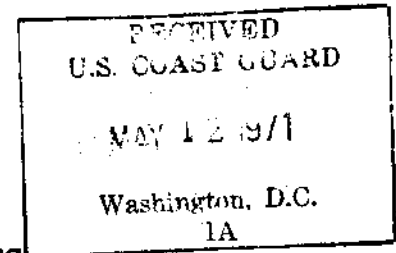




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NEW TRAFFIC SEPARATION SCHEMES

1. The Maritime Safety Committee at its twenty-third session (15-19 March 1971) gave its approval to the following new or extended traffic separation schemes and corresponding dates of implementation:

- (a) In the German Bight (as extended), operative since 1 October 1970 (see also SN/Circ.55 of 4 December 1970);
- (b) Traffic separation scheme system at the approaches to Hook of Holland, to become operative on 1 April 1971 (see also SN/Circ.56 of 20 January 1971);
- (c) In the approaches to Chedabucto Bay to become operative on a date to be notified through the Organization, which shall not be later than 15 September 1971;
- (d) At North Hinder (as extended), to become operative on 1 July 1971.

2. Descriptions of the above schemes are given at Annex II to the Committee's Report (MSC XXIII/19); for easy reference a description of the schemes for (b) and (c) above are attached ... hereto.

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3. The Committee invited Governments to bring this information to the attention of all concerned and to instruct ships under their flag to follow the adopted routes.

4. In this connexion it is recalled that the Committee recommended that Member Governments should now make it an offence for ships of their flag which use any operative traffic separation scheme adopted by the Organization to proceed against the established direction of traffic flow. (Recommendation on Observance of Traffic Separation Schemes, Annex IV to MSC XXIII/19, communicated as Note Verbale T2/2.05(NV.1) on 2 April 1971).

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TRAFFIC SEPARATION SYSTEM AT THE  
APPROACHES TO HOOK OF HOLLAND

(Reference charts: 1406 and 122 and Netherlands charts 1449,  
1349 and 1350)

The traffic separation system consists of three schemes as follows:

- A traffic separation scheme North of Goeree L.V. to separate East and West bound traffic, going to and coming from the Port of Rotterdam.
- A traffic separation scheme North of the entrance to the New Waterway to separate South and North bound traffic, going to and coming from the Port of Rotterdam.
- A circular traffic separation zone centred at the Maas buoy.

The details of the individual schemes of the system adopted are as follows:

1. The Goeree Traffic Separation Scheme

(a) A traffic separation zone is an area bounded by a line connecting the following positions:

- |       |            |           |
|-------|------------|-----------|
| (i)   | 51°59'.3 N | 3°46'.7 E |
| (ii)  | 51°58'.8 N | 3°46'.9 E |
| (iii) | 51°57'.3 N | 3°39'.1 E |
| (iv)  | 51°56'.5 N | 3°34'.5 E |
| (v)   | 51°57'.5 N | 3°34'.0 E |
| (vi)  | 51°58'.3 N | 3°38'.7 E |

(b) A lane for west-bound traffic is an area between the traffic separation zone in (a) above and a line connecting the following positions:

- |      |            |           |
|------|------------|-----------|
| (i)  | 52°00'.7 N | 3°46'.0 E |
| (ii) | 51°58'.8 N | 3°27'.6 E |

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(c) A lane for east-bound traffic is an area between the traffic separation zone in (a) above and a line connecting the following positions:

- (i) 51°54'.6 N      3°35'.4 E
- (ii) 51°55'.8 N      3°39'.8 E
- (iii) 51°57'.3 N      3°47'.6 E

(d) The following aids to navigation are used to support the Goeree scheme:

on the northern outside limit of the scheme:

- (i) Buoy "EURO 1"
- (ii) Buoy "EURO 1a"
- (iii) Buoy "EURO 3"
- (iv) Buoy "EURO 3a"
- (v) Buoy "EURO 5"
- (vi) Buoy "EURO 5a"

on the southern outside limit of the scheme:

- (i) L/V Goeree, positioned at 51°55'.6 N, 3°39'.8 E

and in addition

- (ii) a buoy, "Maas South" with radar reflector, positioned at 51°57'.3 N, 3°47'.6 E

2. Traffic Separation Scheme north of the entrance to the New Waterway

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

- (i) 52°06'.3 N      3°58'.3 E
- (ii) 52°03'.4 N      3°57'.2 E

(b) A traffic lane two-miles wide, is established on each side of the separation zone;

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- (c) To support the traffic separation scheme a buoy "Maas North" with radar reflector is established in position:

52°06'.9 N      3°53'.5E

3. The Maas buoy circular traffic separation zone

A circular separation zone,  $\frac{1}{2}$  mile in diameter, is centred at the position:

52°01'.10" N      3°53'.34 E

This position coincides with the present position of "Maas" buoy.

Navigation in the area

All incoming and outgoing traffic, except the deep draught vessels which have to make use of the deep draught route, should keep the Maas buoy and its separation zone on their port side.

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TRAFFIC SEPARATION SCHEME  
IN THE APPROACHES TO CHEDABUCTO BAY

(Reference Charts: Canadian Hydrographic Service - 4013 and 4335

The traffic separation scheme for Chedabucto Bay consists of three parts.

PART I

(a) Traffic separation zone number 1 is the area contained within lines joining the following geographical positions:

|     |               |               |
|-----|---------------|---------------|
| (1) | 45° 24' 00" N | 60° 36' 42" W |
| (2) | 45° 24' 12" N | 60° 27' 10" W |
| (3) | 45° 23' 42" N | 60° 28' 12" W |
| (4) | 45° 23' 49" N | 60° 36' 29" W |

(b) A traffic lane is established on each side of the separation zone, the outside limits of which are lines joining the following geographical positions:

|     |               |                    |
|-----|---------------|--------------------|
| (5) | 45° 25' 26" N | 60° 41' 42" W      |
| (6) | 45° 26' 00" N | 60° 23' 12" W, and |
| (7) | 45° 22' 18" N | 60° 34' 30" W      |
| (8) | 45° 22' 09" N | 60° 31' 36" W      |

The main traffic directions are:

092° - 267°

PART II

(a) Traffic separation zone number 2 is the area contained within lines joining the following geographical positions:

|      |               |               |
|------|---------------|---------------|
| (9)  | 45° 22' 34" N | 60° 40' 00" W |
| (10) | 45° 19' 53" N | 60° 36' 30" W |
| (11) | 45° 19' 18" N | 60° 37' 48" W |
| (12) | 45° 22' 41" N | 60° 42' 10" W |

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(b) A traffic lane is established on each side of the separation zone, the outside limits of which are lines joining the following geographical positions:

- |      |               |               |
|------|---------------|---------------|
| (7)  | 45° 22' 18" N | 60° 34' 30" W |
| (3)  | 45° 21' 21" N | 60° 33' 18" W |
| (14) | 45° 22' 54" N | 60° 46' 30" W |
| (15) | 45° 21' 17" N | 60° 44' 24" W |
| (16) | 45° 14' 22" N | 60° 48' 23" W |

The main traffic directions are:

138° - 318°  
202°

### PART III

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

- |      |               |               |
|------|---------------|---------------|
| (17) | 45° 23' 54" N | 60° 41' 42" W |
| (18) | 45° 23' 54" N | 60° 58' 48" W |

(b) A traffic lane is established on each side of the separation line, the outside limits of which are lines joining the following geographical positions:

- |      |               |               |
|------|---------------|---------------|
| (5)  | 45° 25' 26" N | 60° 41' 42" W |
| (19) | 45° 24' 54" N | 60° 58' 48" W |
| (14) | 45° 22' 54" N | 60° 46' 30" W |
| (20) | 45° 22' 54" N | 60° 58' 48" W |

The main traffic directions are:

090° - 270°

### Aids to Navigation

A lighted buoy, equipped with a Racon and fog horn, is placed at the eastern limit of this part in position (17).

Four other lighted buoys, equipped with radar reflectors, are set at three mile intervals along the length of the separation line including one at position (18), the western limit of this part.