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COLREG.2/Circ.67
20 May 2016

NEW AND AMENDED TRAFFIC SEPARATION SCHEMES

1 The Maritime Safety Committee, at its ninety-sixth session (11 to 20 May 2016), adopted, in accordance with resolution A.858(20), new and amended traffic separation schemes, set out in annexes 1 to 5 as follows:

- .1 "Off Southwest Australia" (new scheme);
- .2 "In the Corsica Channel" (new scheme);
- .3 "In the approaches to Hook of Holland and at North Hinder", including associated precautionary areas (amended scheme), which also revokes the existing precautionary areas "In the approaches to Hook of Holland and at North Hinder" (SN.1/Circ.317, annex, pages 4 and 5);
- .4 "At West Hinder (amended scheme); and
- .5 "In Bornholmsgat" (amended scheme).

2 Accordingly, the new and amended traffic separation schemes listed in:

- .1 subparagraphs 1.1 and 1.2 above and detailed in annexes 1 and 2 will be implemented at 0000 hours UTC on 1 December 2016,
- .2 subparagraphs 1.3 and 1.4 above and detailed in annexes 3 and 4 will be implemented at 0000 hours UTC on 1 June 2017, and
- .3 subparagraph 1.5 above and detailed in annex 5 will be implemented at 0000 hours UTC on 1 January 2017.

ANNEX 1

NEW TRAFFIC SEPARATION SCHEMES "OFF SOUTHWEST AUSTRALIA"

(Reference charts:

Name	Number	Edition
Cape Naturaliste to Point D'Entrecasteaux	AUS335	Ed 2
Cape Leeuwin to King George Sound	AUS336	Ed 2
Cape Naturaliste to Cape Leeuwin	AUS756	Ed 3
Cape Leeuwin to Point D'Entrecasteaux	AUS757	Ed 3
Point D'Entrecasteaux to Point Hillier	AUS758	Ed 3

Electronic

ENC	AU240110	Ed 1 U/d 3
ENC	AU335114	Ed 1 U/d 2
ENC	AU335115	Ed 1 U/d 5
ENC	AU336115	Ed 1 U/d 0
ENC	AU336116	Ed 3 U/d 3

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

Description of the Traffic Separation Schemes

I Off Cape Leeuwin

The traffic separation scheme Off Cape Leeuwin consists of the following:

- (a) A two nautical mile wide traffic lane for north-west bound traffic between the separation zone and a line connecting the following geographical positions:

- (1) 34°00'.00 S 114°43'.00 E
- (2) 34°09'.30 S 114°42'.70 E
- (3) 34°28'.50 S 114°49'.30 E
- (4) 34°32'.96 S 114°56'.98 E

- (b) A two nautical mile wide traffic lane for south-east bound traffic between the separation zone and a line connecting the following geographical positions:

- (5) 34°00'.00 S 114°33'.00 E
- (6) 34°10'.50 S 114°36'.90 E
- (7) 34°31'.50 S 114°44'.20 E
- (8) 34°37'.39 S 114°54'.32 E

- (c) A separation zone, one nautical mile wide, created by a polygon with the following geographical positions:

- (9) 34°00'.00 S 114°37'.09 E
- (10) 34°10'.00 S 114°39'.10 E
- (11) 34°30'.20 S 114°45'.90 E
- (12) 34°35'.68 S 114°55'.35 E
- (13) 34°34'.66 S 114°55'.96 E
- (14) 34°29'.49 S 114°47'.10 E
- (15) 34°09'.75 S 114°40'.30 E
- (16) 34°00'.00 S 114°38'.40 E

II Off Chatham Island

The traffic separation scheme Chatham Island consists of the following:

- (a) A two nautical mile wide traffic lane for north-west bound traffic between the separation zone and a line connecting the following geographical positions:

- (17) 35°23'.17 S 116°23'.52 E
- (18) 35°27'.95 S 116°31'.76 E
- (19) 35°27'.26 S 116°39'.78 E

- (b) A two nautical mile wide traffic lane for south-east bound traffic between the separation zone and a line connecting the following geographical positions:

- (20) 35°27'.78 S 116°20'.86 E
- (21) 35°33'.10 S 116°30'.00 E
- (22) 35°34'.50 S 116°39'.78 E

- (c) A separation zone, one nautical mile wide, created by a polygon with the following geographical positions:

- (23) 35°25'.93 S 116°21'.93 E
- (24) 35°30'.41 S 116°29'.64 E
- (25) 35°31'.38 S 116°39'.78 E
- (26) 35°30'.37 S 116°39'.78 E
- (27) 35°29'.59 S 116°30'.35 E
- (28) 35°25'.00 S 116°22'.47 E

ANNEX 2

NEW TRAFFIC SEPARATION SCHEME "IN THE CORSICA CHANNEL"

(Reference charts: France No.7013, 2015 edition, of the French Hydrographic Office (SHOM) and Italy No.40, 2015 edition, of the Italian Navy Hydrographical Institute.

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

Description of the traffic separation scheme

(a) A separation zone, 0.2 nautical mile wide, is centred upon a line connecting the following geographical positions:

- (1) 43°02'.00 N 009°37'.10 E
- (2) 42°54'.00 N 009°39'.60 E

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

- (3) 43°02'.00 N 009°33'.68 E
- (4) 42°54'.00 N 009°35'.30 E

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

- (5) 43°02'.00 N 009°40'.00 E
- (6) 42°54'.00 N 009°43'.20 E

(d) A separation zone, 0.2 nautical mile wide, between the southbound traffic lane and an inshore traffic zone, is bounded by lines connecting the following geographical positions:

- (3) 43°02'.00 N 009°33'.68 E
- (4) 42°54'.00 N 009°35'.30 E
- (15) 42°54'.00 N 009°35'.02 E
- (14) 43°02'.00 N 009°33'.40 E

Description of the inshore traffic zone

An inshore traffic zone is established between the separation zone d) above and the Corsican coast, with the following geographical positions:

- (9) 42°39'.80 N 009°26'.90 E
- (8) 42°48'.00 N 009°36'.50 E
- (4) 42°54'.00 N 009°35'.30 E
- (15) 42°54'.00 N 009°35'.02 E
- (14) 43°02'.00 N 009°33'.40 E
- (3) 43°02'.00 N 009°33'.68 E
- (13) 43°07'.00 N 009°27'.20 E
- (10) 43°01'.60 N 009°24'.30 E
- (11) 43°00'.52 N 009°24'.02 E

Description of the precautionary areas

(a) A precautionary areas is established in the southern part of the traffic separation scheme bounded by the following geographical positions:

(4)	42°54'.00 N	009°35'.30 E	(7)	42°48'.00 N	009°45'.40 E
(6)	42°54'.00 N	009°43'.20 E	(8)	42°48'.00 N	009°36'. 50 E

(b) A precautionary areas is established in the northern part of the traffic separation scheme bounded by the following geographical positions:

(3)	43°02'.00 N	009°33'.68 E	(12)	43°07'.00 N	009°41'.30 E
(5)	43°02'.00 N	009°40'.20 E	(13)	43°07".00 N	009°27'.20 E

ANNEX 3

**AMENDED EXISTING TRAFFIC SEPARATION SCHEMES
AND ASSOCIATED PRECAUTIONARY AREAS¹
"IN THE APPROACHES TO HOOK OF HOLLAND AND AT NORTH HINDER"**

Note: See "Deep-water route leading to Europoort" in part C, section II, area to be avoided "At Maas North traffic separation scheme" in part D, section I.

(Reference chart Netherlands 1630 (INT 1416), edition 2013

Note: This chart is based on World Geodetic System 1984 datum (WGS 84))

Maas North traffic separation scheme²

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

(1)	52°22'.21 N	003°51'.38 E	(4)	52°07'.14 N	003°47'.10 E
(2)	52°19'.17 N	003°50'.38 E	(5)	52°17'.07 N	003°47'.69 E
(3)	52°07'.17 N	003°54'.08 E	(6)	52°22'.45 N	003°49'.51 E

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

(7)	52°21'.97 N	003°53'.28 E	(9)	52°07'.18 N	003°55'.95 E
(8)	52°19'.03 N	003°52'.34 E			

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

(10)	52°22'.68 N	003°47'.73 E	(12)	52°07'.13 N	003°44'.66 E
(11)	52°14'.02 N	003°44'.96 E			

Maas North-west traffic separation scheme²

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

(15)	52°07'.98 N	003°31'.54 E	(17)	52°05'.96 N	003°36'.27 E
(16)	52°06'.17 N	003°36'.64 E	(18)	52°07'.72 N	003°31'.29 E

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

(13)	52°07'.09 N	003°38'.25 E	(14)	52°09'.08 N	003°32'.64 E
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¹ This amended routing system consolidates and supersedes existing TSS "In the approaches to Hook of Holland and at North Hinder" (part B, page II/10) and the precautionary areas "In the approaches to Hook of Holland and at North Hinder" (part E, page 10).

² Unchanged from the previously adopted measures listed in the *Ships' Routing* publication, 2015 edition, B-II/10.

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

(19) 52°06'.62 N 003°30'.19 E (20) 52°05'.04 N 003°34'.66 E

Maas West Inner traffic separation scheme²

- (a) A separation zone to the north of the deep-water route leading to Europoort is outwardly bounded by a line connecting the following geographical positions:

(24) 52°02'.12 N 003°25'.73 E (26) 52°00'.57 N 003°35'.17 E
(25) 52°02'.56 N 003°34'.94 E (27) 51°59'.75 N 003°25'.29 E

and inwardly bounded by a line connecting the following geographical positions:

(39) 52°02'.15 N 003°33'.36 E (41) 52°00'.03 N 003°27'.01 E
(40) 52°01'.89 N 003°27'.31 E (42) 52°00'.57 N 003°33'.51 E

Note: The inside of the area in the separation zone to the north of the deep-water route leading to Europoort, bounded by a line connecting the geographical positions (39), (40), (41) and (42), is designated as an anchorage area.

- (b) A separation zone to the south of the deep-water route is outwardly bounded by a line connecting the following geographical positions:

(28) 51°59'.92 N 003°35'.24 E (32) 51°59'.09 N 003°25'.17 E
(29) 51°59'.89 N 003°34'.87 E (33) 51°56'.90 N 003°24'.78 E
(30) 51°58'.86 N 003°33'.51 E (34) 51°58'.25 N 003°35'.44 E
(31) 51°59'.47 N 003°29'.78 E

Positions (29) and (30) are connected by a circular arc centred on point (35).
Radius of the arc = 0.729 miles.

(35) 51°59'.56 N 003°33'.82 E

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

(21) 52°04'.74 N 003°34'.69 E (23) 52°04'.63 N 003°26'.20 E

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

(36) 51°54'.10 N 003°24'.29 E (37) 51°56'.26 N 003°35'.66 E

- (e) A separation zone between the westbound traffic lane of TSS Maas West Inner and the south-eastbound traffic lane of TSS Maas North-west is bounded by a line connecting the following geographical positions:

(19) 52°06'.62 N 003°30'.19 E (21) 52°04'.74 N 003°34'.69 E
(20) 52°05'.04 N 003°34'.66 E (22) 52°04'.66 N 003°28'.25 E

Inshore traffic zone²

An inshore traffic zone south of the Maas West Inner TSS and the Maas Centre precautionary area is established between the coast and a line connecting the following geographical positions:

(70)	51°34'.00 N	003°30'.00 E	(66)	51°58'.12 N	003°57'.86 E
(36)	51°54'.10 N	003°24'.29 E	(67)	51°59'.14 N	004°02'.49 E
(38)	51°57'.11 N	003°40'.05 E			

Maas West Outer traffic separation scheme

(a) A separation zone to the north of the deep-water route leading to Europoort is outwardly bounded by a line connecting the following geographical positions:

(45)	52°01'.26 N	003°08'.37 E	(48)	51°58'.79 N	003°13'.86 E
(46)	52°01'.77 N	003°18'.81 E	(49)	51°59'.49 N	003°12'.47 E
(47)	51°59'.15 N	003°18'.13 E	(50)	51°59'.13 N	003°08'.26 E

Positions (48) and (49) are connected by a circular arc, centred on position (51). Radius of the arc 0.729 nautical miles:

(51) 51°58'.77 N 003°12'.66 E

and inwardly bounded by a line connecting the following geographical positions:

(52)	51°59'.88 N	003°13'.89 E	(54)	52°01'.05 N	003°08'.36 E
(53)	52°01'.26 N	003°12'.56 E	(55)	51°59'.40 N	003°08'.28 E

Note: The inside of the area in the separation zone bounded by a line connecting the geographical positions (52), (53), (54), (55), is designated as an anchorage area.

(b) A separation zone to the south of the deep-water route leading to Europoort is outwardly bounded by a line connecting the following geographical positions:

(56)	51°58'.49 N	003°17'.96 E	(58)	51°54'.77 N	003°07'.49 E
(57)	51°57'.64 N	003°08'.00 E	(59)	51°55'.99 N	003°17'.31 E

and inwardly bounded by a line connecting the following geographical positions:

(62)	51°55'.64 N	003°12'.25 E	(64)	51°56'.89 N	003°07'.87 E
(63)	51°57'.37 N	003°13'.55 E	(65)	51°55'.06 N	003°07'.54 E

Note: The inside of the area in the separation zone bounded by a line connecting the geographical positions (62), (63), (64), (65), is designated as an anchorage area.

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

(43)	52°04'.54 N	003°19'.53 E	(44)	52°04'.37 N	003°08'.52 E
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- (d) A traffic lane for east bound traffic is established between the separation zone in paragraph (b) and a line connecting the following geographical positions:

(60) 51°52'.59 N 003°16'.43 E (61) 51° 51'.22 N 003° 09'.29 E

North Hinder North traffic separation scheme²

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

(71) 52°07'.29 N 003°03'.08 E (73) 52°11'.51 N 003°02'.62 E
(72) 52°09'.38 N 003°06'.60 E (74) 52°09'.03 N 002°59'.83 E

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

(75) 52°13'.42 N 002°59'.03 E (76) 52°10'.99 N 002°56'.16 E

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

(77) 52°05'.55 N 003°06'.32 E (78) 52°07'.72 N 003°09'.70 E

North Hinder South traffic separation scheme

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

(79) 51°31'.07 N 002°07'.90 E (81) 51°45'.93 N 002°32'.60 E
(80) 51°29'.84 N 002°10'.62' E (82) 51°46'.67 N 002°31'.25 E

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

(83) 51°26'.97 N 002°16'.95 E (85) 51°43'.44 N 002°37'.21 E
(84) 51°36'.20 N 002°27'.25 E

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

(86) 51°33'.66 N 002°02'.17 E (87) 51°49'.53 N 002°25'.95 E

Off North Hinder traffic separation scheme

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

(88) 51°37'.18 N 002°40'.85 E (91) 51°42'.07 N 002°39'.74 E
(89) 51°37'.18 N 002°42'.05 E (92) 51°43'.70 N 002°39'.18 E
(90) 51°38'.86 N 002°42'.70 E (93) 51°43'.63 N 002°38'.69 E

- (b) A traffic lane for north bound traffic is established between the separation zone in paragraph (a) above and a separation zone bounded by a line connecting the following geographical positions:

(94)	51°38'.02 N	002°47'.15 E	(97)	51°44'.11 N	002°42'.45 E
(95)	51°39'.13 N	002°44'.78 E	(98)	51°42'.25 N	002°41'.40 E
(96)	51°42'.31 N	002°41'.85 E	(99)	51°39'.07 N	002°44'.34 E

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

(100)	51°37'.20 N	002°38'.41 E	(85)	51°43'.44 N	002°37'.21 E
(101)	51°39'.01 N	002°38'.65 E			

Maas Centre precautionary area³

A precautionary area is established off the entrance to the Rotterdam Waterway. The area is bounded by a line connecting the following geographical positions:

(68) ¹	51° 59'.67 N	004° 02'.84 E	(20)	52° 05'.04 N	003° 34'.66 E
(67) ¹	51° 59'.14 N	004° 02'.49 E	(17)	52° 05'.96 N	003° 36'.27 E
(66) ²	51° 58'.12 N	003° 57'.86 E	(16)	52° 06'.17 N	003° 36'.64 E
(38)	51° 57'.11 N	003° 40'.05 E	(13)	52° 07'.09 N	003° 38'.25 E
(37)	51° 56'.26 N	003° 35'.66 E	(12)	52° 07'.13 N	003° 44'.66 E
(34)	51° 58'.25 N	003° 35'.44 E	(4)	52° 07'.14 N	003° 47'.10 E
(28)	51° 59'.92 N	003° 35'.24 E	(3)	52° 07'.17 N	003° 54'.08 E
(26)	52° 00'.57 N	003° 35'.17 E	(9)	52° 07'.18 N	003° 55'.95 E
(25)	52° 02'.56 N	003° 34'.94 E	(69)	52° 07'.19 N	004° 00'.08 E
(21)	52° 04'.74 N	003° 34'.69 E		and back to 68	

¹ Position (68) is the North Mole Head light and position (67) is the South Mole Head Light.

² The line between positions (67) and (66) follows southern sea wall.

Maas Junction precautionary area³

A precautionary area between the Maas West Inner and Outer traffic separation schemes is established by a line connecting the following geographical positions:

(23)	52° 04'.63 N	003° 26'.20 E	(60)	51° 52'.59 N	003° 16'.43 E
(24)	52° 02'.12 N	003° 25'.73 E	(59)	51° 55'.99 N	003° 17'.31 E
(27)	51° 59'.75 N	003° 25'.29 E	(56)	51° 58'.49 N	003° 17'.96 E
(32)	51° 59'.09 N	003° 25'.17 E	(47)	51° 59'.15 N	003° 18'.13 E
(33)	51° 56'.90 N	003° 24'.78 E	(46)	52° 01'.77 N	003° 18'.81 E
(36)	51° 54'.10 N	003° 24'.29 E	(43)	52° 04'.54 N	003° 19'.53 E
				and back to 20	

³ Unchanged from the previously adopted measures listed in the *Ships' Routing* publication, 2015 edition, E-10.

North Hinder Junction precautionary area

A precautionary area is established off North Hinder and bounded by a line joining the following geographical positions, outside the existing "Deep-water route leading to Europoort":

(85)	51°43'.44 N	002°37'.21 E	(54)	52°01'.05 N	003°08'.36 E
(93)	51°43'.63 N	002°38'.69 E	(45)	52°01'.26 N	003°08'.37 E
(92)	51°43'.70 N	002°39'.18 E	(44)	52°04'.37 N	003°08'.52 E
(97)	51°44'.11 N	002°42'.45 E	(77)	52°05'.55 N	003°06'.32 E
(103)	51°46'.15 N	002°43'.60 E	(71)	52°07'.29 N	003°03'.08 E
(102)	51°50'.10 N	003°03'.46 E	(74)	52°09'.03 N	002°59'.83 E
(61)	51°51'.22 N	003°09'.29 E	(76)	52°10'.99 N	002°56'.16 E
(58)	51°54'.77 N	003°07'.49 E	(104)	52°01'.23 N	002°42'.47 E
(65)	51°55'.06 N	003°07'.54 E	(105)	51°54'.88 N	002°33'.60 E
(64)	51°56'.89 N	003°07'.87 E	(87)	51°49'.53 N	002°25'.95 E
(57)	51°57'.64 N	003°08'.00 E	(82)	51°46'.67 N	002°31'.25 E
(50)	51°59'.13 N	003°08'.26 E	(81)	51°45'.93 N	002°32'.60 E
(55)	51°59'.40 N	003°08'.28 E			

Notes:

CAUTIONS

- (Maas Junction precautionary area between Maas West Outer traffic separation scheme and Maas West Inner separation scheme)
Mariners are warned that in this precautionary area ships on routes to and from the traffic separation scheme "Off Texel", the River Scheldt and Europoort are merging or crossing.
- (Off the seaward entrances to the "Maas West Inner", the "Maas Northwest" and the "Maas North" traffic separation schemes)
The precautionary area in the approaches to Hook of Holland should be avoided by passing traffic which is not entering or leaving the adjacent ports.
- (Near the deep-water route in the North Hinder Junction precautionary area and near the "deep-water route leading to Europoort" between the "Maas West Outer" and the "Maas West Inner" traffic separation schemes (see section I of part D)).

For ships that have to cross the deep-water route attention is drawn to rule 18(d)(i) of the 1972 Collision Regulations. Mariners are, however, reminded that, when risk of collision is deemed to exist, the 1972 Collision Regulations fully apply and, in particular, the rules of part B, sections II and III are of specific relevance to the crossing situation.

- 4 (Across the boundary between the "in the vicinity of Thornton and Bligh Banks" and "Windfarm Borssele" precautionary areas)

The "in the vicinity of Thornton and Bligh Banks" and "Windfarm Borssele" precautionary areas surround wind farm development zones. Ships, other than those that are engaged in supporting the construction of these sites, should avoid the areas as much as possible.

- 5 (Close by the area to be avoided in the Windfarm Borssele precautionary area)

In view of the limited width of the area to be avoided "Windfarm Borssele Pass", following ships are recommended to avoid the area:

- a ships exceeding 45 m in length; and
- b ships carrying dangerous goods.

Ships engaged in the construction and maintenance of wind turbines and their associated electrical infrastructure are permitted in this area

ANNEX 4

AMENDED EXISTING TRAFFIC SEPARATION SCHEMES "AT WEST HINDER"

(Reference charts:

- 1) British Admiralty chart 323 (INT 1564), 2013 edition
- 2) Flemish Hydrography charts 101 (INT 1474) and 102 (INT 1480)

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

Description of the traffic separation scheme

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

- | | | | | | |
|-----|-------------|--------------|-----|-------------|--------------|
| (1) | 51°22'.45 N | 002°29'.92 E | (2) | 51°19'.15 N | 002°16'.62 E |
|-----|-------------|--------------|-----|-------------|--------------|

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

- | | | | | | |
|-----|-------------|--------------|-----|-------------|--------------|
| (2) | 51°19'.15 N | 002°16'.62 E | (4) | 51°19'.63 N | 002°10'.01 E |
| (3) | 51°20'.83 N | 002°10'.91 E | | | |

(c) A traffic lane for westbound traffic is established between the separation line/zone in paragraphs (a) and (b) above and a line connecting the following geographical positions:

- | | | | | | |
|-----|-------------|--------------|-----|-------------|--------------|
| (5) | 51°23'.45 N | 002°29'.92 E | (7) | 51°21'.25 N | 002°17'.62 E |
| (6) | 51°22'.75 N | 002°26'.42 E | (8) | 51°22'.83 N | 002°12'.29 E |

(d) A traffic lane for eastbound traffic is established between the separation line/zone in paragraphs (a) and (b) above and:

(i) a line connecting the following geographical positions:

- | | | | | | |
|-----|-------------|--------------|------|-------------|--------------|
| (9) | 51°21'.45 N | 002°29'.92 E | (10) | 51°19'.95 N | 002°24'.52 E |
|-----|-------------|--------------|------|-------------|--------------|

(ii) a separation zone bounded by lines connecting the following geographical positions:

- | | | | | | |
|------|-------------|--------------|------|-------------|--------------|
| (10) | 51°19'.95 N | 002°24'.52 E | (13) | 51°11'.23 N | 002°04'.09 E |
| (11) | 51°12'.50 N | 002°11'.32 E | (14) | 51°13'.15 N | 002°10'.22 E |
| (12) | 51°09'.85 N | 002°03'.12 E | | | |

Description of the precautionary area

A precautionary area with recommended direction of traffic flow is established by connecting the following geographical positions:

(5)	51°23'.45 N	002°29'.92 E	(18)	51°23'.38 N	002°46'.21 E
(15)	51°23'.45 N	002°36'.92 E	(19)	51°20'.82 N	002°46'.29 E
(16)	51°23'.81 N	002°40'.30 E	(9)	51°21'.45 N	002°29'.92 E
(17)	51°24'.25 N	002°44'.52 E	(1)	51°22'.45 N	002°29'.92 E

Notes: An anchorage is established north of the scheme and is bounded by a line connecting the following geographical positions:

(i)	51°25'.95 N	002°34'.92' E	(iv)	51°23'.95 N	002°36'.90 E
(ii)	51°25'.95 N	002°40'.30 E	(v)	51°23'.95 N	002°33'.32 E
(iii) ¹	51°24'.40 N	002°40'.30 E			

¹ Positions (iii) and (iv) of this anchorage are points [3] and [2] respectively of the boundary of the area to be avoided "At West Hinder", in part D, section I of the *Ships' Routing*.

ANNEX 5

**AMENDED EXISTING TRAFFIC SEPARATION SCHEMES
"IN BORNHOLMSGAT"**

(Additional reference chart: N°189 (INT 1336) Baltic Sea – Bornholmsgat, 10th edition, April 2014 issued by the Danish Geodata Agency.

Note: This chart is based on World Geodetic System 1984 Datum (WGS 84).)

Description of amended Inshore Traffic Zone (ITZ).

Inshore traffic zone – Denmark (Bornholm)

- (I) The limits of the inshore traffic zone along the Danish coastline lie between the following geographical positions:

(39) 55°17′.88 N	014°46′.42 E
(40) 55°22′.34 N	014°40′.28 E
(41) 55°13′.76 N	014°28′.42 E
(42) 55°05′.00 N	014°38′.47 E (revised position)
(43) 55°05′.00 N	014°42′.37 E (revised position)