1. At its fifty-eighth session, the Maritime Safety Committee (MSC 58/25, paragraph 24.4) adopted the attached new routeing system "Off Friesland" (Annex 1) and "Recommended route for tankers from North Hinder to the German Bight and vice-versa" (Annex 2), which will be implemented at 0000 hours UTC on 1 December 1990.

2. For ease of navigation the Committee considered it preferable to show the entire new routeing system in the Southern North Sea on a single chart suitable for navigation through the area and invited IMO to request the Hydrographic Offices concerned to construct a chart covering all parts of the new routeing system.

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ANNEX 1

Routing system "Off Friesland"

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 routing system "Off Friesland" consists of the following nine routing measures:

.1 a deep water route from North Hinder to the traffic separation scheme "Off Brown Ridge";
.2 a traffic separation scheme "Off Brown Ridge";
.3 a deep water route from the traffic separation scheme "Off Brown Ridge" to the traffic separation scheme "West Friesland";
.4 a traffic separation scheme "West Friesland";
.5 a precautionary area "Friesland Junction";
.6 a traffic separation scheme "East Friesland";
.7 a deep water route from the traffic separation scheme "Off Botney Grounds" to the precautionary area "Friesland Junction";
.8 a traffic separation scheme "Off Botney Grounds"; and
.9 a deep water route "From North Hinder to Indefatigable Bank" via DR1 lightbuoy.

Note 1:

Recommended route for tankers from North Hinder to the German Bight

The routing measures 1, 2, 3, 4, 5, and 6 above coincide with the "Recommended route for tankers from North Hinder to the German Bight".
The routing system "Off Friesland" consists of the following nine routing measures:

1. a deep water route from North Hinder to the traffic separation scheme "Off Brown Ridge";

2. a traffic separation scheme "Off Brown Ridge";

3. a deep water route from the traffic separation scheme "Off Brown Ridge" to the traffic separation scheme "West Friesland";

4. a traffic separation scheme "West Friesland";

5. a precautionary area "Friesland Junction";

6. a traffic separation scheme "East Friesland";

7. a deep water route from the traffic separation scheme "Off Botney Grounds" to the precautionary area "Friesland Junction";

8. a traffic separation scheme "Off Botney Grounds"; and

9. a deep water route "From North Hinder to Indefatigable Bank" via DR1 lightbuoy.

Note 1:

Recommended route for tankers from North Hinder to the German Bight

The routing measures 1, 2, 3, 4, 5, and 6 above coincide with the "Recommended route for tankers from North Hinder to the German Bight".
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°21'.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 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 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 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.

5477K/fd
Precautionary area "Friesland Junction"

(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°21'.57 N., 4°20'.92 E.
(28) 54°01'.14 N., 5°00'.34 E.  (31) 54°1'.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°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.

Deep water route from the traffic separation scheme "Off Botney Ground" to the precautionary area "Friesland Junction"

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

(26) 53°57'.20 N., 4°10'.02 E.  (42) 54°00'.46 N., 3°43'.01 E.
(41) 53°55'.24 N., 3°44'.88 E.  (31) 54°01'.91 N., 4°08'.96 E.

Traffic separation scheme "Off Botney Ground"

(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°38'.50 N., 3°43'.71 E.

5477X/fd
(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.

Deep water route "From North Hinder to Indefatigable Bank" via DNL lightbuoy

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

(53) 53°36'.81 N., 2°56'.50 E.  (59) 52°18'.20 N., 2°44'.00 E.
(57) 53°04'.80 N., 2°36'.00 E.  (60) 53°04'.00 N., 2°44'.00 E.
(58) 52°18'.20 N., 2°36'.00 E.  (61) 53°29'.54 N., 3°00'.67 E.
(3) 51°54'.88 N., 2°33'.60 E.  (54) 53°34'.76 N., 3°05'.49 E.
(4) 52°01'.23 N., 2°42'.47 E.
APPENDIX

List of aids to navigation supporting the routeing system "OFF FRIESLAND" adopted by the Maritime Safety Committee at its fifty-eighth session

These aids to navigation will be available on the date of implementation of the new routeing system (1 December 1990).

<table>
<thead>
<tr>
<th>No</th>
<th>Ref. Description of Scheme</th>
<th>Type of Aid</th>
</tr>
</thead>
<tbody>
<tr>
<td>101</td>
<td>Charted platform K14-FA-1</td>
<td>Racon X- and S band</td>
</tr>
<tr>
<td>102</td>
<td>Charted platform K9C-A</td>
<td>Racon X- and S band</td>
</tr>
<tr>
<td>103</td>
<td>Between positions 8 and 9</td>
<td>Lightbuoy</td>
</tr>
<tr>
<td>104</td>
<td>Position 6</td>
<td></td>
</tr>
<tr>
<td>105</td>
<td>Between positions 7 and 10</td>
<td></td>
</tr>
<tr>
<td>106</td>
<td>Position 12</td>
<td></td>
</tr>
<tr>
<td>107</td>
<td>Position 14</td>
<td></td>
</tr>
<tr>
<td>108</td>
<td>Position 17</td>
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<tr>
<td>109</td>
<td>Position 23</td>
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<tr>
<td>110</td>
<td>Position 19</td>
<td></td>
</tr>
<tr>
<td>111</td>
<td>Position 25</td>
<td></td>
</tr>
<tr>
<td>112</td>
<td>54°00'35N 04°21'41E</td>
<td></td>
</tr>
<tr>
<td>113</td>
<td>Between positions 32 and 37</td>
<td></td>
</tr>
<tr>
<td>114</td>
<td>Between positions 33 and 36</td>
<td></td>
</tr>
<tr>
<td>115</td>
<td>Halfway separation zone at mer. 5°40',00E</td>
<td></td>
</tr>
<tr>
<td>116</td>
<td>Between positions 43 and 50</td>
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<td>117</td>
<td>Position 42</td>
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<td>118</td>
<td>Position 51</td>
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<td>119</td>
<td>Position 56</td>
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<td>120</td>
<td>Position 52</td>
<td></td>
</tr>
<tr>
<td>121</td>
<td>Position 55</td>
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</tr>
<tr>
<td>122</td>
<td>Between positions 46 and 47</td>
<td></td>
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<tr>
<td>123</td>
<td>Position 54</td>
<td></td>
</tr>
<tr>
<td>124</td>
<td>Position 15</td>
<td></td>
</tr>
<tr>
<td>125</td>
<td>Halfway positions 15 and 22</td>
<td></td>
</tr>
</tbody>
</table>

Note: Full further details of the above-mentioned aids to navigation will be promulgated through regular channels (Hydrographic Offices/Notices to Mariners).

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ANNEX 2

RECOMMENDED ROUTE FOR TANKERS FROM NORTH HINDER TO THE GERMAN BIGHT AND VICE-VERSA*

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 (ED 50)

Description of the recommended route

See annex 1, routing measures 1, 2, 3, 4, 5 and 6 (Descriptions from (a) to (1)).

Application

The route is recommended for use by the following classes of 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); 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).

Use of the route

(a) The classes of ships referred to above are recommended to use the route or part of it:

(i) when sailing from North Hinder to North Sea ports of the Federal Republic of Germany and of the Netherlands northwards of latitude 53° N. and vice-versa;

(ii) when sailing between North Sea ports of the Netherlands and/or the Federal Republic of Germany, except in the case of adjacent port areas;

* This recommended route for tankers coincides with the eastern route of the routing system "Off Friesland" and replaces the "Two-way route for tankers from North Hinder to the German Bight" is cancelled from 0000 hrs UTC on 1 December 1990.

5471X/fd
(b) The traffic separation scheme "Deutsche Bucht Lightvessel, Western Approach" should be used in continuation of the route.

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

Joining and leaving the route

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

(a) should do so at the nearest point of the route to the port of destination or departure which permits a safe passage to or from that port;

(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 m (0.27 nautical mile) diameter are established around all offshore structures;

(c) must adhere to the appropriate rules of the Collision Regulations.

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