



भारत सरकार / GOVERNMENT OF INDIA

पोत परिवहन मंत्रालय / MINISTRY OF SHIPPING

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Date – 03.08.2018

Sub.: Establishment of Traffic Separation Schemes and/or other routing measures on the west coast of India –reg.

1. The Directorate General of Shipping has established ships' routing to improve the safety of navigation in converging areas and in areas where the density of traffic is great or where freedom of movement of shipping is inhibited by restricted sea-room, the existence of obstructions to navigation, limited depths or unfavourable meteorological conditions. Attention in this regard is invited to MS Notice 15 of 2008 (File no. 44-NT(13)/2007) dated 16.07.2008 for establishment of Safety fairways, recommended routes and traffic separation scheme (TSS) in consideration of the aforesaid mentioned aspects.

2. Considering the traffic density on the west coast of India & the incidents of collisions, near miss and other safety aspects, certain locations were identified for establishment of the TSS and/or other routing measures in Indian waters/port limits.

3. Therefore, a revision to the safety fairway at approaches to Mumbai (off Mumbai High) was carried out and a Traffic Separation Scheme was developed in its place and promulgated vide MS Notice no. 11 of 2017 dated 20.12.2017. This TSS came into force on 01.04.2018.

4. Additionally, the following locations have also been identified for establishment of the TSS and/or other routing measures in Indian waters/port limits:

4.1 TSS off the west coast of India,

4.2 Replacement of earlier established recommended routes off the Gujarat Coast by TSS,

4.3 TSS in Gulf of Khambhat,

4.4 TSS in Gulf of Kutch [relocation of earlier safety fairway].

5. The coordinates of the aforesaid proposed routine measures is enclosed (Annexure : 1). It is requested that stakeholders may provide their inputs/comments/suggestions to the undersigned through email (anish-dgs@gov.in) by 20.08.2018.

(Capt. Anish Joseph)
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Dy. Director General [Tech.]
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Encl – As above

TSS – South West Coast of India

- 1) A - $07^{\circ} 31.08'N$, $77^{\circ} 28.17'E$
- 2) A' - $07^{\circ} 22'N$, $77^{\circ} 22'E$
- 3) A'' - $07^{\circ} 34'N$, $77^{\circ} 32'E$

- 4) B - $08^{\circ} 00'N$, $76^{\circ} 35.5'E$
- 5) B' - $07^{\circ} 52'N$, $76^{\circ} 26'E$
- 6) B'' - $08^{\circ} 04'N$, $76^{\circ} 38'E$

- 7) C - $10^{\circ} 11'N$, $74^{\circ} 52'E$
- 8) C' - $074^{\circ} 48'E$, $10^{\circ} 07'E$
- 9) C'' - $10^{\circ} 16'N$, $74^{\circ} 59'E$

Recommended route – West Coast of India

- 10) D - $10^{\circ} 56'N$, $74^{\circ} 00'E$
- 11) E - $16^{\circ} 46'N$, $71^{\circ} 30'E$

TSS in Gulf of Khambbhat

- A. Traffic Separation Scheme, Roundabout at VTS (West) Reporting Line**
Centre Position – 20° 30.0'N, 32.80'E
Outer Circle, Radius – 4 Nm, Diameter – 8 Nm.
Separation Zone Circle, Radius – 1.5Nm, Diameter – 3Nm.
- B. Traffic Separation Scheme, Roundabout off Pipavav**
Centre Position – 20° 45.30'N, 071° 31.80'E
Outer Circle, Radius – 3 Nm, Diameter – 6 Nm.
Separation Zone Circle, Radius – 0.75 Nm, Diameter – 1.5 Nm.
- C. Traffic Separation at VTS (East) Reporting Line up-to Magdalla Port Limit**
Separation Zone, Width – 0.5 Nm.
Single Inbound / Outbound Lane, Width – 1.25 Nm Each.
- D. Precautionary Area Bounded By following co-ordinates in North Sector**
1) 21° 17.80'N, 072° 18.10'E
2) 21° 24.40'N, 072° 18.10'E
3) 21° 24.40'N, 072° 28.20'E
4) 21° 17.80'N, 072° 28.20'E

Following note to be inserted

Note – Traffic clearance to be obtained from VTS Khambhat North on VHF CH 69 prior entering the precautionary area.

- E. Co-ordinates of Ferry Route From Dahej to Ghogha**
1) WP1 – 21° 39.53'N, 072° 33.83'E
2) WP2 – 21° 39.11'N, 072° 33.39'E
3) WP3 – 21° 38.83'N, 072° 33.22'E
4) WP4 – 21° 37.77'N, 072° 32.30'E
5) WP5 – 21° 37.06'N, 072° 31.94'E
6) WP6 – 21° 36.00'N, 072° 31.70'E
7) WP7 – 21° 40.00'N, 072° 22.15'E
8) WP8 – 21° 39.88'N, 072° 20.08'E
9) WP9 – 21° 40.76'N, 072° 17.66'E

**Co –ordinates of TSS for Roundabout on Reporting Line in West Sector
For N-S Lane**

- 1) SW1 – 20° 26.20'N, 071° 31.20'E
- 2) SW2 – 19° 56.60'N, 071° 31.20'E – Star Point West Boundary
- 3) SE1 – 20° 26.20'N, 071° 34.40'E
- 4) SE1 – 19° 56.90'N, 071° 34.40'E – Star Point East Boundary



Above Co-ordinates followed by Roundabout on Reporting Line



- 1) NW1 – 20° 33.60'N, 071° 31.00'E
- 2) NW2 – 20° 42.50'N, 071° 30.70'E
- 3) NE1 – 20° 33.70'N, 071° 34.10'E
- 4) NE2 – 20° 42.70'N, 071° 33.70'E

Above co-ordinates followed by roundabout off Pipavav

- 1) NW3 – 20° 47.90'N, 071° 30.70'E
- 2) NW4 – 20° 50.30'N, 071° 30.70'E – End Point West Boundary
- 3) NEN1 – 20° 47.80'N, 071° 33.80'E
- 4) NE4 – 20° 50.30'N, 071° 33.80'E – End Point East Boundary

For E-W Lane

- 1) WN1 – 20° 31.80'N, 071° 28.80'E
- 2) WN2 – 20° 31.80'N, 071° 16.90'E – Start Point North Boundary
- 3) WS1 – 20° 28.40'N, 071° 28.80'E
- 4) WS2 – 20° 28.40'N, 071° 16.90'E – Start Point South Boundary



Above co-ordinates followed by roundabout on Reporting Line



- 1) EN1 – 20° 32.40'N, 071° 36.30'E
- 2) EN2 – 20° 38.60'N, 071° 50.10'E – End Point North Boundary
- 3) ES1 – 20° 30.00'N, 071° 37.10'E
- 4) ES2 – 20° 31.30'N, 071° 52.60'E – End Point South Boundary

Co-ordinates of TSS for Roundabout on off Ripava in West Sector

For SW-NE Lane

- 1) SWN1 – 20° 45.40'N, 071° 28.70'E
- 2) SWN2 – 20° 35.30'N, 071° 11.60'E – Start Point North Boundary
- 3) SWS1 – 20° 42.60'N, 071° 30.20'E
- 4) SWS2 – 20° 32.50'N, 071° 13.50'E – Start Point South Boundary

Above co-ordinates followed by roundabout off Pipava



- 1) NEN1 – 20° 47.80'N, 071° 33.80'E
- 2) NEN2 – 21° 01.40'N, 071° 56.40'E
- 3) NEN3 – 21° 13.40'N, 072° 10.50'E – End Point North Boundary
- 4) NES1 – 20° 45.60'N, 071° 35.00'E
- 5) NES2 – 20° 59.00'N, 071° 57.90'E
- 6) NES3 – 21° 11.50'N, 072° 12.50'E – End Point South Boundary

Co-ordinates of TSS in East Sector

- 1) 1A – 19⁰ 54.30'N, 072⁰ 18.50'E
- 2) 1A' – 19⁰ 53.70'N, 072⁰ 21.50'E
- 3) 2A – 20⁰ 30.00'N, 072⁰ 25.10'E
- 4) 2A' – 20⁰ 30.00'N, 072⁰ 28.40'E
- 5) 3A – 20⁰ 54.50'N, 072⁰ 33.00'E
- 6) 3A' – 20⁰ 53.60'N, 072⁰ 36.30'E

TSS off the Gulf of Kutch

- 1) S - $21^{\circ} 58.741'N$, $68^{\circ} 19.3242'E$
T - $22^{\circ} 9.409'N$, $68^{\circ} 35.63035'E$
U - $22^{\circ} 12.802'N$, $68^{\circ} 18.35003'E$
- 2) U' - $22^{\circ} 15.085'N$, $68^{\circ} 19.5183'E$
V - $22^{\circ} 11.121'N$, $68^{\circ} 38.72532'E$
- 3) V' - $22^{\circ} 8.881'N$, $68^{\circ} 41.0002'E$
W' - $21^{\circ} 54.012'N$, $68^{\circ} 49.7742'E$
- 4) S' - $21^{\circ} 56.489'N$, $68^{\circ} 21.2441'E$
T' - $22^{\circ} 7.726'N$, $68^{\circ} 38.58748'E$
W - $21^{\circ} 53.172'N$, $68^{\circ} 46.8579'E$



