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SN 1/Circ.333
20 May 2016

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
(a) 51°42'.00 N 003°03'.40 E	0.283 NM	(ii) and (iii)
(b) 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.

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SN.1/Circ.327/Corr.2
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ROUTING MEASURES OTHER THAN TRAFFIC SEPARATION SCHEMES

Corrigendum

- 1 The Maritime Safety Committee, at its ninety-sixth session (11 to 20 May 2016), approved corrections to the amendments to the mandatory route for tankers from North Hinder to the German Bight adopted at its ninety-fourth session (17 to 21 November 2014), as set out in the annex, replacing annex 5 of SN.1/Circ.327 dated 21 November 2014.
- 2 The corrections to the amended traffic separation scheme detailed and reproduced in the annex will take immediate effect.

ANNEX
AMENDMENTS TO THE MANDATORY ROUTE FOR TANKERS
FROM NORTH HINDER TO THE GERMAN BIGHT
(Corrected text of SN.1/Circ.327, annex 5)

SN.1/Circ.327/Corr.2
Annex, page 1

Reference charts, Netherlands 1632 (INT 1420), edition 2011, 1633 (INT 1417), edition 2010 and 1307 (1045) editions 2011.

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

- 1 The "Friesland Junction" precautionary area is replaced by:

Traffic separation scheme "North Friesland"

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

(79) 54°04'.30 N	004°59'.98 E	(81) 54°02'.76 N	005°04'.73 E
(80) 54°04'.78 N	005°05'.94 E	(82) 54°02'.28 N	004°58'.76 E
- (b) A separation zone is established bounded by a line connecting the following geographical positions:

(75) 54°02'.84 N	004°41'.41 E	(77) 54°01'.98 N	004°54'.89 E
(76) 54°03'.99 N	004°56'.11 E	(78) 54°00'.83 N	004°40'.34 E
- (c) A separation zone is established bounded by a line connecting the following geographical positions:

(71) 54°01'.52 N	004°24'.52 E	(73) 54°00'.54 N	004°36'.82 E
(72) 54°02'.55 N	004°37'.69 E	(74) 53°59'.21 N	004°19'.05 E
- (d) A separation zone is established bounded by a line connecting the following geographical positions:

(67) 54°00'.37 N	004°09'.21 E	(69) 53°58'.91 N	004°13'.93 E
(68) 54°01'.10 N	004°18'.89 E	(70) 53°58'.66 N	004°09'.60 E
- (e) A traffic lane for eastbound traffic is established between the separation zone in paragraph (d) and the following existing geographical position:

(26) 53°57'.16 N	004°09'.94 E
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- (f) A traffic lane for eastbound traffic is established between the separation zone in paragraph (c) and the amended separation zone of the traffic separation scheme "West Friesland".

- (g) A traffic lane for eastbound traffic is established between the separation zone in paragraph (b) and the following geographical positions:
 - (85) 53°59'.46 N 004°39'.60 E
 - (25) 54°59'.96 N 004°45'.92 E
 - (86) 53°59'.68 N 004°42'.44 E
 - (96) 54°00'.60 N 004°54'.06 E
- (h) A traffic lane for eastbound traffic is established between the separation zone in paragraph (a) and the following geographical positions:
 - (97) 54°00'.91 N 004°57'.94 E
 - (98) 54°01'.38 N 005°03'.90 E
- (i) A traffic lane for westbound traffic is established between the separation zone in paragraph (a) and the following geographical positions:
 - (94) 54°06'.14 N 005°06'.77 E
 - (93) 54°05'.67 N 005°00'.81 E
- (j) A traffic lane for westbound traffic is established between the separation zone in paragraph (b) and the following geographical positions:
 - (92) 54°05'.37 N 004°56'.94 E
 - (91) 54°04'.20 N 004°42'.14 E
- (k) A traffic lane for westbound traffic is established between the separation zone in paragraph (c) and the following geographical positions:
 - (90) 54°03'.91 N 004°38'.43 E
 - (89) 54°03'.13 N 004°28'.46 E
- (l) A traffic lane for westbound traffic is established between the separation zone in paragraph (d) and the following geographical positions:
 - (88) 54°02'.65 N 004°22'.44 E
 - (31) 54°01'.67 N 004°08'.88 E
- (m) A traffic lane for south-westbound traffic is established between, on the west side, a line connecting the following geographical positions:
 - (88) 54°01'.10 N 004°18'.89 E
 - (89) 53°58'.91 N 004°13'.93 E
 - and, on the east side, a line connecting the following geographical positions:
 - (71) 54°01'.52 N 004°24'.62 E
 - (74) 53°59'.21 N 004°19'.05 E
- (n) A traffic lane for northbound traffic is established between, on the west side, a line connecting the following geographical positions:
 - (72) 54°02'.55 N 004°37'.69 E
 - (73) 54°00'.54 N 004°36'.62 E
 - and, on the east side, a line connecting the following geographical positions:
 - (75) 54°02'.84 N 004°41'.41 E
 - (78) 54°00'.83 N 004°40'.34 E

- 2 **The traffic separation scheme "East Friesland" is amended as follows:**
 - (o) The western boundary of the separation zone is amended as follows:
 - Existing position 32 is shifted east to new position (84) 54°03'.28 N, 005°08'.65 E
 - Existing position 37 is shifted east to new position (83) 54°04'.84 N, 005°09'.60 E
 - (p) The traffic lane for eastbound traffic is amended as follows:
 - Existing position (28) is shifted east to new position (99) 54°01'.69 N, 005°07'.70 E
 - (q) The traffic lane for westbound traffic is amended as follows:
 - Existing position (29) is shifted east to new position (95) 54°06'.44 N, 005°10'.57 E
 - 3 **The traffic separation scheme "West Friesland" is amended as follows**
 - (r) The eastern boundary of the separation zone is amended from existing position (19) north-eastward and newly bounded by the following geographical positions as follows:
 - (100) 53°55'.36 N 004°33'.85 E
 - (21) 53°59'.18 N 004°35'.92 E
 - (s) A new separation zone is established bounded by a line connecting the following geographical positions:
 - (85) 53°59'.46 N 004°39'.60 E
 - (86) 53°59'.68 N 004°42'.44 E
 - (87) 53°57'.17 N 004°38'.40 E
 - (100) 53°55'.36 N 004°33'.85 E
 - (t) The western boundary of the existing north-eastbound traffic lane is amended from existing position (19) north-eastward and newly bounded by the following geographical positions:
 - (86) 53°59'.68 N 004°42'.44 E
 - (87) 53°57'.17 N 004°38'.40 E
- A traffic lane for northbound traffic branching off from the main north-eastbound traffic lane is established between the separation zones in paragraphs (r) and (s).

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COLREG.2/Circ.66/Corr.1
20 May 2016

AMENDED TRAFFIC SEPARATION SCHEMES
Corrigendum

1 The Maritime Safety Committee, at its ninety-sixth session (11 to 20 May 2016), approved corrections to the amended traffic separation schemes "Off Friesland" adopted at its ninety-fourth session (17 to 21 November 2014), as set out in the annex, replacing annex 3 of COLREG.2/Circ.66 dated 21 November 2014.

2 The corrections to the amended traffic separation scheme detailed and reproduced in the annex will take immediate effect.

AMENDED TRAFFIC SEPARATION SCHEME "OFF FRIESLAND"
(Corrected text of COLREG.2/Circ.66, annex 3)

ANNEX

Reference charts, Netherlands 1632 (INT 1420), 2011 edition, 1633 (INT 1417), 2010 edition and 1037 (INT 1045), 2011 edition.

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

EXISTING GEOGRAPHICAL POSITIONS IN ED50 COINCIDING WITH THE PROPOSED NEW SYSTEM HAVE BEEN CONVERTED TO WGS 84.)

West Friesland scheme

(a) The eastern boundary of the separation zone is amended from existing position (19) north-eastward and newly bounded by the following geographical positions as follows:

(100) 53°55'.36 N 004°33'.85 E (21) 53°59'.18 N 004°35'.92 E

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

(85) 53°59'.46 N 004°39'.60 E (87) 53°57'.17 N 004°38'.40 E
(86) 53°59'.68 N 004°42'.44 E

(c) A traffic lane for northbound traffic branching off from the main north-eastbound traffic lane is established between the separation zones in paragraphs (a) and (b).

(d) The western boundary of the existing north-eastbound traffic lane is amended from existing position (19) north-eastward and newly bounded by the following geographical positions:

(86) 53°59'.68 N 004°42'.44 E (100) 53°55'.36 N 004°33'.85 E
(87) 53°57'.17 N 004°38'.40 E

North Friesland scheme

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

(79) 54°04'.30 N 004°59'.98 E (81) 54°02'.76 N 005°04'.73 E
(80) 54°04'.78 N 005°05'.94 E (82) 54°02'.28 N 004°58'.76 E

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

(75) 54°02'.84 N 004°41'.41 E (77) 54°01'.98 N 004°54'.89 E
(76) 54°03'.99 N 004°56'.11 E (78) 54°00'.83 N 004°40'.34 E



- (g) A separation zone is established bounded by a line connecting the following geographical positions:
 (71) 54°01'.52 N 004°24'.62 E (73) 54°00'.54 N 004°36'.62 E
 (72) 54°02'.55 N 004°37'.69 E (74) 53°59'.21 N 004°19'.05 E
- (h) A separation zone is established bounded by a line connecting the following geographical positions:
 (67) 54°00'.37N 004°09'.21 E (69) 53°58'.91 N 004°13'.93 E
 (68) 54°01'.10 N 004°18'.89 E (70) 53°58'.66 N 004°09'.60 E
- (i) A traffic lane for eastbound traffic is established between the separation zone in paragraph (h) and the following existing geographical position:
 (26) 53°57'.16 N 004°09'.94 E
- (j) A traffic lane for eastbound traffic is established between the separation zone in paragraph (g) and the amended separation zone of the traffic separation scheme "West Friesland".
- (k) A traffic lane for eastbound traffic is established between the separation zone in paragraph (f) and the following geographical positions:
 (85) 53°59'.46 N 004°39'.60 E (86) 53°59'.68 N 004°42'.44 E
 (25) 53°59'.96 N 004°45'.92 E (96) 54°00'.60 N 004°54'.06 E
- (l) A traffic lane for eastbound traffic is established between the separation zone in paragraph (e) and the following geographical positions:
 (97) 54°00'.91 N 004°57'.94 E (98) 54°01'.38 N 005°03'.90 E
- (m) A traffic lane for westbound traffic is established between the separation zone in paragraph (e) and the following geographical positions:
 (94) 54°05'.14 N 005°06'.77 E (93) 54°05'.67 N 005°00'.81 E
- (n) A traffic lane for westbound traffic is established between the separation zone in paragraph (f) and the following geographical positions:
 (92) 54°05'.37 N 004°56'.94 E (91) 54°04'.20 N 004°42'.14 E
- (o) A traffic lane for westbound traffic is established between the separation zone in paragraph (g) and the following geographical positions:
 (90) 54°03'.91 N 004°38'.43 E (89) 54°03'.13 N 004°28'.46 E
- (p) A traffic lane for westbound traffic is established between the separation zone in paragraph (h) and the following geographical positions:
 (88) 54°02'.65 N 004°22'.44 E (31) 54°01'.87 N 004°08'.88 E

- (q) A traffic lane for south-westbound traffic is established between, on the west side, a line connecting the following geographical positions:
 (68) 54°01'.10 N 004°18'.89 E (69) 53°58'.91 N 004°13'.93 E
 and, on the east side, a line connecting the following geographical positions:
 (71) 54°01'.52 N 004°24'.62 E (74) 53°59'.21 N 004°19'.05 E
- (r) A traffic lane for northbound traffic is established between, on the west side, a line connecting the following geographical positions:
 (72) 54°02'.55 N 004°37'.69 E (73) 54°00'.54 N 004°36'.62 E
 and, on the east side, a line connecting the following geographical positions:
 (75) 54°02'.84 N 004°41'.41 E (79) 54°00'.83 N 004°40'.34 E
- (s) A traffic lane for southbound traffic is established between, on the west side, a line connecting the following geographical positions:
 (76) 54°03'.99 N 004°56'.11 (77) 54°01'.98 N 004°54'.89 E
 and, on the east side, a line connecting the following geographical positions:
 (79) 54°04'.30 N 004°59'.98 E (82) 54°02'.28 N 004°58'.76 E
- (t) A traffic lane for northbound traffic is established between, on the west side, a line connecting the following geographical positions:
 (80) 54°04'.78 N 005°05'.94 E (81) 54°02'.76 N 005°04'.73 E
 and, on the east side, a line connecting the following geographical positions:
 (83) 54°04'.84 N 005°09'.60 (84) 54°03'.26 N 005°08'.65 E
- East Friesland scheme**
- (u) The western boundary of the separation zone is amended as follows:
 Existing position 32 is shifted east to new position (84) 54°03'.26 N 005°08'.65 E
 Existing position 37 is shifted east to new position (83) 54°04'.84 N 005°09'.60 E
- (v) The traffic lane for eastbound traffic is amended as follows:
 Existing position (28) is shifted east to new position (99) 54°01'.69 N 005°07'.70 E
- (w) The traffic lane for westbound traffic is amended as follows:
 Existing position (29) is shifted east to new position (95) 54°06'.44 N 005°10'.57 E
 Existing position (29) is shifted east to new position (95) 54°06'.44 N 005°10'.57 E