



Ref. T2-OSS/2.7.1

COLREG.2/Circ.58
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NEW AND AMENDED EXISTING TRAFFIC SEPARATION SCHEMES

1 The Maritime Safety Committee, at its eighty-second session (29 November to 8 December 2006) adopted, in accordance with the provisions of resolution A.858(20), new and amended existing traffic separation schemes and associated routing measures listed, in annexes 1 to 8, as follows:

- .1 “Off the coast of Norway from Vardø to Røst” (new scheme);
- .2 “In the SUNK area and northern approaches to the Thames estuary” (new scheme);
- .3 “Off Neist Point” in the Minches (new scheme);
- .4 “In the Strait of Gibraltar” (amended scheme);
- .5 “In the approach to Boston, Massachusetts” (amended scheme);
- .6 “In the Adriatic Sea” (amended scheme);
- .7 “Off Cani Island” and “Off Cape Bon”, off the coast of Tunisia (amended scheme);
and
- .8 “Off Botney Ground” (amended scheme).

2 The new and amended traffic separation schemes (listed in subparagraphs 1.1 to 1.8 above and detailed in annexes 1, 2, 3, 4, 5, 6, 7 and 8) will be implemented at 0000 hours UTC on 1 July 2007.

NEW AND AMENDED TRAFFIC SEPARATION SCHEMES AND ASSOCIATED ROUTEING MEASURES

ANNEX 1

NEW TRAFFIC SEPARATION SCHEMES OFF THE COAST OF NORWAY FROM VARDØ TO RØST

(Reference charts are Norwegian Hydrographic Service Fisheries Chart Series:

No.	Title	Scale	Datum	Published
551	Barentshavet, sørvestlige del	1:700 000	ED 50	1963
552	Vesterålen – Vest Finnmark – Bjørnøya	1:700 000	ED 50	1964
557	Haltenbanken – Vesterålen	1:700 000	ED 50	1966

Position co-ordinates referred to the WGS 84 Datum should be plotted direct on to these charts, as the difference between the WGS 84 and ED 50 Datums is of no practical significance at the actual scale.

Note: The geographical positions, (1) – (98), listed below are given in the WGS 84 Datum.)

Categories of ships to which the traffic separation schemes apply

Tankers of all sizes, including gas and chemical tankers, and all other cargo ships of 5,000 gross tonnage and upwards engaged on international voyages should follow the routeing system consisting of a series of traffic separation schemes joined by recommended routes off the coast of Norway from Vardø to Røst.

International voyages to or from ports in Norway from Vardø to Røst

Ships on international voyages to or from ports in Norway from Vardø to Røst should follow the ship's routeing system until a course to port can be clearly set. This also applies to ships calling at Norwegian ports for supplies or service.

Description of the traffic separation schemes

I Off Vardø

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

(1) 70° 44'.55 N	031° 49'.52 E	(3) 70° 51'.05 N	031° 33'.87 E
(2) 70° 49'.44 N	031° 30'.08 E	(4) 70° 46'.20 N	031° 53'.31 E

- (b) A traffic lane for westbound traffic is established between the separation zone described in paragraph (a) and a line connecting the following geographical positions:

(5) 70° 48'.59 N 031° 58'.90 E (6) 70° 53'.40 N 031° 39'.19 E

- (c) A traffic lane for eastbound traffic is established between the separation zone described in paragraph (a) and a line connecting the following geographical positions:

(7) 70° 42'.22 N 031° 44'.20 E (8) 70° 47'.08 N 031° 24'.76 E

II Off Slettnes

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

(9) 71° 23'.01 N 029° 11'.08 E (12) 71° 29'.21 N 028° 44'.33 E
(10) 71° 26'.11 N 028° 58'.61 E (13) 71° 27'.86 N 029° 01'.25 E
(11) 71° 27'.26 N 028° 42'.95 E (14) 71° 24'.63 N 029° 14'.78 E

- (e) A traffic lane for westbound traffic is established between the separation zone described in paragraph (d) and a line connecting the following geographical positions:

(15) 71° 27'.06 N 029° 20'.38 E (17) 71° 32'.13 N 028° 46'.76 E
(16) 71° 30'.60 N 029° 05'.28 E

- (f) A traffic lane for eastbound traffic is established between the separation zone described in paragraph (d) and a line connecting the following geographical positions:

(18) 71° 20'.58 N 029° 05'.48 E (20) 71° 24'.39 N 028° 40'.62 E
(19) 71° 23'.35 N 028° 54'.38 E

III Off North Cape

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

(21) 71° 40'.27 N 026° 08'.73 E (24) 71° 42'.53 N 025° 26'.58 E
(22) 71° 41'.78 N 025° 49'.27 E (25) 71° 43'.72 N 025° 49'.45 E
(23) 71° 40'.61 N 025° 27'.86 E (26) 71° 42'.19 N 026° 10'.46 E

- (h) A traffic lane for westbound traffic is established between the separation zone described in paragraph (g) and a line connecting the following geographical positions:

(27) 71° 45'.05 N 026° 13'.20 E (29) 71° 45'.39 N 025° 24'.48 E
(28) 71° 47'.03 N 025° 49'.12 E

- (i) A traffic lane for eastbound traffic is established between the separation zone described in paragraph (g) and a line connecting the following geographical positions:

(30) 71° 37'.34 N 026° 06'.36 E (32) 71° 37'.60 N 025° 29'.77 E
(31) 71° 38'.80 N 025° 48'.40 E

IV Off Sørøya

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

(33)	71° 30'.11 N	022° 39'.50 E	(36)	71° 28'.08 N	021° 59'.45 E
(34)	71° 28'.95 N	022° 20'.05 E	(37)	71° 30'.73 N	022° 18'.35 E
(35)	71° 26'.29 N	022° 01'.90 E	(38)	71° 32'.06 N	022° 38'.23 E

(k) A traffic lane for westbound traffic is established between the separation zone described in paragraph (j) and a line connecting the following geographical positions:

(39)	71° 35'.00 N	022° 36'.42 E	(41)	71° 30'.85 N	021° 55'.63 E
(40)	71° 33'.65 N	022° 15'.39 E			

(l) A traffic lane for eastbound traffic is established between the separation zone described in paragraph (j) and a line connecting the following geographical positions:

(42)	71° 27'.17 N	022° 41'.31 E	(44)	71° 23'.55 N	022° 05'.83 E
(43)	71° 26'.00 N	022° 23'.00 E			

V Off Torsvåg

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

(45)	71° 02'.07 N	019° 13'.93 E	(48)	70° 56'.51 N	018° 36'.45 E
(46)	70° 59'.63 N	018° 55'.90 E	(49)	71° 01'.26 N	018° 52'.77 E
(47)	70° 55'.07 N	018° 40'.45 E	(50)	71° 03'.97 N	019° 11'.40 E

(n) A traffic lane for westbound traffic is established between the separation zone described in paragraph (m) and a line connecting the following geographical positions:

(51)	71° 06'.72 N	019° 07'.81 E	(53)	70° 58'.73 N	018° 30'.34 E
(52)	71° 03'.77 N	018° 47'.82 E			

(o) A traffic lane for eastbound traffic is established between the separation zone described in paragraph (m) and a line connecting the following geographical positions:

(54)	70° 59'.40 N	019° 17'.65 E	(56)	70° 52'.80 N	018° 46'.70 E
(55)	70° 56'.97 N	019° 00'.60 E			

VI Off Andenes

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

(57)	69° 48'.74 N	015° 06'.86 E	(59)	69° 44'.77 N	014° 46'.12 E
(58)	69° 43'.32 N	014° 50'.07 E	(60)	69° 50'.22 N	015° 03'.14 E

- (q) A traffic lane for westbound traffic is established between the separation zone described in paragraph (p) and a line connecting the following geographical positions:

(61) 69° 52'.41 N 014° 57'.25 E (62) 69° 47'.00 N 014° 40'.38 E

- (r) A traffic lane for eastbound traffic is established between the separation zone described in paragraph (p) and a line connecting the following geographical positions:

(63) 69° 46'.52 N 015° 12'.75 E (64) 69° 41'.09 N 014° 55'.85 E

VII Off Røst (1)

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

(65) 68° 12'.89 N 010° 16'.07 E (68) 68° 03'.57 N 009° 50'.12 E
(66) 68° 08'.36 N 010° 02'.92 E (69) 68° 09'.41 N 009° 58'.73 E
(67) 68° 02'.64 N 009° 54'.93 E (70) 68° 14'.26 N 010° 12'.03 E

- (t) A traffic lane for westbound traffic is established between the separation zone described in paragraph (s) and a line connecting the following geographical positions:

(71) 68° 16'.38 N 010° 06'.20 E (73) 68° 04'.83 N 009° 43'.01 E
(72) 68° 11'.32 N 009° 52'.34 E

- (u) A traffic lane for eastbound traffic is established between the separation zone described in paragraph (s) and a line connecting the following geographical positions:

(74) 68° 10'.82 N 010° 21'.89 E (76) 68° 01'.24 N 010° 02'.10 E
(75) 68° 06'.71 N 010° 09'.50 E

VIII Off Røst (2)

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

(77) 67° 37'.66 N 009° 21'.34 E (79) 67° 31'.31 N 009° 07'.29 E
(78) 67° 30'.42 N 009° 12'.05 E (80) 67° 38'.55 N 009° 16'.66 E

- (w) A traffic lane for westbound traffic is established between the separation zone described in paragraph (v) and a line connecting the following geographical positions:

(81) 67° 40'.00 N 009° 09'.73 E (82) 67° 32'.64 N 009° 00'.28 E

- (x) A traffic lane for eastbound traffic is established between the separation zone described in paragraph (v) and a line connecting the following geographical positions:

(83) 67° 36'.29 N 009° 28'.33 E (84) 67° 29'.06 N 009° 18'.88 E

Description of the recommended routes

- (y) A recommended route is established between the traffic separation schemes Off Vardø to Off Slettnes with a central line between the following geographical positions:

(85) 70° 50'.43 N 031° 31'.22 E (86) 71° 23'.64 N 029° 13'.67 E

- (z) A recommended route is established between the traffic separation schemes Off Slettnes to Off North Cape with a central line between the following geographical positions:

(87) 71° 28'.28 N 028° 42'.65 E (88) 71° 41'.20 N 026° 10'.59 E

- (aa) A recommended route is established between the traffic separation schemes Off North Cape to Off Sørøya with a central line between the following geographical positions:

(89) 71° 41'.50 N 025° 26'.81 E (90) 71° 31'.20 N 022° 39'.83 E

- (bb) A recommended route is established between the traffic separation schemes Off Sørøya to Off Torsvåg with a central line between the following geographical positions:

(91) 71° 27'.06 N 022° 00'.01 E (92) 71° 03'.18 N 019° 13'.28 E

- (cc) A recommended route is established between the traffic separation schemes Off Torsvåg to Off Andenes with a central line between the following geographical positions:

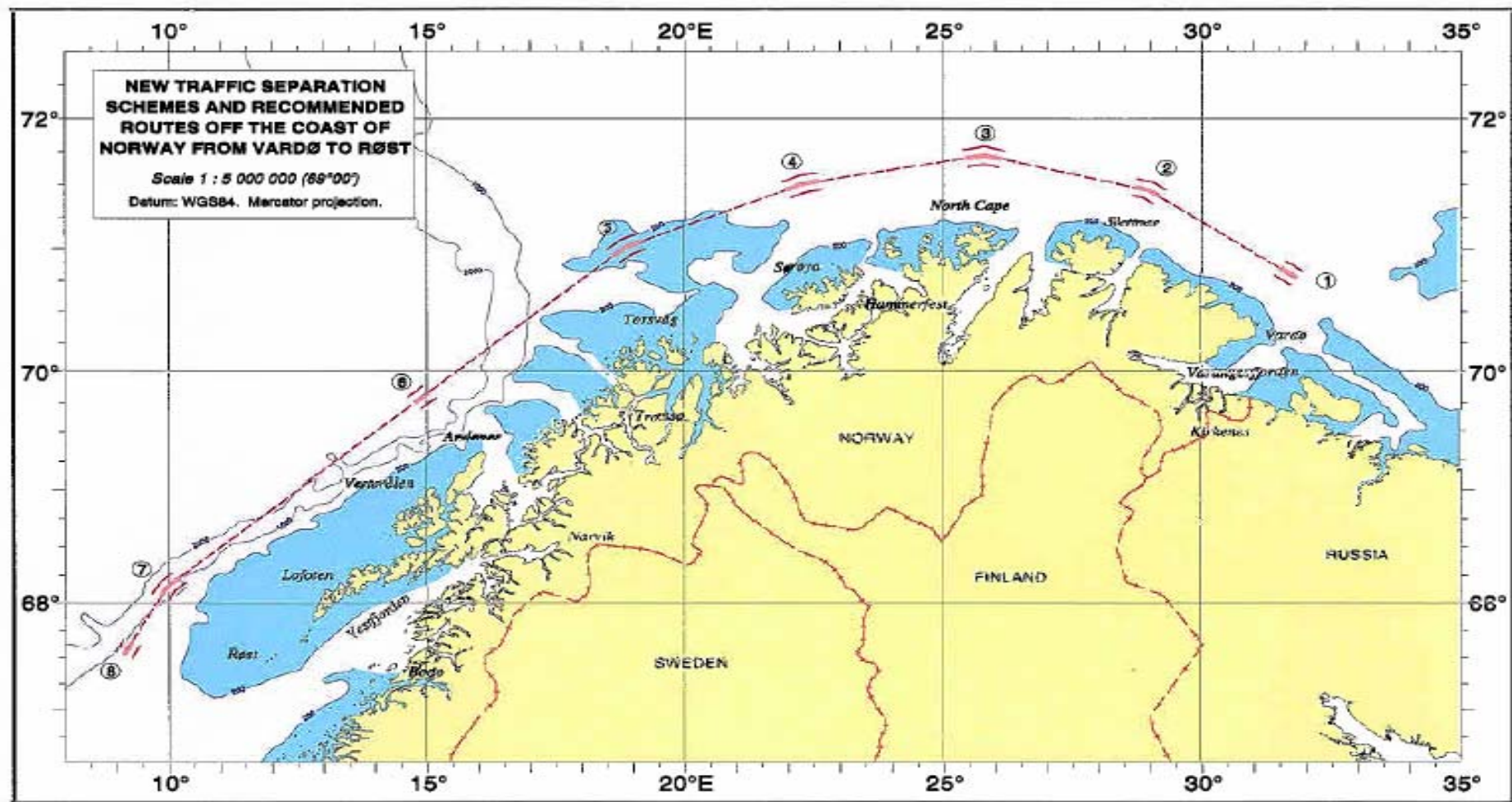
(93) 70° 55'.68 N 018° 38'.05 E (94) 69° 49'.78 N 015° 05'.38 E

- (dd) A recommended route is established between the traffic separation schemes Off Andenes to Off Røst (1) with a central line between the following geographical positions:

(95) 69° 43'.79 N 014° 47'.17 E (96) 68° 13'.89 N 010° 15'.05 E

- (ee) A recommended route is established between the traffic separation schemes Off Røst (1) to Off Røst (2) with a central line between the following geographical positions:

(97) 68° 02'.84 N 009° 52'.08 E (98) 67° 38'.34 N 009° 19'.26 E



ANNEX 2

**NEW TRAFFIC SEPARATION SCHEMES IN THE SUNK AREA AND IN THE
NORTHERN APPROACHES TO THE THAMES ESTUARY**

(Reference Chart: British Admiralty 1183, 2005 edition;

Note: This chart is based on World Geodetic System 1984 Datum (WGS 84))

A new integrated traffic routing scheme for the SUNK Area consists of several elements comprising:

- .1 One two-way route (Long Sand Head);
- .2 Two traffic lanes 1.9 miles wide in two parts (SUNK TSS North and South);
- .3 Two traffic lane 1.0 miles wide in one part (SUNK TSS East);
- .4 A new inner Precautionary Area, named SUNK Inner Precautionary Area;
- .5 A new precautionary area, adjacent to the SUNK Inner Precautionary Area, named SUNK Outer Precautionary Area;
- .6 A 1 nautical mile diameter Area to be Avoided in the SUNK Outer Precautionary Area; and
- .7 A recommended route (“Gallop” recommended route).

Description of the two-way route

Part I:

Long Sand Head two-way route is established. (Note that entry is restricted to piloted vessels, vessels operated under pilotage exemption certificate (PEC), and vessels exempt from pilotage under the destination ports pilotage directions.)

- (a) A boundary line connecting the following geographical positions:

(1)	51° 38'.09N	001° 40'.43E
(2)	51° 47'.90N	001° 39'.42E
(3)	51° 47'.77N	001° 38'.16E

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

(4)	51° 38'.31N	001° 43'.60E
(5)	51° 38'.33N	001° 43'.89E
(6)	51° 42'.16N	001° 43'.20E
(7)	51° 48'.29N	001° 42'.08E
(8)	51° 48'.98N	001° 41'.64E
(9)	51° 49'.28N	001° 40'.72E
(10)	51° 49'.49N	001° 40'.06E
(11)	51° 49'.30N	001° 38'.16E
(12)	51° 49'.11N	001° 38'.16E
(13)	51° 49'.30N	001° 40'.01E
(14)	51° 48'.84N	001° 41'.40E
(15)	51° 48'.24N	001° 41'.79E

- (c) A two-way route bounded by the boundary line described in (a) above and the separation zone described in (b) above.

Part II:

Description of the traffic separation schemes

SUNK traffic separation scheme

South

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

(16)	51° 38'.54N	001° 46'.87E
(17)	51° 38'.61N	001° 47'.85E
(18)	51° 42'.44N	001° 47'.16E
(19)	51° 42'.37N	001° 46'.18E

- (e) A traffic lane for northbound traffic between the separation zone described in (d) above and a line connecting the following geographical positions:

(20)	51° 38'.82N	001° 50'.83E
(21)	51° 42'.65N	001° 50'.14E

- (f) A traffic lane for southbound traffic between the separation zone described in (d) above and that portion of the separation zone described in (b) above connecting the following geographic positions:

(5)	51° 38'.33N	001° 43'.89E
(6)	51° 42'.16N	001° 43'.20E

SUNK traffic separation scheme

East

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

(22)	51° 50'.91N	002° 00'.00E
(23)	51° 51'.21N	002° 00'.00E
(24)	51° 48'.84N	001° 51'.86E
(25)	51° 48'.54N	001° 51'.85E

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

(26)	51° 52'.29N	002° 00'.00E
(27)	51° 49'.92N	001° 51'.89E
(28)	51° 52'.06N	001° 49'.37E
(29)	51° 53'.90N	001° 49'.96E
(30)	51° 55'.72N	001° 50'.54E
(31)	51° 55'.59N	001° 51'.73E
(32)	51° 52'.31N	001° 50'.68E
(33)	51° 50'.99N	001° 52'.27E
(34)	51° 53'.24N	002° 00'.00E

- (i) A traffic lane for eastbound traffic between the separation zone described in (g) above and a line connecting the following geographical positions:

(35)	51° 47'.45N	001° 51'.82E
(36)	51° 49'.84N	002° 00'.00E

- (j) A traffic lane for westbound traffic between the separation zone described in (g) above and that portion of the separation zone described in (h) above connecting the following geographical positions:

(26)	51° 52'.29N	002° 00'.00E
(27)	51° 49'.92N	001° 51'.89E

**SUNK traffic separation scheme
North**

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

(37)	51° 56'.06N	001° 47'.40E
(38)	51° 56'.16N	001° 46'.45E
(39)	51° 54'.34N	001° 45'.87E
(40)	51° 54'.24N	001° 46'.81E

- (l) A traffic lane for northbound traffic between the separation zone described in (k) above and that portion of the separation zone described in (h) above connecting the following geographical positions:

(29)	51° 53'.90N	001° 49'.96E
(30)	51° 55'.72N	001° 50'.54E

- (m) A traffic lane for southbound traffic between the separation zone described in (k) above and a line connecting the following geographical positions:

(41)	51° 56'.50N	001° 43'.31E
(42)	51° 54'.68N	001° 42'.72E

SUNK Inner Precautionary area

- (n) A precautionary area will be established by a line connecting the following geographical positions:

(12)	51° 49'.11N	001° 38'.16E
(11)	51° 49'.30N	001° 38'.16E
(10)	51° 49'.49N	001° 40'.06E
(9)	51° 49'.28N	001° 40'.72E
(43)	51° 52'.61N	001° 41'.12E
(44)	51° 53'.03N	001° 39'.03E
(45)	51° 52'.73N	001° 34'.26E
(46)	51° 52'.46N	001° 33'.20E
(47)	51° 52'.46N	001° 32'.35E
(48)	51° 51'.59N	001° 31'.32E
(49)	51° 49'.61N	001° 31'.32E
(50)	51° 48'.51N	001° 29'.50E
(51)	51° 46'.07N	001° 33'.42E
(52)	51° 47'.50N	001° 35'.64E
(3)	51° 47'.77N	001° 38'.16E

SUNK Outer Precautionary area

- (o) A precautionary area will be established by a line connecting the following geographical positions:

(43)	51° 52'.61N	001° 41'.12E
(9)	51° 49'.28N	001° 40'.72E
(8)	51° 48'.98N	001° 41'.64E
(7)	51° 48'.29N	001° 42'.08E
(6)	51° 42'.16N	001° 43'.20E
(21)	51° 42'.65N	001° 50'.14E
(35)	51° 47'.45N	001° 51'.82E
(27)	51° 49'.92N	001° 51'.89E
(28)	51° 52'.06N	001° 49'.37E
(29)	51° 53'.90N	001° 49'.96E
(42)	51° 54'.68N	001° 42'.72E

Area to be avoided

- (p) An area to be avoided, 1 nautical mile in diameter, centred upon the following geographical position:

(53)	51° 50'.10N	001° 46'.02E
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Note: The flow of traffic around the ATBA is counter-clockwise as indicated by the recommended directions of traffic flow in the Precautionary area. All ships should avoid the area within a circle of radius 0.5 miles, centred upon the following geographical position: 51° 50'.10N 001°46'.02E.

This area is established to avoid hazard to a navigational aid which is established at the geographical position listed above, and which is considered vital to the safety of navigation.

Part III:

Description of the recommended route

- (q) A recommended route (“Galopper” recommended route in the south-east sector of the scheme to enable regular ferry traffic sailing to and from the Port of Ostend to enter and leave the SUNK Outer Precautionary Area without deviating unnecessarily to use traffic separation lanes) connecting the following geographical positions:

(54)	51° 44'.93N	001° 50'.93E
(55)	51° 41'.33N	002° 00'.03E

ANNEX 3

NEW TRAFFIC SEPARATION SCHEME OFF NEIST POINT IN THE MINCHES

(Reference charts: British Admiralty Chart No.2635, 1794, 1795.

Note: These charts are based on the Ordnance Survey of Great Britain, 1936 (OSGB 36)).

Description of the traffic separation scheme**Little Minches traffic separation scheme**

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

(1)	57° 23'.90 N 57° 23'.84 N	006° 53'.40 W 006° 53'.33 W (WGS 84)
(2)	57° 26'.20 N 57° 26'.16 N	006° 52'.80 W 006° 52'.88 W (WGS 84)
(3)	57° 27'.90 N 57° 28'.02 N	006° 51'.60 W 006° 51'.42 W (WGS 84)
(4)	57° 28'.20 N 57° 28'.37 N	006° 53'.06 W 006° 52'.96 W (WGS 84)
(5)	57° 26'.50 N 57° 26'.39 N	006° 54'.40 W 006° 54'.52 W (WGS 84)
(6)	57° 24'.06 N 57° 23'.93 N	006° 55'.10 W 006° 54'.99 W (WGS 84)

(b) A traffic lane for northbound traffic between the separation zone and a line connecting the following geographical positions:

(7)	57° 23'.70 N 57° 23'.68 N	006° 50'.50 W 006° 50'.56 W (WGS 84)
(8)	57° 25'.80 N 57° 25'.78 N	006° 50'.10 W 006° 50'.16 W (WGS 84)
(9)	57° 27'.44 N 57° 27'.44 N	006° 48'.86 W 006° 48'.86 W (WGS 84)

(c) A traffic lane for southbound traffic between the separation zone and a line connecting the following geographical positions:

(10)	57° 24'.26 N 57° 24'.08 N	006° 57'.60 W 006° 57'.75 W (WGS 84)
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- | | | |
|------|------------------------------|---|
| (11) | 57° 26'.94 N
57° 26'.76 N | 006° 57'.08 W
006° 57'.24 W (WGS 84) |
| (12) | 57° 28'.70 N
57° 28'.96 N | 006° 55'.55 W
006° 55'.52 W (WGS 84) |

ANNEX 4

AMENDMENTS TO THE EXISTING TSS “IN THE STRAIT OF GIBRALTAR”

(Reference chart is No.445 issued by the Hydrographic Institute of the Spanish Navy, Datum WGS 84, 3rd edition, December 2003, covering the south coast of Spain (from Punta Camariñal to Punta Europa) and north Morocco (from Cape Espartel to Punta Almina)).

Description of the amended traffic separation scheme

(a) A separation zone, half a mile wide, is centred upon the following geographical positions:

- | | |
|-----------------|--------------|
| (1) 35°59'.01 N | 005°25'.68 W |
| (2) 35°58'.36 N | 005°28'.19 W |

(b) A separation zone, half a mile wide, is centred upon the following geographical positions:

- | | |
|-----------------|--------------|
| (3) 35°57'.08 N | 005°33'.08 W |
| (4) 35°56'.21 N | 005°36'.48 W |
| (5) 35°56'.21 N | 005°44'.98 W |

(c) A traffic lane for westbound traffic is established between the separation zone described in paragraph (a) and a line connecting the following geographical positions:

- | | |
|-----------------|--------------|
| (7) 36°01'.21 N | 005°25'.68 W |
| (8) 36°00'.35 N | 005°28'.98 W |

(d) A traffic lane for westbound traffic is established between the separation zone described in paragraph (b) and a line connecting the following geographical positions:

- | | |
|------------------|--------------|
| (9) 35°59'.07 N | 005°33'.87 W |
| (10) 35°58'.41 N | 005°36'.48 W |
| (11) 35°58'.41 N | 005°44'.98 W |

(e) A traffic lane for eastbound traffic is established between the separation zone described in paragraph (b) and a line connecting the following geographical positions:

- | | |
|------------------|--------------|
| (12) 35°52'.51 N | 005°44'.98 W |
| (13) 35°53'.81 N | 005°36'.48 W |
| (14) 35°54'.97 N | 005°32'.25 W |

(f) A traffic lane for eastbound traffic is established between the separation zone (described in paragraph (a)) and a line connecting the following geographical positions:

- | | |
|------------------|--------------|
| (15) 35°56'.35 N | 005°27'.40 W |
| (16) 35°56'.84 N | 005°25'.68 W |

(g) A precautionary area is established on the eastern side of the Gibraltar TSS by the lines connecting the following geographical positions:

- (6) 36° 02'.80 N 005° 19'.68 W
- (7) 36° 01'.21 N 005° 25'.68 W
- (16) 35° 56'.84 N 005° 25'.68 W
- (17) 35° 58'.78 N 005° 18'.55 W

(h) A precautionary area with recommended directions of traffic flow is established off the Moroccan port of Tanger-Med in the Gibraltar TSS formed by the lines connecting the following geographical positions:

- (8) 36° 00'.35 N 005° 28'.98 W
- (9) 35° 59'.07 N 005° 33'.87 W
- (14) 35° 54'.97 N 005° 32'.25 W
- (15) 35° 56'.35 N 005° 27'.40 W

Inshore traffic zones

Description of the northern inshore traffic zone

(1) The area between the northern boundary of the scheme formed by the continuing line that links points 7,8,9,10 and 11 and the Spanish coast, and lying between the following limits is designated as an inshore traffic zone:

(2) **Eastern limit:** That part of the meridian 005°25'.68 W (23) between the northern boundary of the westbound traffic lane (latitude 36° 01'.21 N, corresponding to point (7) on the attached chartlet) and the Spanish coast.

(2) **Western limit:** That part of the meridian 005°44'.98 W (22) between the northern boundary of the westbound traffic lane (latitude 35°58'.41 N, corresponding to point (11) on the attached chartlet) and the Spanish coast.

Description of the south-eastern and the south-western inshore traffic zones

(1) The existing southern inshore traffic zone is divided into two inshore traffic zones to east and west, with a free navigational area between them, located between the southern limit of the TSS and the coast of Morocco; these are bounded by eight geographical positions.

(2) **South-eastern zone:** a traffic zone within the inshore traffic zone formed by the coast of Morocco, the external limit of the traffic lane for the traffic heading towards the eastern area of the current scheme and the lines connecting the following geographical positions:

- (18) 35°54'.45 N 005°25'.68 W
- (16) 35°56'.84 N 005°25'.68 W

- (15) 35°56'.35 N 005°27'.40 W
- (19) 35°54'.88 N 005°27'.40 W

- (3) **South-western zone:** a traffic zone within the inshore zone formed by the coast of Morocco, the external limit of the traffic lane for the traffic heading towards the eastern area of the current scheme and the lines connecting the following geographical positions:

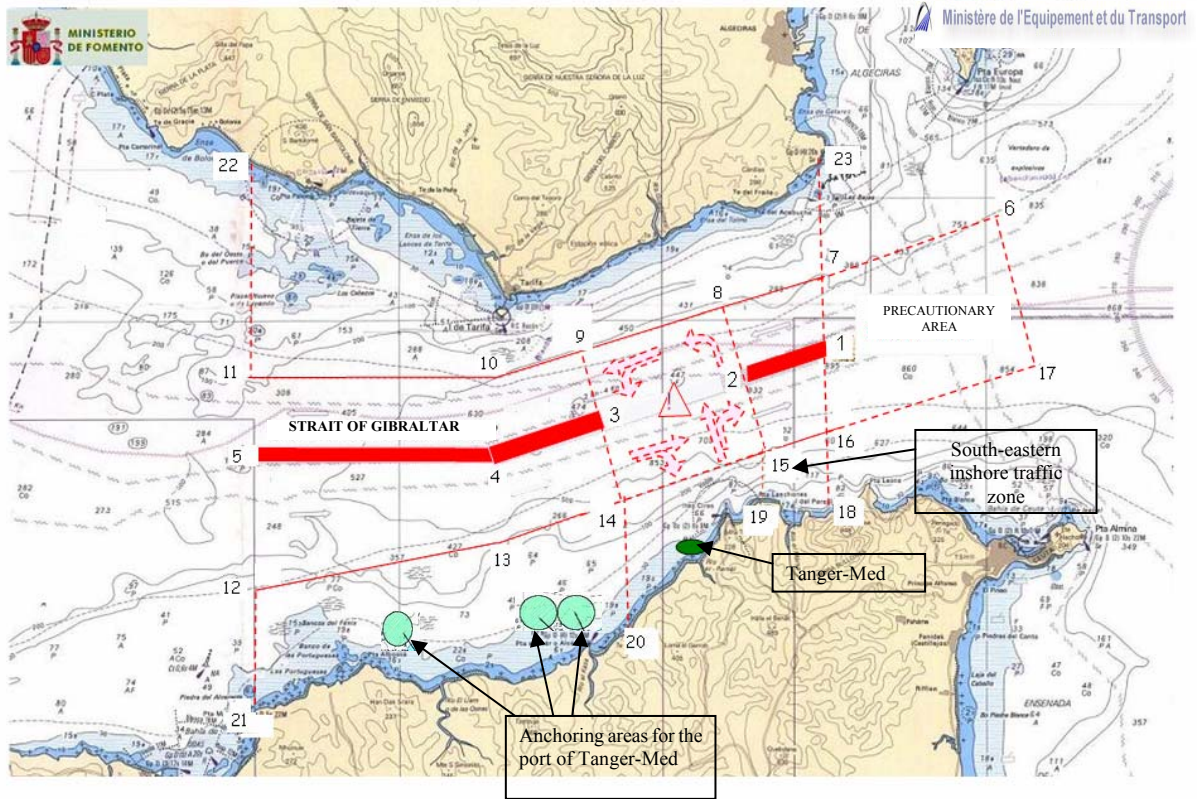
(20) 35°51'.33 N	005°32'.25 W
(14) 35°54'.97 N	005°32'.25 W
(12) 35°52'.51 N	005°44'.98 W
(21) 35°49'.09 N	005°44'.98 W

Notes:

- 1 Within this zone are arranged three areas serving the port of Tanger-Med as anchoring areas.

These areas are configured as three circles centred on the following co-ordinates and having a radius of 0.4 miles.

First anchoring area	(A):	35°51'.05 N	005°40'.34 W
Second anchoring area	(B):	35°52'.03 N	005°34'.65 W
Third anchoring area	(C):	35°52'.03 N	005°33'.49 W
- 2 Ships heading for the anchorages indicated in the south-western inshore traffic zone must sail through that zone if coming from the Atlantic or from the port of Tanger or if proceeding from these areas to anchorages at Tanger-Med or *vice versa*.
- 3 Given the absence of ports or any type of facility in the south-eastern inshore traffic zone, ships entering or leaving the port of Tanger-Med must sail along the corresponding traffic lanes.
- 4 Ships sailing from the Atlantic Ocean or the Mediterranean Sea towards the port of Tanger-Med, or departing from it for the Atlantic or the Mediterranean Sea must sail along the corresponding traffic lanes.
- 5 Ships heading from the Atlantic to the anchoring areas of the south-western inshore traffic zone must sail, in accordance with rule 10 of the 1972 COLREGs, through that same inshore traffic zone.
- 6 Ships heading from the port of Tanger-Med to the anchoring areas of the south-western inshore traffic zone must sail, in accordance with rule 10 of the 1972 COLREGs, through that same inshore traffic zone.
- 7 Ships heading from the anchoring areas of the south-western inshore traffic zone towards the Atlantic must sail, in accordance with rule 10 of the 1972 COLREGs, through that same inshore traffic zone.



ANNEX 5

AMENDMENTS TO THE EXISTING TSS IN THE APPROACH TO BOSTON,
MASSACHUSETTS

(Reference charts: United States 13009, 2004 edition; 13200, 2005 edition; 13246, 2003 edition; 13267, 2004 edition.)

Note: These charts are based on North American 1983 Datum, which for charting purposes is considered equivalent to the WGS 84.)

Description of the amended traffic separation scheme

(a) A separation zone, one mile wide, is centred upon the following geographic positions:

(1) 42°20'.84 N	070°40'.70 W	(3) 40°49'.16 N	068°59'.97 W
(2) 42°18'.24 N	070°00'.40 W		

(b) A traffic lane for northbound traffic is established between the separation zone and a line connecting the following geographical positions:

(4) 40°50'.27 N	068°56'.97 W	(6) 42°22'.81 N	070°40'.22 W
(5) 42°20'.08 N	069°57'.92 W		

(c) A traffic lane for southbound traffic is established between the separation zone and a line connecting the following geographical positions:

(7) 42°18'.95 N	070°42'.52 W	(9) 40°48'.03 N	069°02'.96 W
(8) 42°16'.39 N	070°02'.88 W		

Precautionary areas

(a) A precautionary area of radius five miles is centred upon geographical position 42°22'.71 N, 070°46'.97 W.

(b) A precautionary area is bounded to the east by a circle of radius 15.5 miles, centred upon geographical position 40°35'.01 N, 068°59'.97 W, intersected by the traffic separation schemes “In the approach to Boston, Massachusetts” and “Eastern Approach, Off Nantucket” (part II of the traffic separation scheme “Off New York”) at the following geographical positions:

(4) 40°50'.27 N	068°56'.97 W	(11) 40°23'.75 N	069°13'.95 W
-----------------	--------------	------------------	--------------

The precautionary area is bounded to the west by a line connecting the two traffic separation schemes between the following geographical positions:

(9) 40°48'.03 N	069°02'.96 W	(10) 40°36'.76 N	069°15'.13 W
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ANNEX 6

**AMENDMENTS TO THE EXISTING TRAFFIC SEPARATION SCHEMES IN
THE ADRIATIC SEA**

IN THE NORTH ADRIATIC SEA – WESTERN PART (amended)

Reference chart: No. 435 of the Italian Navy Hydrographical Institute, Edition 1993, Datum ED-50, and No. 101 of the Hydrographical Institute of the Republic of Croatia, Edition 1998, Datum Hermanskogel, Bessel Ellipsoid.

The co-ordinates listed below are in WGS 84 Datum

Description of the traffic separation scheme

- 8 A separation zone is bounded by a line connecting the following geographical positions:
- | | | | |
|-------------------|---------------|-------------------|---------------|
| (8a) 43° 54'.90 N | 013° 49'.20 E | (8d) 44° 45'.50 N | 013° 00'.00 E |
| (8b) 43° 56'.40 N | 013° 50'.50 E | (8e) 44° 45'.40 N | 012° 59'.40 E |
| (8c) 44° 17'.20 N | 013° 12'.80 E | (8f) 44° 12'.10 N | 013° 14'.50 E |
- 9 A traffic lane for northbound traffic is established between the separation zone and a line connecting the following geographical positions:
- | | | | |
|-------------------|---------------|-------------------|----------------|
| (9a) 43° 58'.40 N | 013° 52'.70 E | (9c) 44° 46'.10 N | 013° 03'.450 E |
| (9b) 44° 18'.80 N | 013° 15'.90 E | | |
- 10 A traffic lane for southbound traffic is established between the separation zone and a line connecting the following geographical positions:
- | | | | |
|--------------------|---------------|--------------------|---------------|
| (10a) 43° 53'.00 N | 013° 47'.40 E | (10c) 44° 44'.70 N | 012° 55'.80 E |
| (10b) 44° 10'.50 N | 013° 11'.20 E | | |

The established directions of traffic flow are: 162° – 124° and 342° – 307°

PRECAUTIONARY AREA AT THE SOUTHERN LIMITS OF THE TRAFFIC SEPARATION SCHEME (amended)

Description of the precautionary area

A precautionary area is established by a line connecting the following geographical positions:

- | | | | |
|-------------------|---------------|--------------------|---------------|
| (3) 43° 47'.50 N | 013° 58'.20 E | (6a) 44° 04'.40 N | 014° 00'.97 E |
| (4) 43° 59'.85 N | 014° 16'.61 E | (9a) 43° 58'.40 N | 013° 52'.70 E |
| (5a) 44° 08'.20 N | 014° 08'.77 E | (10a) 43° 53'.00 N | 013° 47'.40 E |

APPROACHES TO GULF OF VENICE (amended)

Reference chart: No 435 of the Italian Hydrographical Institute, Edition 1993, Datum ED-50, and No. 101 of the Hydrographical Institute of the Republic of Croatia, Edition 1998, Datum Hermanskogel, Bessel Ellipsoid.

The co-ordinates listed below are in WGS 84 Datum

Description of the traffic separation scheme approaches to Gulf of Venice

The separation zone in the approaches to Gulf of Venice is amended with the establishments of a new scheme consisting of two new separation schemes connected by a precautionary area for the transversal traffic from and to the LNG platform.

14 NORTHERN PART

A separation zone is bounded by a line connecting the following geographical positions:

- | | | | |
|------------------|--------------|------------------|--------------|
| (1) 45° 09'.10 N | 12° 38'.50 E | (2) 45° 10'.50 N | 12° 40'.40 E |
| (3) 45° 14'.30 N | 12° 34'.00 E | (4) 45° 12'.00 N | 12° 31'.50 E |

A traffic lane for northbound traffic is established between the separation zone and a line connecting the following geographical positions:

- | | | | |
|------------------|--------------|------------------|--------------|
| (5) 45° 12'.00 N | 12° 42'.40 E | (6) 45° 15'.70 N | 12° 35'.70 E |
|------------------|--------------|------------------|--------------|

A traffic lane for southbound traffic is established between the separation zone and a line connecting the following geographical positions:

- | | | | |
|------------------|--------------|------------------|--------------|
| (7) 45° 07'.70 N | 12° 36'.50 E | (8) 45° 10'.30 N | 12° 29'.50 E |
|------------------|--------------|------------------|--------------|

The established directions of traffic flow are: 120° – 309°

15 SOUTHERN PART

A separation zone is bounded by a line connecting the following geographical positions:

- | | | | |
|-------------------|--------------|-------------------|--------------|
| (9) 44° 57'.20 N | 12° 50'.30 E | (10) 44° 57'.90 N | 12° 53'.00 E |
| (11) 45° 07'.80 N | 12° 47'.10 E | (12) 45° 06'.80 N | 12° 43'.80 E |

A traffic lane for northbound traffic is established between the separation zone and a line connecting the following geographical positions:

- | | | | |
|-------------------|-------------|-------------------|-------------|
| (13) 44° 58'.50 N | 12°55'.60 E | (14) 45° 08'.50 N | 12°49'.50 E |
|-------------------|-------------|-------------------|-------------|

A traffic lane for southbound traffic is established between the separation zone and a line connecting the following geographical positions:

- | | | | |
|-------------------|-------------|-------------------|-------------|
| (15) 44° 56'.50 N | 12°47'.60 E | (16) 45° 06'.00 N | 12°40'.50 E |
|-------------------|-------------|-------------------|-------------|

The established directions of traffic flow are: 337° – 154°

16 PRECAUTIONARY AREA

Description of the precautionary area connecting the southern and northern part of the separation scheme in the approaches to Gulf of Venice.

A precautionary area is established by a line connecting the following geographical positions:

(16) 45° 06'.00 N	12°40'.50 E	(7) 45° 07'.70 N	12°36'.50 E
(5) 45° 12'.00 N	12°42'.40 E	(14) 45° 08'.50 N	12°49'.50 E

AREA TO BE AVOIDED IN THE NORTH ADRIATIC SEA – Northern Part (amended)

Reference chart: No. 435 of the Italian Navy Hydrographical Institute, Edition 1993, Datum ED-50, and No. 101 of the Hydrographical Institute of the Republic of Croatia, Edition 1998, Datum Hermanskogel, Bessel Ellipsoid.

The co-ordinates listed below are in WGS 84 Datum

Description of the area to be avoided (amended)

7 In order to avoid the risk of pollution due to damage of oil rigs, oil and gas pipelines in this area the area described below should be avoided by ships of more than 200 gross tonnage. The area to be avoided is bounded by a line connecting the following geographical positions:

(7a) 44° 12'.80 N	013° 37'.50 E	(7f) 44° 52'.00 N	013° 17'.07 E
(7b) 44° 17'.00 N	013° 43'.77 E	(7g) 44° 52'.00 N	013° 05'.77 E
(7c) 44° 25'.30 N	013° 37'.47 E	(7h) 44° 37'.70 N	013° 07'.90 E
(7d) 44° 34'.50 N	013° 25'.47 E	(7i) 44° 23'.00 N	013° 14'.30 E
(7e) 44° 41'.90 N	013° 24'.97 E		

AREA TO BE AVOIDED IN THE NORTH ADRIATIC SEA – Southern Part (new)

Reference chart: No. 435 of the Italian Navy Hydrographical Institute, Edition 1993, Datum ED-50, and No. 101 of the Hydrographical Institute of the Republic of Croatia, Edition 1998, Datum Hermanskogel, Bessel Ellipsoid.

The co-ordinates listed below are in WGS 84 Datum

Description of the area to be avoided (new)

7 In order to avoid the risk of pollution due to damage of oil rigs, oil and gas pipelines in this area the area described below should be avoided by ships of more than 200 gross tonnage. The area to be avoided is bounded by a line connecting the following geographical positions:

(7l) 43° 58'.40 N	013° 52'.70 E	(7n) 44° 09'.00 N	013° 40'.50 E
(7m) 44° 01'.40 N	013° 56'.80 E	(7o) 44° 06'.60 N	013° 37'.90 E

ANNEX 7

AMENDMENT TO THE TRAFFIC SEPARATION SCHEME NORTH OF CANI ISLAND

(Reference chart: The nautical chart used is No. 150-DST from the catalogue of the Tunisian Hydrographic and Oceanographic Service, WGS 84, scale: 1/150000, published in 2006 (1st edition), covering the area from Ras Enghela to Ras Mostapha.)

Description of the amended traffic separation scheme

The proposed new traffic separation scheme will comprise:

- Two traffic lanes, three miles wide.
 - A separation zone between the two above-mentioned lanes, two miles wide.
 - Another separation zone, one mile wide, separating the eastbound traffic lane and the inshore traffic zone.
 - An inshore traffic zone in the form of a triangle, whose base is the separation zone located to the south of the scheme and whose apex is represented on the chart by the Cani Islands light (Lat: 37° 21' 19.8" N; Long: 010° 07' 33.7" E).
- (a) To the south of the TSS, a separation zone is established between the inshore traffic zone and the eastbound traffic lane, bounded by the following geographical positions:
- | | |
|--|---|
| 1: Lat : 37° 31' 25.9" N
Long: 010° 02' 27.7" E | 2: Lat: 37° 31' 25.9" N
Long: 010° 13' 22.7" E |
| 3: Lat: 37° 32' 25.9" N
Long: 010° 02' 27.7" E | 4: Lat: 37° 32' 25.9" N
Long: 010° 13' 22.7" E |
- (b) In the centre of the TSS, a separation zone is established between the eastbound and westbound traffic lanes, bounded by the following geographical positions:
- | | |
|---|---|
| 5: Lat: 37° 35' 25.9" N
Long: 010° 02' 27.7" E | 6: Lat: 37° 35' 25.9" N
Long: 010° 13' 22.7" E |
| 7: Lat: 37° 37' 25.9" N
Long: 010° 02' 27.7" E | 8: Lat: 37° 37' 25.9" N
Long: 010° 13' 22.7" E |
- (c) To the north of the TSS, a separation line is established between the westbound traffic lane and the open sea, bounded by the following geographical positions:
- | | |
|---|--|
| 9: Lat: 37° 40' 25.9" N
Long: 010° 02' 27.7" E | 10: Lat: 37° 40' 25.9" N
Long: 010° 13' 22.7" E |
|---|--|

Inshore traffic zone

- (a) The inshore traffic zone to be established to the south of the TSS will form a triangle whose base will be a line joining the following geographical positions:

1: Lat: 37° 31' 25.9" N
Long: 010° 02' 27.7" E

2: Lat: 37° 31' 25.9" N
Long: 010° 13' 22.7" E

and whose apex will be represented on chart 150-DST by the Cani Islands light, with the co-ordinates: Lat: 37° 21' 19.8" N; Long: 010° 07' 33.7" E.

AMENDMENT TO THE TRAFFIC SEPARATION SCHEME NORTH OF CAPE BON

(Reference chart: The nautical chart used is No. 150-DST from the catalogue of the Tunisian Hydrographic and Oceanographic Service, WGS 84 Datum, scale: 1/150000, published in 2006 (1st edition), covering the area from Ras Enghela to Ras Mostapha.)

Description of the amended traffic separation scheme

The proposed new traffic separation scheme will comprise:

- Two traffic lanes, three miles wide.
- A separation zone between the two above-mentioned lanes, two miles wide.
- Another separation zone, one mile wide, separating the eastbound traffic lane and the inshore traffic zone.
- An inshore traffic zone in the form of a triangle, whose base is the separation zone located to the south of the scheme and whose apex is represented on the chart by the Cape Bon light (Lat: 37° 04' 43.8" N; Long: 011° 02' 33.8" E).

(a) To the south of the TSS, a separation zone is established between the inshore traffic zone and the eastbound traffic lane, bounded by the following geographical positions:

1: Lat : 37° 21' 03.9" N
Long: 011° 06' 30.8" E

2: Lat: 37° 16' 45.9" N
Long: 011° 15' 42.8" E

3: Lat: 37° 21' 55.9" N
Long: 011° 07' 07.8" E

4: Lat: 37° 17' 40.9" N
Long: 011° 16' 22.8" E

(b) In the centre of the TSS, a separation zone is established between the eastbound and westbound traffic lanes, bounded by the following geographical positions:

5: Lat: 37° 24' 31.9" N
Long: 011° 09' 00.8" E

6: Lat: 37° 20' 15.9" N
Long: 011° 18' 17.8" E

7: Lat: 37° 26' 15.9" N
Long: 011° 10' 15.8" E

8: Lat: 37° 22' 00.9" N
Long: 011° 19' 27.8" E

(c) To the north of the TSS, a separation line is established between the westbound traffic lane and the open sea, bounded by the following geographical positions:

9: Lat: 37° 28' 55.9" N
Long: 011° 12' 09.8" E

10: Lat: 37° 24' 36.9" N
Long: 011° 21' 23.8" E

Inshore traffic zone

- (a) The inshore traffic zone to be established to the south of the TSS will form a triangle whose base will be a line joining the following geographical positions:

1:	Lat: 37° 21' 03.9" N	2:	Lat: 37° 16' 45.9" N
	Long: 011° 06' 30.8" E		Long: 011° 15' 42.8" E

and whose apex will be represented on chart 150-DST by the Cape Bon light, with the co-ordinates: Lat: 37° 04' 43.8" N; Long: 011° 02' 33.8" E.

ANNEX 8

AMENDMENT TO THE TRAFFIC SEPARATION SCHEME OFF BOTNEY GROUND

(Reference Chart: British Admiralty 1632, 2005 edition)

Note: This chart is based on World Geodetic System 1984 Datum (WGS 84))

The proposed amendment consists of three distinct elements:

- Extension of the existing separation zone of the Off Botney Grounds TSS to the south west;
- Extension of the existing south west traffic lane of the Off Botney Grounds TSS to the south west; and
- Extension of the existing north east traffic lane of the Off Botney Grounds TSS to the south west.

Note: Certain geographical positions for the revised scheme also correspond to positions found in both the “Off Friesland” DWR and “Off Botney Ground” TSS. Such positions are identified below (e.g. equates to existing (46)) and any positional discrepancy is due to the use of the WGS 84 Datum for the revised scheme, as opposed to the ED 50 Datum for the original schemes.

a) An extension to the separation zone extension is bounded by the following geographical positions:

- | | | | |
|-----|--------------|---------------|--------------------------|
| (1) | 53° 35'.25 N | 003° 03'.05 E | Equates to existing (46) |
| (2) | 53° 36'.22 N | 002° 58'.80 E | Equates to existing (47) |
| (3) | 53° 21'.38 N | 002° 49'.20 E | |
| (4) | 53° 20'.69 N | 002° 52'.13 E | |
| (5) | 53° 29'.82 N | 002° 58'.05 E | |

b) An extension to the traffic lane for south west bound traffic is bounded by the extended separation zone in (a) above and a line connecting the following geographical positions:

- | | | | |
|-----|--------------|---------------|--------------------------|
| (6) | 53° 36'.70 N | 002° 56'.40 E | Equates to existing (53) |
| (7) | 53° 21'.88 N | 002° 46'.88 E | |

c) An extension to the traffic lane for north east bound traffic is bounded by the extended separation zone in (a) above and a line joining the following geographic positions:

- | | | | |
|------|--------------|---------------|--------------------------|
| (8) | 53° 20'.15 N | 002° 54'.48 E | |
| (9) | 53° 29'.40 N | 003° 00'.60 E | Equates to existing (61) |
| (10) | 53° 34'.66 N | 003° 05'.40 E | Equates to existing (54) |