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INTER-GOVERNMENTAL MARITIME  
CONSULTATIVE ORGANIZATION



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TRAFFIC SEPARATION SCHEME  
IN THE GERMAN BIGHT

1. The Traffic Separation Scheme in the German Bight adopted by Assembly Resolution A.186(VI) had not, at that time, been put into effect as a whole, due to incomplete navigational arrangements in the western part. Instead, the Federal Republic of Germany announced the introduction of an interim scheme, covering the eastern part of the Scheme approved by the Assembly. This interim scheme was included in the IMCO Publication on Ships' Routeing (pages 27 and 28). The Governments of the Netherlands and the Federal Republic of Germany undertook to inform IMCO of the coming into force of the whole Scheme as soon as navigational arrangements were completed (A.VI/C.2/2).
2. The Secretary-General has been recently informed by the above Governments that the aids to navigation required for the operation of the whole Scheme have now been completed and the Scheme, slightly amended, became operational from 1 October 1970. A description of the Scheme, in its final form, is attached hereto. This information is brought to the attention of Member Governments for action as necessary.
3. This information will also be brought to the attention of the Maritime Safety Committee at its next session for consideration, formal approval and subsequent amendment of the IMCO Publication "Ships' Routeing and Traffic Separation Schemes. Areas to be Avoided by Certain Ships".

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ANNEXTRAFFIC SEPARATION SCHEMEIn the German Bight

(Reference Charts: 1875, 2593, 3761  
 German Hydrographic Office Charts numbers 50,53  
 Netherlands " " " " 1037,  
 1352, 1353).

Description of the scheme

A two-mile-wide separation zone is centred upon the following geographical positions:

(i)	53° 28.9 N	4° 46.2 E
(ii)	53° 47.5 N	6° 22.1 E
(iii)	53° 55.6 N	7° 39.9 E

A traffic lane, three miles wide, is established on each side of the separation zone. The main traffic directions are:

072°	-	252°	and
080°	-	260°	

An area, situated southward of the landward boundary of the scheme is considered as an inshore traffic zone.

Aids to navigation:

I. The centre line of the traffic separation zone is marked by:

- (a) "terschellingerbank" lightvessel in the position (i) above (53° 28.9 N 4° 46.2 E).
- (b) "Borkumrif" lightvessel in the position (ii) above (53° 47.5 N 6° 22.1 E).

II. The southern outside limit of the eastbound traffic lane is marked by buoys, fitted with radar reflectors, as follows:

black conical lightbuoy	"TE	1"	Qk.Fl	53° 25.6 N	4° 49.0 E
"	-	"	"TE	3"	Gp.Fl(3) 53° 27.5 N 4° 58.5 E
"	-	"	"TE	5"	Fl. 53° 29.4 N 5° 08.1 E
"	-	"	"TE	7"	Gp.Fl(3) 53° 31.3 N 5° 17.6 E

black conical lightbuoy	"TE 9"	Fl.	53° 33.1 N	5° 27.1 E
" - "	"TE 11"	Gp.Fl(3)	53° 35.0 N	5° 36.7 E
" - "	"TE 13"	Fl.	53° 36.8 N	5° 46.2 E
" - "	"TE 15"	Gp.Fl(3)	53° 38.7 N	5° 55.7 E
" - "	"TE 17"	Fl.	53° 40.5 N	6° 05.3 E
" - "	"TE 19"	Qk.Fl	53° 42.4 N	6° 14.8 E
b.w. vertical striped lightbuoy	"DB/A"	Int.Qk.Fl.	53° 44.0 N	6° 23.0 E
" " - " "	"DB/B"	Fl.	53° 45.1 N	6° 33.3 E
" " - " "	"DB/C"	Gp.Fl(3)	53° 46.2 N	6° 43.7 E
" " - " "	"DB/D"	Fl.	53° 47.2 N	6° 53.0 E
" " - " "	"DB/E"	Gp.Fl(3)	53° 48.2 N	7° 02.3 E
" " - " "	"DB/F"	Fl.	53° 49.1 N	7° 11.7 E
" " - " "	"DB/G"	Gp.Fl(3)	53° 50.1 N	7° 21.0 E
" " - " "	"DB/H"	Fl.	53° 51.1 N	7° 30.3 E
" " - " "	"DB/J"	Gp.Occ(3)	53° 52.1 N	7° 39.7 E

III. The northern outside limit of the westbound traffic lane is marked by buoys, fitted with radarreflectors, as follows:

red can lightbuoy	"TE 2"	Gp.Fl(2)	53° 32.0 N	4° 43.3 E
" - "	"TE 4"	Occ.	53° 33.8 N	4° 52.9 E
" - "	"TE 6"	Gp.Fl(4)	53° 35.7 N	5° 02.4 E
" - "	"TE 8"	Occ.	53° 37.5 N	5° 12.0 E
" - "	"TE 10"	Gp.Fl(2)	53° 39.4 N	5° 21.5 E
" - "	"TE 12"	Occ.	53° 41.3 N	5° 31.1 E
" - "	"TE 14"	Gp.Fl(4)	53° 43.1 N	5° 40.6 E
" - "	"TE 16"	Occ.	53° 44.9 N	5° 50.0 E
" - "	"TE 18"	Gp.Fl(2)	53° 46.8 N	5° 59.6 E
" - "	"TE 20"	Occ.	53° 48.6 N	6° 09.1 E

r.w. vertical striped lightbuoy	<u>"DB 1"</u> PE	Qk.F1	53°	51.1 N	6°	21.9 E
" " - "	"DB 2"	Gp.Occ(2)	53°	52.1 N	6°	31.4 E
" " - "	"DB 3"	Gp.F1(2)	53°	53.1 N	6°	40.8 E
" " - "	"DB 4"	Qk.F1	53°	54.0 N	6°	50.1 E
" " - "	"DB 5"	Gp.Occ(2)	53°	55.0 N	6°	59.5 E
" " - "	"DB 6"	Gp.F1(2)	53°	56.0 N	7°	08.8 E
" " - "	"DB 7"	Qk.F1	53°	56.9 N	7°	18.1 E
" " - "	"DB 8"	Gp.Occ(2)	53°	57.9 N	7°	27.4 E
b. with red band lightbuoy	<u>"TW/B"</u> DB	Int.Qk.F1	53°	58.9 N	7°	36.7 E