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SN.1/Circ.333
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ROUTING MEASURES OTHER THAN 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 routing measures other than traffic separation schemes, set out in annexes 1 to 3, as follows:

- .1 new two-way routes and precautionary areas "Approaches to the Schelde estuary" (new system), revoking the existing precautionary area "In the vicinity of Thornton and Bligh Banks" (SN.1/Circ.309, paragraph 1.4);
- .2 new routing measures "In Windfarm Borssele" (new system); and
- .3 amended areas to be avoided "Off the coast of Ghana in the Atlantic Ocean" (amended system).

2 Accordingly, the new and amended routing measures other than 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 June 2017, and
- .2 subparagraph 1.3 above and detailed in annex 3 will be implemented at 0000 hours UTC on 1 December 2016.

ANNEX 1

NEW TWO-WAY ROUTES AND PRECAUTIONARY AREAS "APPROACHES TO THE SCHELDE ESTUARY"

(Reference charts:

- 1) Netherlands 1630 (INT 1416) (the Netherlands and the United Kingdom).
- 2) Flemish Hydrography charts 101 (INT 1474) and 102 (INT 1480).

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

Note: The systems apply to all ships.

Description of the precautionary area¹ "In the vicinity of Thornton and Bligh Banks"

The precautionary area is bounded by a line joining the following geographical positions:

(1)	51°30'.51 N	003°02'.68 E	(9)	51°38'.02 N	002°47'.15 E
(2)	51°32'.57 N	003°05'.80 E	(10)	51°36'.97 N	002°47'.75 E
(3)	51°33'.05 N	003°04'.81 E	(11)	51°35'.77 N	002°50'.36 E
(4)	51°33'.82 N	003°03'.53 E	(12)	51°35'.20 N	002°53'.01 E
(5)	51°44'.69 N	002°45'.36 E	(13)	51°34'.05 N	002°55'.01 E
(6)	51°44'.11 N	002°42'.45 E	(14)	51°32'.84 N	002°52'.37 E
(7)	51°42'.31 N	002°41'.85 E	(15)	51°29'.04 N	002°58'.32 E
(8)	51°39'.13 N	002°44'.78 E			

Description of the new precautionary area "At Gootebank"

A precautionary area is established and bounded a line joining the following geographical positions:

(15)	51°29'.04 N	002°58'.32 E	(27)	51°25'.07 N	002°57'.92 E
(24)	51°26'.95 N	002°52'.72 E	(28)	51°25'.03 N	003°02'.85 E
(25)	51°25'.95 N	002°48'.12 E	(29)	51°25'.57 N	003°00'.78 E
(26)	51°25'.50 N	002°52'.92 E	(30)	51°27'.88 N	003°00'.32 E

Description of a two-way route "Westpit" connecting the precautionary area "At Gootebank" with the precautionary area "Schouwenbank Junction"

(a) A boundary line connecting the following geographical positions:

(30)	51°27'.88 N	003°00'.32 E	(32)	51°33'.59 N	003°11'.03 E
(31)	51°29'.24 N	003°04'.32 E	(33)	51°39'.06 N	003°12'.56 E

¹ This measure replaces the existing precautionary area "In the vicinity of Thornton and Bligh Banks" (SN.1/Circ.309, paragraph 1.4).

- (b) A boundary line connecting the following geographical positions:
- | | | | | | | | | | |
|------|-----------|---|------------|---|------|-----------|---|------------|---|
| (15) | 51°29'.04 | N | 002°58'.32 | E | (34) | 51°34'.38 | N | 003°08'.68 | E |
| (1) | 51°30'.51 | N | 003°02'.68 | E | (35) | 51°38'.26 | N | 003°09'.99 | E |
| (2) | 51°32'.57 | N | 003°05'.80 | E | | | | | |

- (c) A two-way route is bounded by the boundary lines described in (a) and (b) above.

Description of an SSE/NNW two-way route "Schouwenbank Southeast" adjoining the southern boundary of the precautionary area "Schouwenbank Junction"

- (a) A boundary line connecting the following geographical positions:
- | | | | | | | | | | |
|------|-----------|---|------------|---|------|-----------|---|------------|---|
| (36) | 51°36'.37 | N | 003°20'.73 | E | (37) | 51°39'.96 | N | 003°15'.40 | E |
|------|-----------|---|------------|---|------|-----------|---|------------|---|
- (b) A boundary line connecting the following geographical positions:
- | | | | | | | | | | |
|------|-----------|---|------------|---|------|-----------|---|------------|---|
| (38) | 51°37'.11 | N | 003°23'.49 | E | (39) | 51°41'.73 | N | 003°21'.05 | E |
|------|-----------|---|------------|---|------|-----------|---|------------|---|
- (c) A two-way route is bounded by the boundary lines described in (a) and (b) above.

Description of an SSW/NNE two-way route "Schouwenbank Northeast" connecting the precautionary area "Schouwenbank Junction" with the precautionary area "Maas Junction"

- (a) A boundary line connecting the following geographical positions:
- | | | | | | | | | | |
|------|-----------|---|------------|---|------|-----------|---|------------|---|
| (40) | 51°54'.10 | N | 003°24'.29 | E | (41) | 51°47'.58 | N | 003°18'.25 | E |
|------|-----------|---|------------|---|------|-----------|---|------------|---|
- (b) A boundary line connecting the following geographical positions:
- | | | | | | | | | | |
|------|-----------|---|------------|---|------|-----------|---|------------|---|
| (42) | 51°52'.59 | N | 003°16'.43 | E | (43) | 51°48'.60 | N | 003°15'.38 | E |
|------|-----------|---|------------|---|------|-----------|---|------------|---|
- (c) A two-way route is bounded by the boundary lines described in (a) and (b) above.

Description of an SSE/NNW two-way route "Schouwenbank Northwest" connecting the precautionary area "Schouwenbank Junction" with the precautionary area "North Hinder Junction"

- (a) A boundary line connecting the following geographical positions:
- | | | | | | | | | | |
|------|-----------|---|------------|---|------|-----------|---|------------|---|
| (44) | 51°51'.22 | N | 003°09'.29 | E | (45) | 51°47'.54 | N | 003°12'.78 | E |
|------|-----------|---|------------|---|------|-----------|---|------------|---|
- (b) A boundary line connecting the following geographical positions:
- | | | | | | | | | | |
|------|-----------|---|------------|---|------|-----------|---|------------|---|
| (46) | 51°50'.10 | N | 003°03'.46 | E | (48) | 51°46'.32 | N | 003°09'.80 | E |
| (47) | 51°49'.69 | N | 003°05'.66 | E | | | | | |
- (c) A two-way route is bounded by the boundary lines described in (a) and (b) above.

Description of the precautionary area "Schouwenbank Junction"

A precautionary area is established and bounded by a line joining the following geographical positions:

(35)	51°38'.26 N	003°09'.99 E	(43)	51°48'.60 N	003°15'.38 E
(33)	51°39'.06 N	003°12'.56 E	(45)	51°47'.54 N	003°12'.78 E
(37)	51°39'.96 N	003°15'.40 E	(48)	51°46'.32 N	003°09'.80 E
(39)	51°41'.73 N	003°21'.05 E	(49)	51°41'.66 N	003°11'.15 E
(41)	51°47'.58 N	003°18'.25 E			

Note:

CAUTIONS: (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.

ANNEX 2

NEW ROUTEING MEASURES "IN WINDFARM BORSSELE"

(Reference charts:

- 1) Netherlands 1630 (INT 1416) (the Netherlands and the United Kingdom)
- 2) Flemish Hydrography charts 101 (INT 1474) and 102 (INT 1480)

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

Description of the precautionary area "Windfarm Borssele"

A precautionary area is established and bounded by a line joining the following geographical positions:

(4)	51°33'.82 N	003°03'.53 E	(20)	51°45'.63 N	003°07'.06 E
(16)	51°36'.02 N	003°06'.54 E	(21)	51°48'.36 N	003°03'.98 E
(17)	51°40'.43 N	003°07'.83 E	(22)	51°45'.97 N	002°51'.93 E
(18)	51°41'.24 N	003°08'.07 E	(23)	51°45'.86 N	002°51'.39 E
(19)	51°41'.69 N	003°08'.20 E	(5)	51°44'.69 N	002°45'.36 E

Description of the area to be avoided "Windfarm Borssele Pass"

An area to be avoided is established within the precautionary area "Windfarm Borssele" and bounded by a line connecting the following geographical positions:

(17)	51°40'.43 N	003°07'.83 E	(viii)	51°45'.32 N	002°52'.80 E
(i)	51°40'.87 N	003°07'.06 E	(23)	51°45'.86 N	002°51'.39 E
* (ii)	51°41'.85 N	003°03'.78 E	(22)	51°45'.97 N	002°51'.93 E
*(iii)	51°42'.12 N	003°02'.99 E	(ix)	51°45'.56 N	002°52'.99 E
(iv)	51°42'.60 N	003°01'.55 E	(xi)	51°45'.08 N	002°55'.37 E
*(v)	51°43'.52 N	002°58'.38 E	(xii)	51°44'.74 N	002°56'.57 E
*(vi)	51°43'.87 N	002°57'.86 E	(xiii)	51°44'.16 N	002°58'.07 E
(vii)	51°44'.56 N	002°56'.14 E	(xiv)	51°43'.66 N	002°59'.79 E
(x)	51°44'.84 N	002°55'.20 E	(18)	51°41'.24 N	003°08'.07 E

* These positions are connected by circular arcs centred about the following points:

Arc centre	Arc radius	Connecting positions
(α) 51°42'.00 N 003°03'.40 E	0.283 NM	(ii) and (iii)
(β) 51°43'.59 N 002°57'.93 E	0.283 NM	(v) and (vi)

CAUTIONS

1 (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.

2 (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", the following ships are recommended to avoid the area:

- a ships exceeding 45 m in length; and
- b ships not carrying dangerous goods.

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

ANNEX 3

**AMENDED AREAS TO BE AVOIDED
"OFF THE COAST OF GHANA IN THE ATLANTIC OCEAN"**

(Reference chart: British Admiralty 595, edition 3; 1383, edition 3; and 3100, edition 1.
Note: These charts are based on World Geodetic System 1984 Datum (WGS 84).)

Description of the areas to be avoided

Excepting ships authorized by the Ghana Maritime Authority, all ships should avoid following two areas within a radius of five nautical miles each centred on the following geographical positions:

04°32'.10 N, 002°54'.60 W; and

04°35'.34 N, 003°08'.40 W.
