



~~SECRET~~

Ref. T2/2.07

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 sixtieth session adopted the following amended traffic separation schemes details of which (MSC 60/21, annex 4) are attached:

- "Off Kalbadagrund Lighthouse";
- "Off Porkkala Lighthouse";
- "Off Hankoniemi Peninsula".
- "Between Korsoer and Sprogoe";
- "In the Approaches to River Elbe" ("Elbe Approach");
- "Off Terschelling and in the German Bight" ("Terschelling - German Bight");
- "In the Approach to River Jade" ("Jade Approach");
- "Deutsche Bucht Lightvessel Western Approach" ("German Bight Western Approach");
- "Off Berlenga";
- "Off Cape Roca";
- "Off Cape S. Vicente";
- "South of Wilson Promontory in the Bass Strait";
- "Off the Aniwa Cape";
- "In the approaches to the Gulf of Nakhodka";

2 The amended traffic separation schemes will be implemented as follows:

- "Between Korsoer and Sprogoe" on 8 January 1993 at 0000 hours UTC,
- Other amended traffic separation schemes on 8 October 1992 at 0000 hours UTC.

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ANNEX

## AMENDED TRAFFIC SEPARATION SCHEMES

OFF KALBADAGRUND LIGHTHOUSE (Amended scheme)

Delete from the description of the traffic separation scheme:

"Inshore traffic zone

The area between the Kalbadagrund Lighthouse and the landward boundary of the traffic separation scheme is designated as an inshore traffic zone."

OFF PORKKALA LIGHTHOUSE (Amended scheme)

Delete from the description of the traffic separation scheme:

"Inshore traffic zone

The area between Porkkala Lighthouse and the landward boundary of the traffic separation scheme is designated as an inshore traffic zone."

OFF HANKONIEMI PENINSULA (Amended scheme)

Delete from the description of the traffic separation scheme:

"Inshore traffic zone

The areas between the outer boundaries of the traffic separation scheme and the adjacent coast are designated as inshore traffic zones."

BETWEEN KORSOER AND SPROGOE (Amended scheme)

Replace the existing traffic separation scheme by the following:

"(Reference chart: Danish Chart 143, 1991 edition.

Note: This chart is based on European Datum.)

Description of the traffic separation scheme

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

(1) 55°21'.79 N, 11°02'.20 E (2) 55°19'.31 N, 11°02'.24 E

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

(3) 55°21'.74 N, 11°02'.84 E (4) 55°19'.53 N, 11°02'.87 E

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

(5) 55°21'.85 N, 11°01'.42 E (7) 55°20'.47 N, 11°01'.58 E  
(6) 55°21'.06 N, 11°01'.66 E (8) 55°18'.95 N, 11°01'.49 E

Note:

- 1 The minimum free water depth in the northbound traffic lane is 17 m and in the southbound traffic lane 19 m.
- 2 Cross channel traffic.  
Immediately south of the traffic separation scheme there is a heavy east- and westbound ferry traffic.
- 3 When participating in the ship reporting system (SHIPPOS), the following shall apply for ships with a deadweight tonnage of more than 40,000 tons: upon receipt of notification of passage through the area, the ferries will endeavour to navigate in such a way that risk of collision does not arise. If, however, risk of collision does arise, the Steering and Sailing Rules (Part B) of the International Regulations for Preventing Collisions at Sea, 1972, must be applied."

IN THE APPROACHES TO RIVER ELBE (Amended scheme)

Replace the existing name of the traffic separation scheme by the following: "ELBE APPROACH".

OFF TERSCHELLING AND IN THE GERMAN BIGHT (Amended scheme)

Replace existing traffic separation scheme by the following:

"TERSCHELLING-GERMAN BIGHT

(Reference charts: German Federal Maritime and Hydrographic Agency 84, 1987, edition and 87, (INT 1413), 1991 edition)  
Netherlands Hydrographic Office 1352, 1988 edition and 1353, 1988 edition.

Note: These charts are based on European Datum.)



Description of the traffic separation scheme

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

- |                  |            |                  |            |
|------------------|------------|------------------|------------|
| (1) 54°00'.55 N, | 7°39'.77 E | (3) 53°58'.17 N, | 7°44'.85 E |
| (2) 54°01'.0 N,  | 7°43'.08 E | (4) 53°57'.82 N, | 7°42'.23 E |

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

- |                  |            |                  |            |
|------------------|------------|------------------|------------|
| (5) 53°58'.78 N, | 7°37'.53 E | (7) 53°57'.58 N, | 7°40'.53 E |
| (6) 53°58'.90 N, | 7°39'.33 E | (8) 53°57'.35 N, | 7°38'.82 E |

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

- |                   |            |                   |            |
|-------------------|------------|-------------------|------------|
| (9) 53°48'.77 N,  | 6°23'.72 E | (12) 53°57'.12 N, | 7°37'.10 E |
| (10) 53°58'.27 N, | 7°30'.52 E | (13) 53°46'.73 N, | 6°23'.83 E |
| (11) 53°58'.65 N, | 7°35'.73 E |                   |            |

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

- |                   |            |                   |            |
|-------------------|------------|-------------------|------------|
| (14) 53°47'.75 N, | 6°23'.78 E | (16) 53°47'.26 N, | 6°20'.43 E |
| (15) 53°47'.50 N, | 6°22'.10 E |                   |            |

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

- |                   |            |                   |            |
|-------------------|------------|-------------------|------------|
| (17) 53°34'.30 N, | 5°08'.60 E | (19) 53°46'.22 N, | 6°20'.48 E |
| (18) 53°48'.29 N, | 6°20'.37 E | (20) 53°32'.37 N, | 5°09'.70 E |

(f) A traffic lane for westbound traffic is established between the separation zones/line described in paragraphs (a), (b), (c), (d) and (e) and a line connecting the following geographical positions:

- |                   |            |                   |            |
|-------------------|------------|-------------------|------------|
| (21) 54°02'.89 N, | 7°41'.89 E | (24) 53°51'.58 N, | 6°21'.87 E |
| (22) 54°02'.38 N, | 7°38'.13 E | (25) 53°37'.13 N, | 5°07'.00 E |
| (23) 54°01'.68 N, | 7°33'.00 E |                   |            |

(g) A traffic lane for eastbound traffic is established between the separation zones/line described in paragraphs (a), (b), (c), (d) and (e) and a separation line connecting the following geographical positions:

- |                   |            |                   |            |
|-------------------|------------|-------------------|------------|
| (26) 53°29'.57 N, | 5°11'.28 E | (28) 53°53'.51 N, | 7°33'.20 E |
| (27) 53°43'.42 N, | 6°22'.33 E | (29) 53°55'.33 N, | 7°46'.61 E |

Inshore traffic zone

The area between the coast and the landward boundary of the traffic separation scheme is designated as an inshore traffic zone. The eastern limit of the inshore traffic zone is bounded by a line connecting geographical positions 53°53'.51 N, 7°33'.20 E (28) and 53°47'.45 N, 7°51'.51 E (Wangerooge Lighthouse).

Note: The gaps in the separation zones of this scheme indicate the areas 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 classes of ships of 10,000 tons gross tonnage and upwards:

- (a) tankers carrying oils specified 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 referred to 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 Recommended Route for Tankers from North Hinder to the German Bight and vice versa."

IN THE APPROACH TO RIVER JADE (Amended scheme)

Replace the existing traffic separation scheme by the following:

"JADE APPROACH

(Reference charts: German Federal Maritime and Hydrographic Agency 87 (INT 1413), 1991 edition;  
Netherlands Hydrographic Office 1352 and 1353 (INT 1413), 1988 edition.

Note: These charts are based on European Datum.)

Description of the traffic separation scheme

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

- |                             |                             |
|-----------------------------|-----------------------------|
| (1) 54°08'.34 N, 7°30'.81 E | (3) 54°01'.92 N, 7°34'.71 E |
| (2) 54°02'.15 N, 7°36'.42 E | (4) 54°08'.33 N, 7°28'.89 E |

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

- |                             |                             |
|-----------------------------|-----------------------------|
| (5) 54°02'.38 N, 7°38'.13 E | (6) 54°08'.35 N, 7°32'.72 E |
|-----------------------------|-----------------------------|

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

- |                             |                              |
|-----------------------------|------------------------------|
| (7) 54°08'.31 N, 7°26'.98 E | (8) 54°01'.68 N, 7°33'.00 E" |
|-----------------------------|------------------------------|

DEUTSCHE BUCHT LIGHTVESSEL WESTERN APPROACH (Amended scheme)

Replace the existing traffic separation scheme by the following:

"GERMAN BIGHT WESTERN APPROACH

(Reference chart: German Federal Maritime and Hydrographic Agency 87 (INT 1413), 1991 edition.

Note: This chart is based on European Datum.)

Description of the traffic separation scheme

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

- |                             |                             |
|-----------------------------|-----------------------------|
| (1) 54°10'.53 N, 6°22'.47 E | (3) 54°10'.29 N, 7°25'.17 E |
| (2) 54°11'.28 N, 7°24'.27 E | (4) 54°09'.53 N, 6°22'.53 E |

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

- |                             |                             |
|-----------------------------|-----------------------------|
| (5) 54°10'.03 N, 6°22'.50 E | (7) 54°09'.87 N, 6°19'.11 E |
| (6) 54°10'.00 N, 6°20'.80 E |                             |

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

- |                             |                              |
|-----------------------------|------------------------------|
| (8) 54°08'.97 N, 6°01'.33 E | (10) 54°09'.37 N, 6°19'.14 E |
| (9) 54°10'.37 N, 6°19'.08 E | (11) 54°08'.00 N, 6°01'.90 E |

(d) A traffic lane for westbound traffic is established between the separation zones/line described in paragraphs (a), (b) and (c) and a line connecting the following geographical positions:

- |                              |                              |
|------------------------------|------------------------------|
| (12) 54°13'.27 N, 7°22'.46 E | (14) 54°10'.90 N, 6°00'.20 E |
| (13) 54°12'.50 N, 6°20'.65 E |                              |

(e) A traffic lane for eastbound traffic is established between the separation zones/line described in paragraphs (a), (b) and (c) and a line connecting the following geographical positions:

- |                              |                               |
|------------------------------|-------------------------------|
| (15) 54°06'.10 N, 6°03'.00 E | (17) 54°08'.31 N, 7°26'.98 E" |
| (16) 54°07'.51 N, 6°20'.95 E |                               |

Notes:

1 This traffic separation scheme forms part of the Recommended Route for Tankers from North Hinder to the German Bight and vice versa.

Application of the Route

The route is recommended for use by the following classes of ships of 10.000 tons gross tonnage and upwards:

- (a) tankers carrying oils specified 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 referred to 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;
- (b) 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 off-shore drilling units may be encountered in the proximity of the Route; safety zones of 500 m (0.27 M) diameter are established around all offshore structures;
- (c) must adhere to the appropriate rules of the 1972 Collision Regulations.

2 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.

3 Least water depth

The area of this scheme is surveyed to a least water depth of 30 m at LWS once every 5 years.

4 The gap in the separation zone of this scheme indicates the area where a concentration of crossing traffic is likely to be met."



OFF BERLENGA (Amended scheme)

Replace the existing traffic separation scheme by the following:

"(Reference chart: Marinha - Instituto Hidrográfico de Lisboa (Portugal) No.22 (INT 1810) - 1990 Edition.

Note: This chart is based on European Datum.)

Description of the traffic separation scheme

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

- |     |             |           |
|-----|-------------|-----------|
| (1) | 39°20'.0 N, | 9°42'.2 W |
| (2) | 39°30'.0 N, | 9°42'.2 W |
| (3) | 39°30'.0 N, | 9°43'.5 W |
| (4) | 39°20'.0 N, | 9°43'.5 W |

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

- |     |             |           |
|-----|-------------|-----------|
| (5) | 39°20'.0 N, | 9°47'.4 W |
| (6) | 39°30'.0 N, | 9°47'.4 W |
| (7) | 39°30'.0 N, | 9°52'.6 W |
| (8) | 39°20'.0 N, | 9°52'.6 W |

(c) A traffic lane for northbound traffic is established between the separation zones described in paragraphs (a) and (b) above.

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

- |      |             |           |
|------|-------------|-----------|
| (9)  | 39°20'.0 N, | 9°56'.5 W |
| (10) | 39°30'.0 N, | 9°56'.5 W |

Inshore traffic zone

The area between the separation zone described in paragraph (a) and the Portuguese coast and bounded on the north by the parallel of 39° 30'.0 N and on the south by the parallel of 39° 20'.0 N is designated as an inshore traffic zone."

OFF CAPE ROCA (amended scheme)

Replace the existing traffic separation scheme by the following:

"(Reference chart: Marinha - Instituto Hidrográfico de Lisboa (Portugal) No.22 (INT 1810) - 1990 Edition.

Note: This chart is based on European Datum.)

Description of the traffic separation scheme

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

- (1) 38°43'.55 N, 9°40'.9 W.
- (2) 38°47'.7 N, 9°42'.3 W
- (3) 38°52'.0 N, 9°42'.3 W
- (4) 38°52'.0 N, 9°43'.6 W
- (5) 38°47'.65 N, 9°43'.6 W
- (6) 38°43'.3 N, 9°42'.1 W

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

- (7) 38°42'.25 N, 9°47'.1 W
- (8) 38°47'.15 N, 9°48'.7 W
- (9) 38°52'.0 N, 9°48'.7 W
- (10) 38°52'.0 N, 9°51'.3 W
- (11) 38°46'.85 N, 9°51'.3 W
- (12) 38°41'.75 N, 9°49'.5 W

(c) A traffic lane for northbound traffic is established between the separation zones described in paragraphs (a) and (b) above.

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

- (13) 38°40'.7 N, 9°54'.5 W
- (14) 38°46'.3 N, 9°56'.4 W
- (15) 38°52'.0 N, 9°56'.4 W

Inshore traffic zone

The area between the separation zone described in paragraph (a) and the Portuguese coast and bounded on the north by the parallel of 38° 52'.0 N and on the south by the parallel of 38° 43'.55 N is designated as an inshore traffic zone."

OFF CAPE S. VICENTE (Amended scheme)

Replace the existing traffic separation scheme by the following:

(Reference chart: Marinha - Instituto Hidrográfico de Lisboa (Portugal) No.23  
(INT 1811) - 1987 Edition.

Note: This chart is based on European Datum.)

Description of the traffic separation scheme

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

(1)	36°53'.6 N,	8°54'.2 W
(2)	36°55'.4 N,	8°59'.7 W
(3)	36°58'.8 N,	9°05'.1 W
(4)	37°01'.4 N,	9°06'.0 W
(5)	37°01'.1 N,	9°07'.2 W
(6)	36°58'.3 N,	9°06'.2 W
(7)	36°54'.6 N,	9°00'.3 W
(8)	36°52'.7 N,	8°54'.6 W

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

(9)	36°49'.9 N,	8°56'.1 W
(10)	36°51'.9 N,	9°02'.3 W
(11)	36°56'.4 N,	9°09'.4 W
(12)	37°00'.3 N,	9°10'.8 W
(13)	36°59'.7 N,	9°13'.2 W
(14)	36°55'.4 N,	9°11'.6 W
(15)	36°50'.1 N,	9°03'.3 W
(16)	36°48'.1 N,	8°57'.0 W

(c) A traffic lane for northbound traffic is established between the separation zones described in paragraphs (a) and (b) above.

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

(17)	36°45'.3 N,	8°58'.4 W
(18)	36°47'.4 N,	9°05'.0 W
(19)	36°53'.6 N,	9°14'.9 W
(20)	36°58'.9 N,	9°16'.8 W

Inshore traffic zone

The area between the separation zone described in paragraph (a) and the Portuguese coast and bounded on the north by the parallel of 37°01'.4 N and on the east by the meridian of 8° 54'.2 W is designated as an inshore traffic zone."



SOUTH OF WILSON PROMONTORY IN THE BASS STRAIT (Amended scheme)

Replace the description of the inshore traffic zone by the following:

"Inshore traffic zone

The area between Wilson Promontory and the landward boundary of the traffic separation scheme and lying between a line drawn from position 39°02'.0 S, 146°45'.0 E to position 39°04'.1 S, 146°28'.7 E (Cape Wellington) (South head) (Northeastern limit) and a line drawn from position 39°10'.8 S, 146°15'.0 E to position 39°04'.8 S, 146°19'.2 E (Oberon Point) (Western Limit) is designated as an inshore traffic zone."

OFF THE ANIWA CAPE (Amended scheme)

Replace the description of the inshore traffic zone by the following:

"Inshore traffic zone

The area between the landward boundary of the traffic separation scheme and the Sakhalin Island and lying between a line drawn from position 46°03'.5 N, 143°24'.3 E to position 45°59'.0 N, 143°20'.0 E (Western limit) and a line drawn from position 46°03'.2 N, 143°32'.0 E to position 46°06'.0 N, 143°28'.0 E (Eastern limit) is designated as an inshore traffic zone."

IN THE APPROACHES TO THE GULF OF NAKHODKA (Amended scheme)

Replace the description of the inshore traffic zone by the following:

"Inshore traffic zone

The area between the north-eastern landward boundary of the roundabout and the northern boundary of the separation zone and the Russian Federation coast, and lying between a line drawn from position 42°41'.3 N, 133°7'.3 E to position 42°39'.0 N, 133°07'.3 E (Eastern limit) and a line drawn from position 42°40'.8 N, 132°58'.5 E to position 42°43'.5 N, 132°57'.2 E and then to position 42°42'.8 N, 132°59'.9 E (Northwestern limit) is designated as an inshore traffic zone."