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COLREG.2/Circ.69
16 June 2017

AMENDED TRAFFIC SEPARATION SCHEME

**Amendments to the existing Long Sand Head two-way route and
SUNK Inner precautionary area
in the existing traffic separation scheme "In the SUNK area and in the northern
approaches to the Thames Estuary"**

1 The Maritime Safety Committee, at its ninety-eighth session (7 to 16 June 2017), adopted, in accordance with resolution A.858(20), amendments to the existing Long Sand Head two-way route and Sunk Inner precautionary area in the existing traffic separation scheme "In the Sunk Area and in the Northern Approaches to the Thames Estuary".

2 Accordingly, the aforementioned will be implemented at 0000 hours UTC on 1 January 2018.

ANNEX

AMENDMENTS¹ TO THE EXISTING LONG SAND HEAD TWO-WAY ROUTE AND SUNK INNER PRECAUTIONARY AREA IN THE EXISTING TRAFFIC SEPARATION SCHEME "IN THE SUNK AREA AND IN THE NORTHERN APPROACHES TO THE THAMES ESTUARY" (COLREG.2/Circ.58, paragraph 1.2 and annex 2)

(Reference chart: British Admiralty No. 2692, 10th edition, June 2016.)

Note: These charts are based on the World Geodetic System 1984 datum (WGS 84.)

Description of the amendments to Long Sand Head two-way route

Geographical positions (2) and (3) of two-way route (COLREG.2/Circ.58, paragraph 1.2 and annex 2, paragraph (a)) are amended as follows:

- (2) 51° 48'.12 N; 001° 39'.39 E
- (3) 51° 48'.22 N; 001° 38'.16 E

Description of the amendments to SUNK Inner precautionary area

Geographical positions (52) and (3) of SUNK Inner precautionary area (COLREG.2/Circ.58, paragraph 1.2 and annex 2, paragraph (n)) are amended as follows:

- (52) 51° 48'.32 N; 001° 36'.96 E
- (3) 51° 48'.22 N; 001° 38'.16 E

¹ These amendments concern sections B-II/8 and E-8 of IMO publication *Ships' Routing*, 2015 edition.