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NEW AND AMENDED EXISTING TRAFFIC SEPARATION SCHEMES

1 The Maritime Safety Committee, at its eighty-eighth session (24 November to 3 December 2010) adopted, in accordance with the provisions of resolution A.858(20), new and amended existing traffic separation schemes and associated routeing measures listed, in annexes 1 to 4, as follows:

- .1 "Off the western coast of Norway" (new scheme);
- .2 "Off the southern coast of Norway" (new scheme);
- .3 "In the Strait of Dover and adjacent waters" (amended scheme); and
- .4 "Off the south-west coast of Iceland" (amended scheme).

2 In addition, the Maritime Safety Committee also **revoked** the existing traffic separation scheme "Off Feistein" (revoked scheme).

3 The new and amended traffic separation schemes listed in subparagraphs 1.1, 1.2, 1.3, and 1.4 above and detailed in annexes 1, 2, 3 and 4 will be implemented at 0000 hours UTC on 1 June 2011. The traffic separation scheme "Off Feistein" will be revoked also at 0000 hours UTC on 1 June 2011.

ANNEX 1

NEW AND AMENDED TRAFFIC SEPARATION SCHEMES

OFF THE WESTERN COAST OF NORWAY

(Reference charts: Norwegian Charts No.306, 307 and 308 published by the Norwegian Hydrographic Service.

Note: These charts are based on European Datum 1950 (ED 50). The geographical positions, (1) to (43), listed below are based on World Geodetic System 1984 Datum (WGS 84).)

Categories of ships to which the traffic separation schemes apply

- (a) tankers as defined in Annex I of the International Convention for the Prevention of Pollution from Ships, 1973, as modified by the Protocol of 1978 (MARPOL 73/78);
- (b) chemical tankers carrying noxious liquid substances in bulk assessed or provisionally assessed as Category X or Y in Annex II to MARPOL 73/78;
- (c) ships of 5,000 gross tonnage and upwards, in transit or on international voyages to or from Norwegian ports; and
- (d) the routing schemes do not apply to any size or category of ship in domestic traffic with passengers and/or goods between Norwegian ports.

International voyages to or from ports in Norway

Ships of above categories on international voyages, to or from ports in Norway, should follow the ship's routing system until a course to port can be clearly set. This also applies to ships calling at Norwegian ports for supplies or service.

Description of the traffic separation schemes

I Off Runde

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

(1)	62° 59'.95 N	004° 08'.40 E
(2)	62° 55'.17 N	004° 04'.07 E
(3)	62° 49'.98 N	004° 04'.07 E
(4)	62° 49'.98 N	004° 08'.43 E
(5)	62° 54'.78 N	004° 08'.43 E
(6)	62° 59'.18 N	004° 12'.45 E

- (b) 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)	63° 01'.12 N	004° 02'.32 E
(8)	62° 55'.78 N	003° 57'.50 E
(9)	62° 50'.00 N	003° 57'.52 E

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

(10)	62° 58'.05 N	004° 18'.52 E
(11)	62° 54'.20 N	004° 15'.00 E
(12)	62° 50'.00 N	004° 14'.97 E

II Off Stad

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

(13)	61° 59'.00 N	004° 04'.13 E
(14)	61° 54'.00 N	004° 04'.13 E
(15)	61° 54'.00 N	004° 08'.37 E
(16)	61° 59'.00 N	004° 08'.37 E

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

(17)	61° 59'.00 N	003° 57'.78 E
(18)	61° 54'.00 N	003° 57'.80 E

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

(19)	61° 59'.00 N	004° 14'.72 E
(20)	61° 54'.00 N	004° 14'.70 E

III Off Sotra

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

(21)	60° 20'.00 N	004° 04'.23 E
(22)	60° 15'.00 N	004° 04'.25 E
(23)	60° 15'.00 N	004° 08'.25 E
(24)	60° 20'.00 N	004° 08'.27 E

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

(25)	60° 20'.00 N	003° 58'.20 E
(26)	60° 15'.00 N	003° 58'.23 E

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

(27)	60° 20'.00 N	004° 14'.30 E
(28)	60° 15'.00 N	004° 14'.27 E

IV Off Utsira

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

(29)	59° 05'.00 N	004° 04'.32 E
(30)	58° 59'.83 N	004° 04'.32 E
(31)	58° 57'.72 N	004° 08'.20 E
(32)	59° 05'.00 N	004° 08'.20 E

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

(33)	59° 05'.00 N	003° 58'.47 E
(34)	58° 58'.50 N	003° 58'.47 E

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

(35)	59° 05'.00 N	004° 14'.03 E
(36)	59° 01'.73 N	004° 14'.03 E
(37)	58° 58'.50 N	004° 19'.95 E

Description of the recommended routes

(m) A recommended route is established between the traffic separation schemes Off Runde and Off Stad with a central line between the following geographical positions:

(38)	62° 50'.00 N	004° 06'.25 E
(39)	61° 59'.00 N	004° 06'.25 E

(n) A recommended route is established between the traffic separation schemes Off Stad and Off Sotra with a central line between the following geographical positions:

(40)	61° 54'.00 N	004° 06'.25 E
(41)	60° 20'.00 N	004° 06'.25 E

(o) A recommended route is established between the traffic separation schemes Off Sotra and Off Utsira with a central line between the following geographical positions:

(42)	60° 15'.00 N	004° 06'.25 E
(43)	59° 05'.00 N	004° 06'.25 E

Note:

Chart No.	Title	Scale	Datum
306	Skagerrak, vestre blad	1:350 000	ED 50
307	Stavanger – Florø	1:350 000	ED 50
308	Florø – Smøla	1:350 000	ED 50

Typical shift of position co-ordinates referred to the WGS 84 Datum to the ED 50 Datum are:

From Datum	To Datum	Approximate latitude in the area	Datum shift
WGS 84	ED 50	62° 30' N	99 m (NE-diagonal)
WGS 84	ED 50	59° 00' N	109 m (NE-diagonal)

ANNEX 2

OFF THE COAST OF SOUTHERN NORWAY

(Reference charts: Norwegian Charts No.305 (INT 1300) and 306 published by the Norwegian Hydrographic Service.

Note: These charts are based on European Datum 1950 (ED 50). The geographical positions, (1) to (63), listed below are based on World Geodetic System 1984 Datum (WGS 84).)

Categories of ships to which the traffic separation schemes apply

- (a) tankers as defined in Annex I of the International Convention for the Prevention of Pollution from Ships, 1973, as modified by the Protocol of 1978 (MARPOL 73/78);
- (b) chemical tankers carrying noxious liquid substances in bulk assessed or provisionally assessed as Category X or Y in Annex II to MARPOL 73/78;
- (c) ships of 5,000 gross tonnage and upwards, in transit or on international voyages to or from Norwegian ports; and
- (d) the routing schemes do not apply to any size or category of ship in domestic traffic with passengers and/or goods between Norwegian ports.

International voyages to or from ports in Norway

Ships of above categories on international voyages, to or from ports in Norway, should follow the ship's routing system until a course to port can be clearly set. This also applies to ships calling at Norwegian ports for supplies or service.

Description of the traffic separation schemes

I Off Egersund

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

(1)	58° 21'.00 N	005° 15'.23 E
(2)	58° 18'.78 N	005° 19'.20 E
(3)	58° 16'.82 N	005° 23'.58 E
(4)	58° 18'.33 N	005° 26'.02 E
(5)	58° 20'.22 N	005° 21'.80 E
(6)	58° 22'.37 N	005° 18'.00 E

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

(7)	58° 18'.95 N	005° 11'.08 E
(8)	58° 16'.60 N	005° 15'.27 E
(9)	58° 14'.53 N	005° 19'.90 E

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

(10)	58° 24'.40 N	005° 22'.17 E
(11)	58° 22'.40 N	005° 25'.75 E
(12)	58° 20'.63 N	005° 29'.70 E

II Off Farsund

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

(13)	57° 46'.62 N	006° 30'.43 E
(14)	57° 44'.43 N	006° 35'.20 E
(15)	57° 44'.30 N	006° 41'.48 E
(16)	57° 46'.30 N	006° 41'.62 E
(17)	57° 46'.40 N	006° 36'.63 E
(18)	57° 48'.12 N	006° 32'.87 E

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

(19)	57° 44'.33 N	006° 26'.80 E
(20)	57° 41'.48 N	006° 33'.03 E
(21)	57° 41'.32 N	006° 41'.25 E

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

(22)	57° 50'.40 N	006° 36'.52 E
(23)	57° 49'.35 N	006° 38'.80 E
(24)	57° 49'.28 N	006° 41'.85 E

III Off Ryvingen

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

(25)	57° 42'.80 N	007° 41'.87 E
(26)	57° 42'.55 N	007° 51'.72 E
(27)	57° 44'.87 N	007° 59'.92 E
(28)	57° 44'.55 N	007° 50'.77 E
(29)	57° 44'.78 N	007° 42'.10 E

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

(30)	57° 39'.85 N	007° 41'.72 E
(31)	57° 39'.58 N	007° 52'.97 E
(32)	57° 39'.92 N	008° 00'.25 E

- (i) A traffic lane for westbound traffic is established between the separation zone described in paragraph (g) and a line connecting the following geographical positions:

(33)	57° 47'.75 N	007° 42'.55 E
(34)	57° 47'.58 N	007° 49'.68 E
(35)	57° 49'.40 N	007° 56'.00 E

IV Off Lillesand

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

(36)	57° 58'.25 N	008° 46'.92 E
(37)	57° 59'.75 N	008° 52'.25 E
(38)	58° 02'.17 N	008° 56'.22 E
(39)	58° 03'.47 N	008° 53'.38 E
(40)	58° 01'.35 N	008° 49'.88 E
(41)	58° 00'.02 N	008° 45'.15 E

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

(42)	57° 55'.60 N	008° 49'.55 E
(43)	57° 57'.37 N	008° 55'.82 E
(44)	58° 00'.18 N	009° 00'.47 E

- (l) A traffic lane for westbound traffic is established between the separation zone described in paragraph (j) and a line connecting the following geographical positions:

(45)	58° 02'.67 N	008° 42'.50 E
(46)	58° 03'.73 N	008° 46'.32 E
(47)	58° 05'.45 N	008° 49'.13 E

V Off Risør

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

(48)	58° 26'.27 N	009° 36'.28 E
(49)	58° 30'.03 N	009° 42'.53 E
(50)	58° 31'.33 N	009° 39'.67 E
(51)	58° 27'.57 N	009° 33'.42 E

- (n) A traffic lane for eastbound traffic is established between the separation zone described in paragraph (m) and a line connecting the following geographical positions:

(52)	58° 24'.30 N	009° 40'.60 E
(53)	58° 28'.07 N	009° 46'.85 E

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

(54)	58° 29'.53 N	009° 29'.08 E
(55)	58° 33'.30 N	009° 35'.33 E

Description of the recommended routes

(p) A recommended route is established between the traffic separation schemes Off Egersund and Off Farsund with a central line between the following geographical positions:

(56) 58° 17'.60 N 005° 24'.85 E
(57) 57° 47'.38 N 006° 31'.65 E

(q) A recommended route is established between the traffic separation schemes Off Farsund and Off Ryvingen with a central line between the following geographical positions:

(58) 57° 45'.33 N 006° 41'.57 E
(59) 57° 43'.82 N 007° 41'.97 E

(r) A recommended route is established between the traffic separation schemes Off Ryvingen and Off Lillesand with a central line between the following geographical positions:

(60) 57° 44'.70 N 007° 55'.23 E
(61) 57° 59'.17 N 008° 46'.03 E

(s) A recommended route is established between the traffic separation schemes Off Lillesand and Off Risør with a central line between the following geographical positions:

(62) 58° 02'.78 N 008° 54'.80 E
(63) 58° 26'.95 N 009° 34'.78 E

Note:

Chart No.	Title	Scale	Datum
306	Skagerrak, vestre blad	1:350 000	ED 50
305 (INT 1300)	Skagerrak	1:350 000	WGS 84

Typical shift of position co-ordinates referred to the WGS 84 Datum to the ED 50 Datum are:

From Datum	To Datum	Approximate latitude in the area	Datum shift
WGS 84	ED 50	62° 30' N	99 m (NE-diagonal)
WGS 84	ED 50	59° 00' N	109 m (NE-diagonal)

ANNEX 3

AMENDMENTS TO THE EXISTING TRAFFIC SEPARATION SCHEME "IN THE STRAIT OF DOVER AND ADJACENT WATERS"

1 *In "WARNINGS" section, the existing paragraph 3 is deleted and the following new paragraphs are added after the existing paragraph 2:*

"3 In the area of the deep-water route east of the separation line, ships are recommended to avoid overtaking where traffic and navigation do not allow sufficient sea room and passing distance. If overtaking is performed then a safe distance must be maintained and COLREG Rule 13 observed.

4 Mariners leaving the north east going lane and planning to cross the south west going lane, between the Varne (51° 01'.3 N 001° 23'.9 E) and F1 (51° 11'.2 N 001°45'.0 E) light-buoys should be aware of heavy traffic in the south west going lane, as well as ferry traffic, and alter course and/or speed at an appropriate point."

ANNEX 4

AMENDMENTS TO THE EXISTING TRAFFIC SEPARATION SCHEME "OFF THE SOUTH-WEST COAST OF ICELAND"

- 1 *The first paragraph after the title "OFF THE SOUTH-WEST COAST OF ICELAND", which refers to the reference chart, is replaced by the following text:*

"(Reference chart: Icelandic No.31 (INT 1103) Dyrhólaey – Snæfellsnes (May 2008 edition).
Note: The chart is based on World Geodetic System 1984 datum (WGS 84).)"
 - 2 *In "Notes" section, the following paragraph is added after the existing paragraph 1.4:*

"1.5 Passenger ships of unlimited size may only navigate the Inner Route (Húllid Passage) during the period from 1 May to 1 October."
 - 3 *In "Notes" section, the reference to paragraphs "1.2 and 1.4" in the last part of paragraph 1.1 is replaced by "1.2 to 1.5".*
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