

**765 NORTH SEA — Belgium to Netherlands — Routeing measures. Area to be avoided.**  
**(P)/17 Anchorage area.**

Source: International Maritime Organization

1. To improve safety of navigation, reduce the risk of marine environment pollution and the planned development of wind farm sites in the area between traffic separation schemes of West Hinder, North Hinder and Maas West, new and amended IMO adopted routeing measures come into force at 0000 UTC 1 June 2017.
2. **“Off the Netherlands and Belgian coasts between West Hinder, North Hinder and Maas West traffic separation schemes”, new and amended schemes are to be established as follows:**
  - a. The north-eastern end of the TSS “North Hinder South” will be shortened and the precautionary area “North Hinder Junction” will be extended to join the TSS.
  - b. A new traffic separation scheme “Off North Hinder” will be established east of TSS “North Hinder South” adjoining the precautionary area “North Hinder Junction”.
  - c. The eastbound traffic lane of TSS “Maas West Outer” will be amended.
  - d. A new precautionary area “At Gootebank” will be established north of Deep Water route “In the Approaches to the River Scheldt”.
  - e. The TSS “At West Hinder” will be shortened and the precautionary area “At West Hinder” will be extended to join the TSS.
  - f. A new precautionary area “Windfarm Borssele” will be established north-east of the existing precautionary area “In the vicinity of Thornton and Bligh Banks”.
  - g. A new Area to be Avoided “Windfarm Borssele Pass” will be established through the precautionary area “Windfarm Borssele” for traffic under 45m in length.
3. **To regulate traffic northbound and southbound east of the precautionary area “Windfarm Borssele”, new routeing measures are to be established as follows:**
  - a. A new precautionary area “Schouwenbank Junction” will be established. This precautionary area is connected via a two-way route “Schouwenbank NW” to precautionary area “North Hinder Junction”; via a two-way route “Schouwenbank NE” to precautionary area “Maas Junction”; via a two-way route “Westpit” to precautionary area “At Gootebank” and via a two-way route “Schouwenbank SE” to the channel “Oostgat”.
  - b. The anchorage area “Schouwenbank” will be adjusted according to the new two-way route “Schouwenbank NE”.
4. Details of all the above changes are shown on the accompanying diagram.
5. In addition to the above changes, radio reporting points, buoyage and anchorages will be amended and repositioned. The details of these changes will be published in the relevant NLHO and UKHO Publications.
6. Details of the routeing measures will be included in New Editions of Charts 110, 1406, 1630, 1872, 1873, 1874, and 2449 to be published in April 2017. These charts will be published with a cautionary note advising mariners that the existing charts, which will be given an “X” prefix, should be retained and used until 0000 UTC 1 June 2017. A New Edition of Chart 8012 will be published in June 2017. Charts 122, 1408, 2182A and 5500 will be updated by Notice to Mariners.  
*Note:* Mariners are advised that this is a significant change to IMO routeing in the West Hinder, North Hinder and Maas West area. Mariners should familiarise themselves with these changes and ensure that they have all necessary chart and publication updates in advance of the implementation date.

**Charts affected — 110 (INT 1473) — 122 (INT 1472) — 1406 — 1408 — 1630 (INT 1416) — 1872 — 1873 (INT 1480) — 1874 (INT 1474) — 2182A (INT 1043) — 2449 — 5500 — 8012**

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