

For east-bound traffic

A traffic lane, not less than 4 miles wide, is established on the southern side of the separation zone.

The main traffic directions are 090° and 067° .

Boundary of the Northern traffic lane

	<i>Latitude</i>	<i>Longitude</i>
(i)	$39^{\circ}10'.8$ S	$146^{\circ}15'.0$ E
(ii)	$39^{\circ}10'.8$ S	$146^{\circ}19'.2$ E
(iii)	$39^{\circ}09'.0$ S	$146^{\circ}26'.0$ E
(iv)	$39^{\circ}02'.0$ S	$146^{\circ}45'.0$ E

Boundary of the Southern traffic lane

(v)	$39^{\circ}19'.0$ S	$146^{\circ}15'.0$ E
(vi)	$39^{\circ}19'.0$ S	$146^{\circ}45'.0$ E

The area between Wilson Promontory and the traffic separation scheme is considered as an inshore traffic zone.

Date of implementation: 1 January 1972.

12 October 1971
Agenda item 8

RESOLUTION A.227(VII)

Superseded by A.284(VIII)

SYSTEM OF TRAFFIC SEPARATION SCHEMES IN
THE DOVER STRAIT AND ADJACENT AREAS

The Assembly,

Noting Article 16(i) of the Convention on the Inter-Governmental Maritime Consultative Organization concerning the functions of the Assembly,

Recognizing the fact that the practice of following traffic separation schemes recommended by the Organization for international use would contribute considerably to the avoidance of collisions between ships,

Recognizing also that such practice would indirectly reduce the risk of pollution of the sea and the coastlines and the risk of damage to marine life in cases of accident,

Having examined the Recommendations by the Maritime Safety Committee at its twenty-fourth session and considering the system to be an improvement upon the schemes previously adopted,

Having also taken note of previous Resolutions by which the Assembly adopted traffic separation schemes in other areas (Resolutions A.161(ES.IV), A.186(VI) and A.226(VII)),

Adopts the traffic separation schemes described at Annex to this Resolution,

Invites the governments concerned to advise ships under their flags to follow the recommended routes,

Requests the Maritime Safety Committee to keep the subject under continuous review aiming at preparation of new schemes or amending and updating existing schemes as necessary,

Requests the Secretary-General to advise all concerned of the details of the schemes adopted.

ANNEX

REVISED NORTH HINDER TRAFFIC SEPARATION SCHEME

(as extended)

(Reference chart: British Admiralty Chart No. 1406)

(a) The boundary on the English side is a line joining the following positions:

(i)	51°30.4' N	02°00.0' E	} Chart 1406
(ii)	51°50.4' N	02°27.5' E	
(iii)	51°53.0' N	02°44.0' E	

(b) The boundary on the Continental side is a line joining the following positions:

(i)	51°44.5' N	02°47.5' E	} Chart 1406
(ii)	51°42.3' N	02°36.2' E	
(iii)	51°39.7' N	02°31.2' E	
(iv)	51°23.0' N	02°25.0' E	

(c) *Separation between traffic lanes.* A one-mile wide traffic separation zone is centred upon the following geographical positions:

(i)	51°47.0' N	02°33.0' E	
(ii)	51°28.0' N	02°07.1' E	(Joins Dover Strait Scheme) (Chart 1406)

Note: The co-ordinates of the eastward leg of the separation zone with the gap for crossing traffic remain as originally delineated.

DOVER STRAIT TRAFFIC SEPARATION SCHEME
(as amended)

(Reference charts: British Admiralty Charts Nos. 1406, 1598,
1895 and 2451)

(a) The boundary of the inshore traffic zone on the English side is in a line passing through the following positions:

	(i) 51°30.4' N	02°00.0' E	
	(ii) 51°23.0' N	01°50.0' E	}
	(iii) 51°14.1' N	01°44.1' E	
	(iv) 51°06.9' N	01°31.0' E	
	(v) 50°57.3' N	01°12.2' E	

(b) A half-mile wide separation zone between the inshore traffic zone and the traffic lane for S.W.-going traffic is centred upon the following geographical positions:

	(i) 50°57.0' N	01°12.2' E	
	(ii) 50°52.0' N	01°02.2' E	}
	(iii) 50°36.8' N	00°27.4' E	
	(iv) 50°34.7' N	00°00.0' E	

(c) The boundary of the inshore traffic zone on the Continental side is a line passing through the following positions:

	(i) 51°20.0' N	02°24.6' E	
	(ii) 51°06.4' N	01°49.0' E	}
	(iii) 50°53.6' N	01°30.8' E	
	(iv) 50°44.5' N	01°27.0' E	
	(v) 50°37.7' N	01°20.0' E	}
	(vi) 50°26.7' N	00°58.8' E	
	(vii) 50°12.0' N	00°00.0' E	Chart 1598

Separation between traffic lanes

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

	(i) 51°28.0' N	02°07.1' E	Chart 1406
	(ii) 51°16.5' N	01°52.4' E	Chart 1895

(e) A separation line passing through the following positions:

	(ii) 51°16.5' N	01°52.4' E	Chart 1895
	(iii) 51°06.1' N	01°38.2' E	" "

(f) A one-mile wide separation zone centred upon the following geographical positions:

	(iii) 51°06.1' N	01°38.2' E	Chart 1895
	(iv) 50°57.2' N	01°23.6' E	" "

- (g) A natural separation is formed by The Ridge or La Colbart.
- (h) A two-mile wide separation zone centred upon the following geographical positions:
- | | | | | |
|-------|------------|------------|---------------------|--------------|
| (i) | 50°48.9' N | 01°16.2' E | (S.W. Colbart Buoy) | } Chart 2451 |
| (ii) | 50°37.9' N | 01°04.4' E | | |
| (iii) | 50°33.7' N | 00°57.8' E | (Bassurelle L.V.) | |
- (i) A separation zone bounded by the lines passing through the following positions:
- | | | | |
|-------|------------|------------|--------------|
| (i) | 50°33.0' N | 00°59.0' E | } Chart 2451 |
| (ii) | 50°34.4' N | 00°56.7' E | |
| (iii) | 50°28.8' N | 00°00.0' | |
| (iv) | 50°25.0' N | 00°00.0' | |

Aids to navigation

Lightbuoys should be established in the following geographical positions:

- | | | |
|-----|-------------------------------|------------|
| (A) | 51°14.9' N | 01°54.8' E |
| (B) | 51°12.4' N | 01°51.2' E |
| (C) | 51°09.8' N | 01°46.3' E |
| | (S.W. Sandettie buoy shifted) | |
| (D) | 51°07.0' N | 01°31.4' E |
| (E) | 51°17.3' N | 01°46.2' E |
| (F) | 51°09.4' N | 01°42.4' E |
| (G) | 51°12.3' N | 01°46.6' E |
| (H) | 50°12.0' N | 00°00.0' |

A light vessel, or other suitable mark, with racon and radio beacon to be established in the following geographical position:

- | | | |
|-----|---------------|-------------|
| (I) | 50° - 27.0' N | 00° - 00.0' |
|-----|---------------|-------------|

I. North-east-bound ships should use the traffic lane which is contained between the boundary line on the Continental side and the central separation zones and line described.

II. South-west-bound ships should use the traffic lane which is contained between the boundary line or side of separation zone on the English side and the central separation zones and line described.

III. A deep-draught route has been established from west of Dyck L.V. to the north of Sandettie L.V. in the area between the separation line and the Sandettie Bank.*

* The deep-draught route as defined in this scheme should not come into operation until the results of the detailed surveys of the area are fully known, the necessary aids to navigation are in position and two dangerous wrecks that exist in the vicinity of the deep-draught route are removed or at least marked.

IV. In the area of the deep-draught route east of the separation line deep-draught vessels should be recommended to avoid overtaking.

Warning

A route for deep-draught vessels is established to the north-west of the Sandettie Bank and masters considering the use of this route shall take into account the proximity of traffic using the south-west-bound lane. The main traffic lane for north-east-bound vessels lies to the south-east of the Sandettie Bank and shall be followed by all such vessels as can safely navigate therein having regard to their draught.

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RESOLUTION A.228(VII)

OBSERVANCE OF TRAFFIC SEPARATION SCHEMES

The Assembly,

Noting Article 16(i) of the Convention on the Inter-Governmental Maritime Consultative Organization concerning the functions of the Assembly,

Having examined the Recommendation on Observance of Traffic Separation Schemes adopted by the Maritime Safety Committee at its twenty-third session,

Noting that in a recent survey of the recommended Dover Strait Traffic Separation Scheme about 5 per cent of ships were proceeding in the wrong lane,

Noting further that collisions continue to occur in this area through which some 600 ships pass daily, a high proportion involving ships proceeding in the wrong lane,

Endorses the action taken by the Maritime Safety Committee,

Recommends that Member Governments of the Organization should make it an offence for ships of their flag which use any traffic separation scheme adopted by the Organization to proceed against the established direction of traffic flow.

12 October 1971
Agenda item 8

RESOLUTION A.229(VII)

Revoked by A.894(21)

MERCHANT SHIP SEARCH AND RESCUE MANUAL
(MERSAR)

The Assembly,

Noting Article 16(i) of the Convention on the Inter-Governmental Maritime Consultative Organization concerning the functions of the Assembly with regard to maritime safety,