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SYSTEM OF TRAFFIC SEPARATION SCHEMES IN
THE DOVER STRAIT AND ADJACENT AREAS

RESOLUTION A.227(VII)
adopted on 12 October 1971

THE ASSEMBLY,

NOTING Article 16(i) of the Convention on the
Inter-Governmental Maritime Consultative Organization
concerning the functions of the Assembly,

RECOGNIZING the fact that the practice of following
traffic separation schemes recommended by the Organization
for international use would contribute considerably to the
avoidance of collisions between ships,

RECOGNIZING ALSO that such practice would indirectly
reduce the risk of pollution of the sea and the coastlines and
the risk of damage to marine life in cases of accident,

HAVING EXAMINED the Recommendations by the Maritime Safety
Committee at its twenty-fourth session and considering the
system to be an improvement upon the schemes previously adopted,

HAVING ALSO TAKEN NOTE of previous Resolutions by which the
Assembly adopted traffic separation schemes in other areas
(Resolutions A.161(ES.IV), A.186(VI) and A.226(VII)),

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ADOPTS the traffic separation schemes described at Annex to this Resolution,

INVITES the governments concerned to advise ships under their flags to follow the recommended routes,

REQUESTS the Maritime Safety Committee to keep the subject under continuous review aiming at preparation of new schemes or amending and updating existing schemes as necessary,

REQUESTS the Secretary-General to advise all concerned of the details of the schemes adopted.

ANNEX

REVISED NORTH HINDER TRAFFIC SEPARATION SCHEME (as extended)

(Reference: British Admiralty Chart No. 1406)

(a) The boundary on the English side is a line joining the following positions:

(i)	51°30.4' N	02°00.0'E	} Chart 1406
(ii)	51°50.4' N	02°27.5'E	
(iii)	51°53.0' N	02°44.0'E	

(b) The boundary on the Continental side is a line joining the following positions:

(i)	51°44.5' N	02°47.5'E	} Chart 1406
(ii)	51°42.3' N	02°36.2'E	
(iii)	51°39.7' N	02°31.2'E	
(iv)	51°23.0' N	02°25.0'E	

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(c) Separation between traffic lanes. A one-mile wide Traffic Separation Zone is centred upon the following geographical positions:

- | | | | |
|------|------------|-----------|---|
| (i) | 51°47.0' N | 02°33.0'E | |
| (ii) | 51°28.0' N | 02°07.1'E | (Joins Dover Strait Scheme)
(Chart 1406) |

Note: The co-ordinates of the eastward leg of the separation zone with the gap for crossing traffic remain as originally delineated.

DOVER STRAIT TRAFFIC SEPARATION SCHEME
(as amended)

(Reference: British Admiralty Charts Nos. 1406, 1598, 1895 and 2451)

(a) The boundary of the Inshore Traffic Zone on the English side is in a line passing through the following positions:

- | | | | |
|-------|-----------|-----------|--------------|
| (i) | 51°30.4'N | 02°00.0'E | } Chart 1406 |
| (ii) | 51°23.0'N | 01°50.0'E | |
| (iii) | 51°14.1'N | 01°44.1'E | |
| (iv) | 51°06.9'N | 01°31.0'E | |
| (v) | 50°57.3'N | 01°12.2'E | |

(b) A half-mile wide Separation Zone between the Inshore Traffic Zone and the traffic lane for S.W.-going traffic is centred upon the following geographical positions:

- | | | | |
|-------|-----------|-----------|--------------|
| (i) | 50°57.0'N | 01°12.2'E | } Chart 2451 |
| (ii) | 50°52.0'N | 01°02.2'E | |
| (iii) | 50°36.8'N | 00°27.4'E | |
| (iv) | 50°34.7'N | 00°00.0'E | |

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(c) The Boundary of the Inshore Traffic Zone on the Continental side is a line passing through the following positions:

(i)	51°20.0'N	02°24.6'E	} Chart 1895
(ii)	51°06.4'N	01°49.0'E	
(iii)	50°53.6'N	01°30.8'E	
(iv)	50°44.5'N	01°27.0'E	} Chart 2451
(v)	50°37.7'N	01°20.0'E	
(vi)	50°26.7'N	00°58.8'E	
(vii)	50°12.0'N	00°00.0'	Chart 1598

Separation between Traffic Lanes

(d) A one-mile wide Separation Zone is centred upon the following geographical positions:

(i)	51°28.0'N	02°07.1'E	Chart 1406
(ii)	51°16.5'N	01°52.4'E	Chart 1895

(e) A separation line passing through the following positions:

(ii)	51°16.5'N	01°52.4'E	Chart 1895
(iii)	51°06.1'N	01°38.2'E	" "

(f) A one-mile wide Separation Zone centred upon the following geographical positions:

(iii)	51°06.1'N	01°38.2'E	Chart 1895
(iv)	50°57.2'N	01°23.6'E	" "

(g) A natural separation is formed by The Ridge or La Colbart.

(h) A two-mile wide Separation Zone centred upon the following geographical positions:

(i)	50°48.9'N	01°16.2'E (S.W. Colbart)	} Chart 2451
		Buoy)	
(ii)	50°37.9'N	01°04.4'E	
(iii)	50°33.7'N	00°57.8'E (Bassurelle	}
		L.V.)	

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(i) A Separation Zone bounded by the lines passing through the following positions:

(i)	50°33.0'N	00°59.0'E	} Chart 2451
(ii)	50°34.4'N	00°56.7'E	
(iii)	50°28.8'N	00°00.0'	
(iv)	50°25.0'N	00°00.0'	

Aids to Navigation

Lightbuoys should be established in the following geographical positions:

(A)	51°14.9'N	01°54.8'E
(B)	51°12.4'N	01°51.2'E
(C)	51°09.8'N	01°46.3'E
(S.W. Sandettie buoy shifted)		
(D)	51°07.0'N	01°31.4'E
(E)	51°17.3'N	01°46.2'E
(F)	51°09.4'N	01°42.4'E
(G)	51°12.3'N	01°46.6'E
(H)	50°12.0'N	00°00.0'

A light vessel, or other suitable mark, with racon and radio beacon to be established in the following geographical position:

(I)	50° - 27.0'N	00° - 00.0'
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I. North east bound ships should use the traffic lane which is contained between the boundary line on the Continental side and the central separation zones and line described.

II. South west bound ships should use the traffic lane which is contained between the boundary line or side of Separation Zone on the English side and the central separation zones and line described.

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III. A deep-draught route has been established from West of Dyck L.V. to the North of Sandettie L.V. in the area between the separation line and the Sandettie Bank.*

IV. In the area of the deep-draught route east of the separation line deep-draught vessels should be recommended to avoid overtaking.

Warning

A route for deep-draught vessels is established to the north-west of the Sandettie Bank and masters considering the use of this route shall take into account the proximity of traffic using the south-west bound lane. The main traffic lane for north-east bound vessels lies to the south-east of the Sandettie Bank and shall be followed by all such vessels as can safely navigate therein having regard to their draught.

* The deep-draught route as defined in this scheme should not come into operation until the results of the detailed surveys of the area are fully known, the necessary aids to navigation are in position and two dangerous wrecks that exist in the vicinity of the deep-draught route are removed or at least marked (MSC XXIV/19, paragraph 22).

