



[T2/2.05]

## IMCO

### TRAFFIC SEPARATION SYSTEM AT THE APPROACHES TO THE HOOK OF HOLLAND

1. The Secretary-General has been recently advised by the Government of the Netherlands that the above system will become operative as from 1 April 1971. Hydrographic Services of other countries have been informed by the Government of the Netherlands so that the information is promulgated in time through the appropriate publications and relevant charts. The system is brought into operation at an early date in accordance with IMCO provisions and principles concerning adoption and recommendation of international routing.
2. The above Traffic Separation System was developed by the Sub-Committee on Safety of Navigation at its ninth session (Annex II - NAV IX/9) on the basis of proposals by the Government of the Netherlands and it is before the Maritime Safety Committee for final approval.
3. Advance notification issued by the Netherlands Hydrographic Service concerning the description of the system is attached hereto for action as necessary.

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SN/Circ.56

TRANSLATION OF A NOTICE BY THE  
NETHERLANDS HYDROGRAPHIC SERVICE  
BROUGHT TO THE ATTENTION OF ALL CONCERNED

Hook of Holland Approach. Traffic separation scheme will come into operation.

Date: 1st April 1971; further notice will follow.

The traffic separation system consists of three parts (A, B and C).

A. North of Goeree Lightvessel

1. A traffic separation zone bounded by a line joining the following positions:
  - a.  $51^{\circ}59'18''\text{N} - 3^{\circ}46'42''\text{E}$ ;
  - b.  $51^{\circ}58'48''\text{N} - 3^{\circ}46'54''\text{E}$ ;
  - c.  $51^{\circ}57'18''\text{N} - 3^{\circ}39'06''\text{E}$ ;
  - d.  $51^{\circ}56'30''\text{N} - 3^{\circ}34'30''\text{E}$ ;
  - e.  $51^{\circ}57'30''\text{N} - 3^{\circ}34'00''\text{E}$ ;
  - f.  $51^{\circ}58'18''\text{N} - 3^{\circ}38'42''\text{E}$ .
2. A lane for west-bound traffic between the separation zone in 1 above and a line joining the following positions:
  - a.  $52^{\circ}00'42''\text{N} - 3^{\circ}46'00''\text{E}$ ;
  - b.  $51^{\circ}58'48''\text{N} - 3^{\circ}27'36''\text{E}$ .
3. A lane for east-bound traffic between the separation zone in 1 above and a line joining the following positions:
  - a.  $51^{\circ}54'36''\text{N} - 3^{\circ}35'24''\text{E}$ ;
  - b.  $51^{\circ}55'48''\text{N} - 3^{\circ}39'48''\text{E}$  (Goeree lightvessel);
  - c.  $51^{\circ}57'18''\text{N} - 3^{\circ}47'36''\text{E}$ .

4. Aids to navigation.

The northern outside limit of the lane for west-bound traffic will be marked by the - already established - lightbuoys Euro 3, 3a, 5 and 5a, marking the southward boundary of the deep draught channel. The southern outside limit of the lane for east-bound traffic will be marked by the lightvessel "Goeree" positioned at  $51^{\circ}55'48''\text{N} - 3^{\circ}39'48''\text{E}$  and a red-white vertical striped lightbuoy with radar-reflector "Maas South" showing a white light: Iso 8 sec., to be established in position  $51^{\circ}57'18''\text{N} - 3^{\circ}47'36''\text{E}$  before the 1st of April 1971.

B. North of the entrance to the New Waterway

1. A two miles wide traffic separation zone centred upon the following positions:
  - a.  $52^{\circ}06'18''\text{N} - 3^{\circ}58'18''\text{E}$ ;
  - b.  $52^{\circ}03'24''\text{N} - 3^{\circ}57'12''\text{E}$ .
2. A traffic lane two miles wide on each side of the separation zone. The main traffic directions are  $014^{\circ} - 194^{\circ}$ .
3. To support the traffic separation scheme a red-white vertical striped lightbuoy with radar reflector "Maas North" showing a white light: Iso 8 sec., will be established in position  $52^{\circ}06'54''\text{N} - 3^{\circ}53'30''\text{E}$  before the 1st of April 1971.

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C. The Maas buoy circular traffic separation zone

A circular separation zone,  $\frac{1}{2}$  mile in diameter, is centred at the position  $52^{\circ}01'10''N - 3^{\circ}53'34''E$  ("Maas" light-and-whistle buoy). All incoming and outgoing traffic, except the deep draught vessels which have to make use of the deep draught channel, should keep the "Maas" light-and-whistle buoy on their port side.

Large corrections to the Netherlands charts affected will be published as soon as possible.

(Netherlands charts 1449, 1349, 1350, 1541).

(Hydrografie)

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