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IMO

Circ.144
16 June 1990

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T2/2.07

ROUTING SYSTEM "OFF FRIESLAND"

1 At its fifty-eighth session, the Maritime Safety Committee (MSC 58/25, paragraph 24.4) adopted the attached new routing system "Off Friesland" (Annex 1) and "Recommended route for tankers from North Hinder to the German Bight and vice-versa" (Annex 2), which will be implemented at 0000 hours UTC on 1 December 1990.

2 For ease of navigation the Committee considered it preferable to show the entire new routing system in the Southern North Sea on a single chart suitable for navigation through the area and invited IHO to request the Hydrographic Offices concerned to construct a chart covering all parts of the new routing system.

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ANNEX 1Routeing system "Off Friesland"

Reference charts:

British Admiralty 1405, 1406, 1408, 1505, and 2182 A.
 Netherlands Hydrographic Office 1014, 1035, 1037 (INT 1043, 1046, 1045)
 German Hydrographic Office 50, 53 (INT 1045)

Note: These charts are based on European Datum (1950) (ED 50)

The routeing system "Off Friesland" consists of the following nine routeing measures:

- .1 a deep water route from North Hinder to the traffic separation scheme "Off Brown Ridge";
- .2 a traffic separation scheme "Off Brown Ridge";
- .3 a deep water route from the traffic separation scheme "Off Brown Ridge" to the traffic separation scheme "West Friesland";
- .4 a traffic separation scheme "West Friesland";
- .5 a precautionary area "Friesland Junction";
- .6 a traffic separation scheme "East Friesland";
- .7 a deep water route from the traffic separation scheme "Off Botney Grounds" to the precautionary area "Friesland Junction";
- .8 a traffic separation scheme "Off Botney Grounds"; and
- .9 a deep water route "From North Hinder to Indefatigable Bank" via DR1 lightbuoy.

Note 1:

Recommended route for tankers from North Hinder to the German Bight

The routeing measures 1, 2, 3, 4, 5, and 6 above coincide with the "Recommended route for tankers from North Hinder to the German Bight".

British Admiralty charts 1043, 1044, and 1045 A.
Netherlands Hydrographic office charts 1043, 1044, 1045 (INT 1043, 1046, 1045)
German Hydrographic Office charts 1043, 1044 (INT 1045)

NOTE: These charts are based on European Datum (1950) (ED 50)
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- .1 a deep water route from North Hinder to the traffic separation scheme "Off Brown Ridge";
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- .4 a traffic separation scheme "West Friesland";
- .5 a precautionary area "Friesland Junction";
- .6 a traffic separation scheme "East Friesland";
- .7 a deep water route from the traffic separation scheme "Off Botney Grounds" to the precautionary area "Friesland Junction";
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- .9 a deep water route "From North Hinder to Indefatigable Bank" via DR1 lightbuoy.

Note 1:

Recommended route for tankers from North Hinder to the German Bight

The routing measures 1, 2, 3, 4, 5, and 6 above coincide with the "Recommended route for tankers from North Hinder to the German Bight".

Traffic separation scheme "Off Brown Ridge"

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

(7) 53°03'.14 N., 3°21'.85 E. (9) 52°54'.81 N., 3°18'.87 E.
(8) 52°55'.11 N., 3°17'.38 E. (10) 53°02'.84 N., 3°23'.34 E.

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

(6) 52°54'.17 N., 3°22'.00 E. (11) 53°2'.20 N., 3°26'.48 E.

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

(12) 53°03'.78 N., 3°18'.71 E. (1) 52°55'.75 N., 3°14'.25 E.

Deep water route from traffic separation scheme "Off Brown Ridge" to the traffic separation scheme "West Friesland"

- (e) The deep water route is bounded by a line connecting the following positions:

(11) 53°02'.20 N., 3°26'.48 E. (13) 53°22'.94 N., 3°28'.40 E.
(12) 53°03'.78 N., 3°18'.71 E. (14) 53°19'.89 N., 3°39'.74 E.

Traffic separation scheme "West Friesland"

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

(15) 53°42'.99 N., 3°42'.12 E. (19) 53°46'.73 N., 4°20'.00 E.
(16) 53°22'.12 N., 3°31'.47 E. (20) 53°56'.69 N., 4°36'.00 E.
(17) 53°20'.67 N., 3°36'.85 E. (21) 53°59'.22 N., 4°36'.00 E.
(18) 53°31'.12 N., 3°44'.72 E. (22) 53°57'.60 N., 4°15'.17 E.

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

(14) 53°19'.89 N., 3°39'.74 E. (24) 53°45'.90 N., 4°23'.32 E.
(23) 53°30'.00 N., 3°47'.37 E. (25) 54°00'.00 N., 4°46'.00 E.

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

(26) 53°57'.20 N., 4°10'.02 E. (13) 53°22'.94 N., 3°28'.40 E.
(27) 53°43'.39 N., 3°38'.81 E.

Precautionary area "Friesland Junction"

- (i) A precautionary area is established directly to the north of the "West Friesland" traffic separation scheme. The area is bounded by a line connecting the following geographical positions:

(26) 53°57'.20 N., 4°10'.02 E.	(29) 54°5'.59 N., 4°59'.32 E.
(25) 54°00'.00 N., 4°46'.00 E.	(30) 54°2'.57 N., 4°20'.92 E.
(28) 54°01'.14 N., 5°00'.34 E.	(31) 54°1'.91 N., 4°08'.96 E.

Traffic separation scheme "East Friesland"

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

(32) 54°2'.62 N., 5°00'.00 E.	(35) 54°8'.97 N., 6°01'.33 E.
(33) 54°4'.21 N., 5°20'.00 E.	(36) 54°5'.69 N., 5°19'.66 E.
(34) 54°8'.00 N., 6°01'.90 E.	(37) 54°4'.11 N., 4°59'.66 E.

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

(28) 54°1'.14 N., 5°00'.34 E.	(38) 54°6'.10 N., 6°3'.00 E.
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- (l) A traffic lane for westbound traffic is established between the separation zone in paragraph (j) above and a line connecting the following geographical positions:

(39) 54°10'.90 N., 6°00'.20 E.	(29) 54°5'.59 N., 4°59'.32 E.
(40) 54°07'.17 N., 5°19'.32 E.	

Note: The positions (38), (34), (35) and (39) coincide with the positions (15), (11), (8) and (14) of the "Deutsche Bucht Lightvessel, Western Approach" traffic separation scheme.

Deep water route from the traffic separation scheme "Off Botney Ground" to the precautionary area "Friesland Junction"

- (m) The deep water route is bounded by a line connecting the following geographical positions:

(26) 53°57'.20 N., 4°10'.02 E.	(42) 54°00'.46 N., 3°43'.01 E.
(41) 53°55'.24 N., 3°44'.88 E.	(31) 54°01'.91 N., 4°08'.96 E.

Traffic separation scheme "Off Botney Ground"

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

(43) 53°57'.19 N., 3°44'.18 E.	(47) 53°36'.28 N., 2°58'.85 E.
(44) 53°55'.10 N., 3°27'.47 E.	(48) 53°43'.71 N., 3°03'.66 E.
(45) 53°41'.57 N., 3°08'.91 E.	(49) 53°56'.66 N., 3°18'.18 E.
(46) 53°35'.30 N., 3°03'.12 E.	(50) 53°58'.50 N., 3°43'.71 E.

- (o) A traffic lane for west, southwest and southbound traffic is established between the separation zone in paragraph (n) above and a line connecting the following geographical positions:

(42) 54°00'.46 N., 3°43'.01 E. (52) 53°44'.40 N., 3°01'.40 E.
(51) 53°58'.61 N., 3°17'.32 E. (53) 53°36'.81 N., 2°56'.50 E.

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

(54) 53°34'.76 N., 3°05'.49 E. (56) 53°53'.13 N., 3°28'.02 E.
(55) 53°40'.71 N., 3°11'.00 E. (41) 53°55'.24 N., 3°44'.88 E.

Deep water route "From North Hinder to Indefatigable Bank" via DRI lightbuoy

- (r) The deep water route is bounded by a line connecting the following geographical positions:

(53) 53°36'.81 N., 2°56'.50 E. (59) 52°18'.20 N., 2°44'.00 E.
(57) 53°04'.80 N., 2°36'.00 E. (60) 53°04'.00 N., 2°44'.00 E.
(58) 52°18'.20 N., 2°36'.00 E. (61) 53°29'.54 N., 3°00'.67 E.
(3) 51°54'.88 N., 2°33'.60 E. (54) 53°34'.76 N., 3°05'.49 E.
(4) 52°01'.23 N., 2°42'.47 E.

APPENDIX

List of aids to navigation supporting the routing system
"OFF FRIESLAND" adopted by the Maritime Safety Committee at its
fifty-eighth session

These aids to navigation will be available on the date of implementation of the new routing system (1 December 1990).

<u>No</u>	<u>Ref. Description of Scheme</u>	<u>Type of Aid</u>
101	Charted platform K14-FA-1	Racon X- and S band
102	Charted platform K9C-A	Racon X- and S band
103	Between positions 8 and 9	Lightbuoy
104	Position 6	--"
105	Between positions 7 and 10	--"
106	Position 12	--"
107	Position 14	--"
108	Position 17	--"
109	Position 23	--"
110	Position 19	--"
111	Position 25	--"
112	54°00'35N 04°21'41E	--"
113	Between positions 32 and 37	--"
114	Between positions 33 and 36	--"
115	Halfway separation zone at mer. 5°40',00E	--"
116	Between positions 43 and 50	--"
117	Position 42	--"
118	Position 51	--"
119	Position 56	--"
120	Position 52	--"
121	Position 55	--"
122	Between positions 46 and 47	--"
123	Position 54	--"
124	Position 15	--"
125	Halfway positions 15 and 22 at mer. 4°00'.00E	--"

Note: Full further details of the above-mentioned aids to navigation will be promulgated through regular channels (Hydrographic Offices/Notices to Mariners).

ANNEX 2**RECOMMENDED ROUTE FOR TANKERS FROM NORTH HINDER
TO THE GERMAN BIGHT AND VICE-VERSA*****Reference charts:**

British Admiralty 1405, 1406, 1408, 1505, and 2182 A.

Netherlands Hydrographic Office 1014, 1035, 1037 (INT 1043, 1046, 1045)

German Hydrographic Office 50, 53 (INT 1045)

Note: These charts are based on European Datum (ED 50)

Description of the recommended route

See annex 1, routing measures 1, 2, 3, 4, 5 and 6 (Descriptions from (a) to (1)).

Application

The route is recommended for use by the following classes of ships of 10,000 tons gross tonnage and upwards:

- (a) tankers carrying oils mentioned in appendix I, Annex I to the International Convention for the Prevention of Pollution from Ships (MARPOL), 1973, as modified by the Protocol of 1978 relating thereto (MARPOL 73/78); and
- (b) ships carrying in bulk liquid substances classed in categories A and B mentioned in appendices I and II, Annex II, to the International Convention for the Prevention of Pollution from Ships (MARPOL), 1973, as modified by the Protocol of 1978 relating thereto (MARPOL 73/78).

Use of the route

- (a) The classes of ships referred to above are recommended to use the route or part of it:
 - (i) when sailing from North Hinder to North Sea ports of the Federal Republic of Germany and of the Netherlands northwards of latitude 53° N. and vice-versa;
 - (ii) when sailing between North Sea ports of the Netherlands and/or the Federal Republic of Germany, except in the case of adjacent port areas;

* This recommended route for tankers coincides with the eastern route of the routing system "Off Friesland" and replaces the "Two-way route for tankers from North Hinder to the German Bight" is cancelled from 0000 hrs UTC on 1 December 1990.

- (b) The traffic separation scheme "Deutsche Bucht Lightvessel, Western Approach" should be used in continuation of the route.
- (c) Ships should use the appropriate traffic lanes of the traffic separation schemes forming part of the route; ships should follow the recommended direction of traffic flow in the precautionary areas (indicated by dashed open-outlined arrows in the charts) and ships should, as far as practicable, keep to the starboard side of the deep water routes forming part of the route.

Joining and leaving the route

The classes of ships referred to above when joining or leaving the route:

- (a) should do so at the nearest point of the route to the port of destination or departure which permits a safe passage to or from that port;
- (b) should be aware that oil and gas production facilities and mobile offshore drilling units may be encountered in the proximity of the route; safety zones of 500 m (0.27 nautical mile) diameter are established around all offshore structures;
- (c) must adhere to the appropriate rules of the Collision Regulations.

Note: It is recommended that an efficient electronic position-fixing device appropriate for the area should be carried on board. Numerous offshore structures situated within the limits of the separation zones and/or situated in the proximity of the route are equipped with X- and S-band RACONS.