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SAFETY OF NAVIGATION

**TRAFFIC SEPARATION SCHEME OFF USHANT, ASSOCIATED INSHORE TRAFFIC
ZONE, AND PASSAGE DE FROMVEUR, CHENAL DU FOUR, CHENAL DE LA
HELLE AND RAZ DE SEIN**

1 At the request of the French Government, the enclosed information is brought to the attention of the Member Governments.

ORDER Number 2003/11 of the Maritime Prefect for the Atlantic, dated 18/04/03, regulating navigation in the traffic separation scheme off Ushant (Ouessant), the associated inshore traffic zone, and the Passage du FROMVEUR, Chenal du FOUR, Chenal de la HELLE and RAZ de SEIN.

ORDER

Article 1 : The rules on traffic in the traffic separation schemes and the surrounding areas, laid out in the international regulation for the prevention of accidents at sea, notably in rule 10, apply to the off Ushant traffic separation scheme and its associated inshore traffic zone.

The description of this scheme is given in annex "A". A map of the Ushant area is given in annex "B".

Article 2 : The captain of any vessel whose gross tonnage is greater than 300 must declare his position upon entering a circular zone with a 40-mile radius centred on Ushant Island (Ile d'Ouessant) (Stiff radar tower).

The report message must be sent to the Centre Régional Opérationnel de Surveillance et de Sauvetage de Corsen (C.R.O.S.S. Corsen / Regional Operations Centre for Monitoring and Rescue at Corsen – call sign OUESSANT TRAFIC). The reports are made by telegraphy in metric waves, on channel 13, or by fax, telephone or telex. A standard message format is given in annex "C".

Article 3 : The two-way channel is exclusively authorized for passenger ships operating regular schedules to or from a Channel port situated West of meridian 001°W, and for ships sailing between ports situated between the Cape Finisterre and Cape de la Hague, except for ships carrying oils listed in Appendix I of the International Convention for the Prevention of Pollution from Ships, 1973, as modified by the Protocol of 1978 relating thereto (MARPOL 73/78), and ships carrying in bulk the substances listed in categories A and B listed in Appendices I and II of Annex II of that convention as well as ships carrying fissile or irradiated materials.

Article 4 : The captain of any vessel who intends to use the inshore traffic zone, under the conditions provided for under rule 10 d of COLREG 72, must inform the Regional Operations Centre for Monitoring and Rescue at Corsen (C.R.O.S.S. Corsen – call sign OUESSANT TRAFIC, VHF channel 16 or 13) and specify the reason for this. This information can also be submitted by fax, telephone or telex. A standard message format is given in annex "C".

The responsibility for the call in view of this information is on the captain of the vessel.

Article 5 : The Passage du FROMVEUR, Chenal du FOUR, Chenal de la HELLE and RAZ de SEIN are prohibited to all ships that do not fall under one of the following categories:

- French State ships;
- rescue or support ships;
- passenger ships operating a regular schedule between the islands and the mainland;

- fishing vessels irrespective of length;
- pleasure craft.

Article 6 : However, trade ships whose gross tonnage is lower than 3000 can use the channels and passages defined in article 5, on the condition that they fulfil the following three conditions:

- travelling to or from a French port on the Atlantic coast, the Channel or the North Sea;
- are not carrying passengers;
- do not belong to any of the categories of ships carrying oils or dangerous goods referred to in article 3 of this Order.

Navigation in the channels and passages defined in article 5 is carried out under the conditions stated in article 8 of this Order.

Article 7 : Exceptionally, ships whose gross tonnage exceeds 3000 which meet the following two conditions:

- travelling to or from a French port on the Atlantic coast, the Channel or the North Sea;
- are carrying neither merchandise nor passengers;

can request authorization to travel in the channels and passages defined in article 5, and for a specific journey. This exceptional authorization is given by the maritime prefect.

Article 8 : Those ships described under articles 6 and 7 of this Order can only use the Passage du FROMVEUR, Chenal du FOUR, Chenal de la HELLE and RAZ de SEIN if the following conditions are met:

- daylight travel;
- visibility greater than 2 miles;
- tide coefficient less than 90;
- wind less than 30 knots.

Furthermore, the following additional navigation safety measures must be taken on board:

- transit speed lower than 15 knots;
- actual presence on the bridge of the captain, a certified watch officer and a lookout for the duration of the fairway navigation;
- anchors ready to anchor.

Article 9 : The captain of a vessel who, under the conditions set by articles 6 and 7 of this Order, intends to obtain or has obtained authorization to use one of the channels or passages referred to in article 5 of this order must beforehand inform C.R.O.S.S. Corsen of his passage (call sign: OUESSANT TRAFIC, VHF channel 13). This information may also be submitted by fax, telephone or telex.

A standard message format is given in annex "C".

He must provide this information at least two hours before entering one of the channels or passages.

The responsibility for making the call with this information falls upon the captain of the vessel.

The Director of the CROSS CORSEN, if he considers it necessary for safety of navigation, or if one of the conditions defined in article 8 is not met, can prohibit the captain from taking his ship into the channels. He may also suspend one or more of the criteria for fairway navigation.

Article 10: Foreign ships wishing to enter the inshore waters in the zone controlled by this Order, notably the channels and passages defined in article 5, must also meet the requirements of Order 54/84 of 31 July 1984 issued by the Maritime Prefect of the second region regulating access, traffic and mooring of foreign ships in inshore waters of the second maritime region. These ships must obtain entry authorization from the military authority (Marine Brest / Brest Naval authority).

Article 11: In territorial waters and inshore waters, where safety of navigation, the protection of the environment, the safeguarding of economic activities normally carried out close to the coast or where the defence of related interests so requires, the Maritime Prefect can oblige a ship to use the traffic lane, channel or passage that he specifies, or any other measure of a nautical nature.

Article 12: For the entire duration of their journey within the part of the scheme located in territorial waters, in the inshore traffic zone and in the channels and passages listed in article 5, ships which have a metric wave radio-telephone installation must, in addition to the frequencies provided for under international rules and conventions in force, maintain a listening watch on the international distress frequency (V.H.F. channel 16).

They are obliged to answer all calls on this frequency coming from either the Regional Operations Centre for Monitoring and Rescue at Corsen, which deals with maritime traffic, or a semaphore, from a ship or aircraft of the French State or chartered by the French State; they must, where appropriate, monitor and respond on the channel stated by one of these services or facilities.

Article 13: Captains and owners of ships which contravene the provisions of this Order, and in particular article 11, may be ordered by the Maritime Prefect to divert for the application of articles 37 and 38 of the Disciplinary and Penal Code of the merchant navy.

Article 14: The provisions of this order do not apply to State ships and government service ships on public service assignment in particular when conducting operations aimed at maintaining safety of navigation in accordance with rule 10 k of COLREG 72.

Article 15: Any infraction of the provisions of this order shall be investigated and recorded by the officers and agents designated by the Disciplinary and Penal Code of the merchant navy. They will be punished by the penalties provided for under article 63 and 63b of this code and by the Penal code.

Article 16: Order No 84/93 of 11 October 1993, modified, of the Maritime Prefect of the Atlantic regulating navigation within the Ushant traffic separation scheme, the associated inshore traffic zone, and the Passage du FROMVEUR, Chenal du FOUR, Chenal de la HELLE and RAZ de SEIN is repealed from the date of the entry into force of this Order, set at 1 May 2003 at zero hours (UT).

Signed Le vice-amiral d'escadre (Vice-Admiral) Jacques Gheerbrant

ANNEX "A"**DESCRIPTION OF THE USHANT TRAFFIC SEPARATION SCHEME**

(All coordinates are referenced to WGS 84)

From the open sea to the coast, the Ushant traffic separation scheme consists of:

- An outer traffic separation zone bounded by line connecting the following points:

49°02'.00 N – 005°36'.80 W
 49°01'.10 N – 005°36'.05 W
 48°55'.60 N – 005°60'.60 W
 48°42'.00 N – 006°01'.60 W
 48°42'.60 N – 006°02'.80 W
 48°56'.40 N – 005°51'.60 W

- A traffic lane for southbound traffic bounded by a line connecting the following points:

49°01'.10 N – 005°36'.05 W
 48°57'.00 N – 005°32'.50 W
 48°52'.05 N – 005°45'.00 W
 48°39'.70 N – 005°55'.20 W
 48°42'.00 N – 006°01'.60 W
 48°55'.60 N – 005°50'.60 W

For this lane, the course on ground is 240° as far as the line of the turning point at 315° from the Créac'h light, then 208° as far as the southwest boundary of the scheme.

- A traffic separation zone bounded by a line connecting the following points:

48°57'.00 N – 005°32'.50 W
 48°52'.75 N – 005°28'.60 W
 48°48'.60 N – 005°39'.60 W
 48°37'.40 N – 005°48'.60 W
 48°39'.70 N – 005°55'.20 W
 48°52'.05 N – 005°45'.00 W

- A northbound traffic lane bounded by a line connecting the following points:

48°52'.75 N – 005°28'.60 W
 48°48'.60 N – 005°25'.10 W
 48°45'.00 N – 005°34'.30 W
 48°35'.10 N – 005°42'.30 W
 48°37'.40 N – 005°48'.60 W
 48°48'.60 N – 005°39'.60 W

For this lane, the course on ground is 028° as far as the line of the turning point at 315° from the Créac'h light, then 060° as far as the northeast boundary of the scheme.

- A traffic separation zone bounded by a line connecting the following points:

48°48'.60 N – 005°25'.10 W
48°39'.70 N – 005°14'.70 W
48°30'.60 N – 005°26'.30 W
48°35'.10 N – 005°42'.30 W
48°45'.00 N – 005°34'.30 W

- A two-way traffic route, reserved for certain categories of ships, bounded by the following points:

48°39'.70 N – 005°14'.70 W
48°38'.00 N – 005°12'.90 W
48°29'.80 N – 005°23'.50 W
48°30'.60 N – 005°26'.30 W

- A traffic separation zone bounded by a line connecting the following points:

48°38'.00 N – 005°12'.90 W
48°37'.20 N – 005°11'.90 W
48°29'.39 N – 005°22'.05 W
48°29'.80 N – 005°23'.50 W

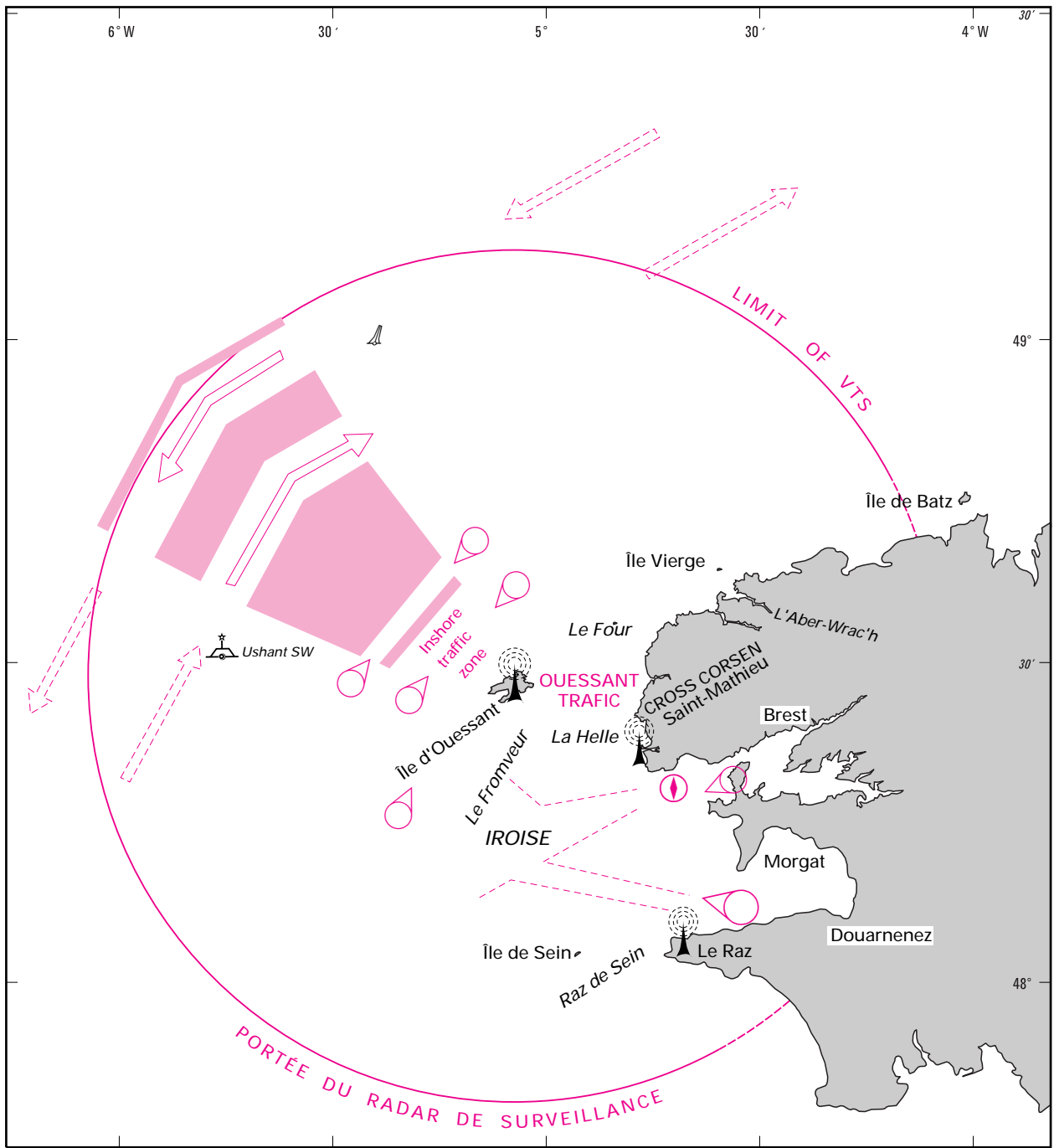
- An inshore traffic zone bounded by a line connecting the following points:

48°37'.20 N – 005°11'.90 W
48°27'.96 N – 005°01'.32 W (Men Korn light)
48°25'.33 N – 005°08'.04 W (Jument light)
48°29'.39 N – 005°22'.05 W

ANNEX "B"

Supplement to the Notices to Mariners No. 12/2003

RSX 93.2-AA.0388



Traffic separation scheme and VTS off Ushant, valid from 1 May 2003 at 00h00 UTC.

ANNEX "C"

FORMAT OF REPORTS

Name of System: OUESSREP

Data to transmit:

	<u>Heading</u>	<u>Information</u>
<i>In all cases :</i>	A	Name of ship IMO number or call sign
	C or D	Position (latitude – longitude or azimuth distance)
	E	Course
	F	Speed
<i>Where applicable :</i>	P	Cargo, if potentially dangerous goods on board
	Q	Fault (if relevant)
	R	Pollution/dangerous goods lost overboard (if relevant)

Headings P, Q, and R do not have to be repeated if they have already been the subject of a SURNAV, MAREP or DEFREP message in the course of the same voyage.

In the event of a fault, pollution or loss of goods overboard, additional information may be requested.
