone and a line connecting the following geographical positions:

- |      |               |              |
|------|---------------|--------------|
| (52) | 28°07'.38 N., | 33°20'.37 E. |
| (53) | 27°53'.42 N., | 33°37'.67 E. |
| (54) | 27°49'.37 N., | 33°42'.60 E. |
| (55) | 27°42'.00 N., | 33°49'.82 E. |
| (56) | 27°29'.10 N., | 34°04'.35 E. |

(j) A traffic lane for northbound traffic is established between the separation zone and a line connecting the following geographical positions:

- |      |               |              |
|------|---------------|--------------|
| (57) | 27°33'.17 N., | 34°08'.60 E. |
| (58) | 27°44'.50 N., | 33°51'.50 E. |
| (59) | 27°51'.22 N., | 33°44'.52 E. |
| (60) | 27°56'.07 N., | 33°38'.38 E. |
| (61) | 28°09'.28 N., | 33°23'.63 E. |

**Part C:**

**Junction Scheme off Ain-Sukhna**

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

- |      |               |              |
|------|---------------|--------------|
| (62) | 29°32'.35 N., | 32°28'.81 E. |
| (63) | 29°30'.67 N., | 32°32'.42 E. |
| (64) | 29°35'.77 N., | 32°29'.77 E. |
| (65) | 29°35'.87 N., | 32°27'.48 E. |

(l) A traffic lane for south-eastbound traffic is established between the separation zone and a line connecting the following geographical positions:

- (66) 29°30'.59 N., 32°29'.35 E.
- (67) 29°27'.67 N., 32°33'.92 E.

(m) A traffic lane for westbound traffic is established between the separation zone and a line connecting the following geographical positions:

- (68) 29°37'.65 N., 32°30'.00 E.
- (69) 29°37'.17 N., 32°26'.90 E.

**Part D:**

**Precautionary area**

(n) A precautionary area is established by a line connecting the following geographical positions:

- (70) 28°09'.90 N., 33°17'.10 E.
- (71) 28°06'.80 N., 33°19'.40 E.
- (72) 28°09'.30 N., 33°23'.70 E.
- (73) 28°12'.20 N., 33°21'.45 E.

**Note:** Recommended directions of traffic flow off Ras-Shukheir. Recommended directions of traffic flow are established in the approaches to Ras-Shukheir Oil Terminal, July, Ramadan and Morgan oilfields.

## (3 "OFF FRIESLAND" (new schemes)

## Reference charts:

British Admiralty 1405, 1406, 1408, 1505, and 2182 A.

Netherlands Hydrographic Office 1014, 1035, 1037 (INT 1043, 1046, 1045)

German Hydrographic Office 50, 53 (INT 1045)

Note: These charts are based on European Datum (1950) (ED 50)

The following traffic separation schemes form part of the routing system "Off Friesland".

## Description of the traffic separation schemes

- (a) Geographical positions (1) to (6) form the deep water route "From North Hinder to the traffic separation scheme "Off Brown Ridge".

**"Off Brown Ridge" scheme**

- (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°2'.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.

- (e) Geographical positions (11) to (14) form the deep water route "From the traffic separation scheme "Off Brown Ridge" to the traffic separation scheme "West Friesland".

**"West Friesland" scheme**

- (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 northeast bound 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 southwest bound 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.

**"Friesland Junction" precautionary area**

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

- (26) 53°57'.20 N., 4°10'.02 E. (29) 54°5'.59 N., 4°59'.32 E.  
(25) 54°00'.00 N., 4°46'.00 E. (30) 54°2'.57 N., 4°20'.92 E.  
(28) 54°01'.14 N., 5°00'.34 E. (31) 54°1'.91 N., 4°08'.96 E.

**"East Friesland" scheme**

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

- (32) 54°2'.62 N., 5°00'.00 E. (35) 54°8'.97 N., 6°01'.33 E.  
(33) 54°4'.21 N., 5°20'.00 E. (36) 54°5'.69 N., 5°19'.66 E.  
(34) 54°8'.00 N., 6°01'.90 E. (37) 54°4'.11 N., 4°59'.66 E.

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

- (28) 54°1'.14 N., 5°00'.34 E. (38) 54°6'.10 N., 6°3'.00 E.

(l) A traffic lane for 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 "Deutsche Bucht Lightvessel, Western Approach" traffic separation scheme.

(m) Geographical positions (26) (43) (44) and (31) form the deep water route from traffic separation scheme "Off Botney Grounds" to the precautionary area "Friesland Junction".

**"Off Botney Grounds" scheme**

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

- (43) 53°57'.19 N., 3°44'.18 E. (47) 53°36'.28 N., 2°58'.85 E.  
(44) 53°55'.10 N., 3°27'.47 E. (48) 53°43'.71 N., 3°03'.66 E.  
(45) 53°41'.57 N., 3°08'.91 E. (49) 53°56'.66 N., 3°18'.18 E.  
(46) 53°35'.30 N., 3°03'.12 E. (50) 53°58'.50 N., 3°43'.71 E.

(o) A traffic lane for west, southwest and southbound traffic is established between the separation zone in paragraph (n) above and a line connecting the following geographical positions:

(42) 54°00'.46 N., 3°43'.01 E.      (52) 53°44'.40 N., 3°01'.40 E.  
(51) 53°58'.61 N., 3°17'.32 E.      (53) 53°36'.81 N., 2°56'.50 E.

(p) A traffic lane for north, northeast and eastbound traffic is established between the separation zone in paragraph (n) above and a line connecting the following geographical positions:

(54) 53°34'.76 N., 3°05'.49 E.      (56) 53°53'.13 N., 3°28'.02 E.  
(55) 53°40'.71 N., 3°11'.00 E.      (41) 53°55'.24 N., 3°44'.88 E.

(r) Geographical positions (53), (57) (58), (3), (4), (59), (60), (61), and (54) form the deep water route "From North Hinder to Indefatigable Bank" via DRI lightbuoy.

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