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### **NEW AND AMENDED EXISTING TRAFFIC SEPARATION SCHEMES**

1 The Maritime Safety Committee, at its ninetieth session (16 to 25 May 2012), 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, 2 and 3 as follows:

- .1 "In Norra Kvarken" (new scheme);
- .2 "Sunk East" (amended scheme); and
- .3 "At West Hinder" (amended scheme).

2 The new traffic separation scheme listed in subparagraph 1.1 above and detailed in annex 1 will be implemented at 0000 hours UTC on 1 May 2013, whilst the amended traffic separation schemes in subparagraphs 1.2 and 1.3 above and detailed in annexes 2 and 3 will be implemented at 0000 hours UTC on 1 December 2012.

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## ANNEX 1

### NEW AND AMENDED TRAFFIC SEPARATION SCHEMES

#### IN NORRA KVARKEN

(Reference chart: Finnish chart number 47 edition 2005 V based on World Geodetic System (WGS 84))

##### *Part I*

(a) A traffic separation zone 0.1 mile wide is centred upon the following geographical positions:

(1) 63° 27'.22 N 020° 37'.58 E                      (2) 63° 27'.94 N 020° 38'.61 E

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

(3) 63° 27'.03 N 020° 38'.32 E                      (4) 63° 27'.77 N 020° 39'.28 E

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

(5) 63° 28'.12 N 020° 37'.93 E                      (6) 63° 27'.42 N 020° 36'.84 E

##### *Part II*

(d) A traffic separation zone 0.1 mile wide is centred upon the following geographical positions:

(7) 63° 31'.60 N 020° 42'.72 E                      (8) 63° 31'.84 N 020° 43'.00' E  
(9) 63° 32'.50 N 020° 45'.82 E

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

(10) 63° 31'.19 N 020° 43'.77 E                      (11) 63° 32'.29 N 020° 46'.24 E

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

(12) 63° 32'.71 N 020° 45'.40 E                      (13) 63° 32'.23 N 020° 41'.09 E

##### *Part III*

(g) A traffic separation zone 0.1 mile wide is centred upon the following geographical positions:

(14) 63° 34'.73 N 021° 01'.51 E                      (15) 63° 35'.06 N 021° 03'.60 E

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

(16) 63° 34'.42 N 021° 01'.76 E                      (17) 63° 34'.72 N 021° 03'.88 E

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

(18) 63° 35'.40 N 021° 03'.33 E                      (19) 63° 35'.04' N 021° 01'.26' E

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## ANNEX 2

### AMENDMENTS TO THE EXISTING TRAFFIC SEPARATION SCHEME "SUNK EAST"

(Reference Charts: British Admiralty 1610)

**Note:** *Chart is based on World Geodetic System 1984 Datum (WGS 84)*

#### 1 Description

- 1.1 The proposed amendment to the SUNK routing measure comprises of amendments to the SUNK TSS East to be extended 5.5 nautical miles eastwards.

#### 2 Details of proposed Amendments

SUNK East traffic separation scheme

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

(22)	51° 53'.07 N	002° 07'.46 E	(24)	51° 48'.84 N	001° 51'.86 E
(23)	51° 53'.39 N	002° 07'.55 E	(25)	51° 48'.54 N	001° 51'.85 E

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

(26)	51° 54'.59 N	002° 07'.93 E	(31)	51° 55'.59 N	001° 51'.73 E
(27)	51° 49'.92 N	001° 51'.89 E	(32)	51° 52'.31 N	001° 50'.68 E
(28)	51° 52'.06 N	001° 49'.37 E	(33)	51° 50'.99 N	001° 52'.27 E
(29)	51° 53'.90 N	001° 49'.96 E	(34)	51° 55'.63 N	002° 08'.24 E
(30)	51° 55'.72 N	001° 50'.54 E			

- (i) A traffic lane for eastbound traffic between the separation zone described in (g) above and a line connecting the following geographical positions:

(35)	51° 47'.45 N	001° 51'.82 E	(36)	51° 51'.89 N	002° 07'.08 E
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- (j) A traffic lane for westbound traffic between the separation zone described in (g) above and that portion of the separation zone described in (h) above connecting the following geographical positions:

(26)	51° 54'.59 N	002° 07'.93 E	(27)	51° 49'.92 N	001° 51'.89 E
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### ANNEX 3

#### AMENDMENTS TO THE EXISTING TRAFFIC SEPARATION SCHEME "AT WEST HINDER"

(Reference charts: D11 and 102INT1480 published by the Agency of Maritime and Coastal Services, Flemish Hydrography.

**Note:** *These charts are based on World Geodetic System 1984 Datum (WGS 84)*

1 A new extended Precautionary Area with recommended direction of traffic flow is established connecting the following geographical positions:

1	51° 23'.45 N	002° 32'.95 E joining TSS
2	51° 23'.45 N	002° 36'.92 E AN Buoy
3	51° 24'.25 N	002° 44'.52 E GZ Buoy
4	51° 23'.38 N	002° 46'.21 E VG Buoy
5	51° 20'.82 N	002° 46'.29 E MBN Buoy
6	51° 21'.39 N	002° 31'.33 E near Oost Dyck Buoy joining the TSS.

2 Consequently, the revised coordinates of the geographical positions (East end) of the eastbound traffic lane, the westbound traffic lane and the separation line are as follows:

(7(revised))	51° 23'.45 N	002° 32'.95 E
(1(revised))	51° 22'.43 N	002° 32'.15 E
(13(revised))	51° 21'.39 N	002° 31'.33 E

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