



Ref. T2-OSS/2.7.1

COLREG.2/Circ.55
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NEW AND AMENDED EXISTING TRAFFIC SEPARATION SCHEMES

1 The Maritime Safety Committee, at its seventy-ninth session (1 to 10 December 2004), adopted, in accordance with the provisions of resolution A.858(20), new and amended existing traffic separation schemes and associated routing measures, listed at annexes 1 to 7 as follows:

- .1 “In the Approaches to the Cape Fear river” (new scheme);
- .2 “Off Mina Al-Ahmadi” (new scheme);
- .3 “In Puget Sound and its approaches in Haro Strait, Boundary Pass and in the Strait of Georgia” (amended scheme);
- .4 “In the approaches to Chesapeake Bay” (amended scheme);
- .5 “Off Cape Roca” (amended scheme);
- .6 “Off Cape S. Vicente” (amended scheme); and
- .7 “In the Approaches to Puerto San Martin” (amended scheme).

2 In addition, the Maritime Safety Committee also **revoked** the following existing traffic separation scheme “Off Berlenga” (revoked scheme).

3 The new and amended traffic separation schemes (listed in subparagraphs 1.1 to 1.7 above and detailed at annexes 1, 2, 3, 4, 5, 6 and 7) will be implemented at 0000 hours UTC on 1 July 2005. The traffic separation scheme “Off Berlenga” will be revoked also at 0000 hours UTC on 1 July 2005 (paragraph 2).

**NEW AND AMENDED TRAFFIC SEPARATION SCHEMES AND
ASSOCIATED ROUTEING MEASURES**

ANNEX 1

**NEW TRAFFIC SEPARATION SCHEME IN THE APPROACHES TO THE
CAPE FEAR RIVER**

(Reference charts: United States 11536, 2003 edition; 11537, 2004 edition.

Note: These charts are based on North American 1983 Datum.)

Description of the traffic separation scheme

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

- | | | |
|-----|--------------|---------------|
| (1) | 33° 44'.70 N | 078° 04'.90 W |
| (2) | 33° 32'.75 N | 078° 09'.66 W |
| (3) | 33° 34'.50 N | 078° 14'.70 W |
| (4) | 33° 44'.98 N | 078° 05'.10 W |

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

- | | | |
|-----|--------------|---------------|
| (5) | 33° 32'.75 N | 078° 05'.99 W |
| (6) | 33° 44'.22 N | 078° 03'.80 W |

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

- | | | |
|-----|--------------|---------------|
| (7) | 33° 36'.22 N | 078° 17'.30 W |
| (8) | 33° 45'.88 N | 078° 05'.60 W |

Precautionary area

(a) A precautionary area is established bounded by a line connecting the following geographical positions: from

- | | | |
|------|--------------|--|
| (9) | 33° 47'.65 N | 078° 04'.78 W to |
| (10) | 33° 48'.50 N | 078° 04'.27 W to |
| (11) | 33° 49'.53 N | 078° 03'.10 W to |
| (12) | 33° 48'.00 N | 078° 01'.00 W to |
| (13) | 33° 41'.00 N | 078° 01'.00 W to |
| (14) | 33° 41'.00 N | 078° 04'.07 W to |
| (15) | 33° 44'.25 N | 078° 03'.00 W thence by an arc of 2 nautical miles radius,
centred at |
| (16) | 33° 46'.20 N | 078° 03'.00 W thence to the point of origin at (9). |

Note: A pilot boarding area is located inside the precautionary area. Due to heavy ship traffic, mariners are advised not to anchor or linger in the precautionary area except to pick up or disembark a pilot.

ANNEX 2

NEW TRAFFIC SEPARATION SCHEME OFF MINA AL-AHMADI

(Reference charts: British Admiralty Chart Nos.: 3773 Edition No.4 dated 06/12/2001 and 1223 Edition No.4 dated 16/5/2002)

Note: All positions are in degrees, minutes and decimals of minutes and are referred to World Geodetic System 1984 datum (WGS 84)).

Description of the new traffic separation schemes**North Scheme I**

1. A separation zone for the North scheme No.1 bounded by a line joining the following geographical positions:

(1)	29° 03'.40 N	048° 45'.00 E
(2)	29° 05'.85 N	048° 30'.00 E
(3)	29° 06'.97 N	048° 27'.57 E
(4)	29° 05'.80 N	048° 26'.00 E
(5)	29° 03'.35 N	048° 28'.10 E
(6)	29° 03'.40 N	048° 34'.50 E
(7)	29° 01'.40 N	048° 45'.00 E

2. A traffic line for inbound traffic is established between the separation zones (in 1) and between the line joining the following geographical positions:

(8)	29° 04'.50 N	048° 45'.00 E
(9)	29° 06'.85 N	048° 30'.00 E
(10)	29° 07'.60 N	048° 28'.40 E

The established direction of in bound traffic flow is: 280° – 300° respectively.

3. A traffic line for outbound traffic is established between the separation zones (in 1) and between the line joining the following geographical positions:

(11)	29° 05'.28 N	048° 25'.22 E
(12)	29° 02'.40 N	048° 27'.80 E
(13)	29° 02'.55 N	048° 34'.50 E
(14)	29° 00'.50 N	048° 45'.00 E

The established direction of out bound traffic flow is: 143° – 089° -104° respectively.

North Scheme II

1. A separation zone for the North scheme No.II bounded by a line joining the following geographical positions:

(15) 29° 07'.94 N 048° 25'.75 E
(16) 29° 07'.40 N 048° 24'.77 E
(17) 29° 09'.20 N 048° 23'.00 E

2. A separation line joining the co-ordinates of (17) above to the following geographical position:

(18) 29° 12'.30 N 048° 15'.00 E

3. A traffic lane for inbound traffic is established between the separation zones (in 1) and separation line (in 2) and between the line joining the following geographical positions:

(19) 29° 08'.40 N 048° 26'.62 E
(20) 29° 10'.05 N 048° 23'.40 E
(21) 29° 13'.20 N 048° 15'.00 E

The established direction of inbound traffic flow is: 300° - 294° respectively.

4. A traffic lane for outbound traffic is established between the separation zones (in 1) and separation line (in 2) and between the line joining the following geographical positions:

(22) 29° 11'.45 N 048° 15'.00 E
(23) 29° 08'.70 N 048° 22'.20 E
(24) 29° 06'.85 N 048° 23'.82 E

The established direction of in bound traffic flow is: 114° - 143° respectively.

5. A junction buoy "A" will be laid in position (17) above:

(17) 29° 09'.20 N 048° 23'.00 E special mark yellow.

6. A first precautionary area joining the following geographical positions:

(21) 29° 13'.20 N 048° 15'.00 E
(22) 29° 11'.45 N 048° 15'.00 E
(25) 29° 11'.45 N 048° 11'.60 E
(26) 29° 15'.00 N 048° 09'.60 E
(27) 29° 15'.00 N 048° 13'.40 E

7. A second precautionary area joining the following geographical positions:

(10) 29° 07'.60 N 048° 28'.40 E
(11) 29° 05'.28 N 048° 25'.22 E
(24) 29° 06'.85 N 048° 23'.82 E
(19) 29° 08'.40 N 048° 26'.62 E

8. Mina Al-Ahmadi deep departure channel still valid and in use for deep draft departing tankers.
9. Mina Al-Ahmadi restricted area will be re-designated through Notices To Mariners (NTM) to accommodate the above mentioned outbound lane upon the adoption of the scheme.

The South Scheme

1. A separation zone for the South scheme bounded by a line joining the following geographical positions:

(28)	28° 57'.70 N	048° 26'.95 E
(29)	28° 57'.00 N	048° 26'.00 E
(30)	29° 00'.40 N	048° 22'.96 E

2. A separation line joining the co-ordinates of position (30) above to the following geographical position:

(31)	29° 02'.60 N	048° 17'.65 E
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3. A traffic lane for inbound traffic is established between the separation zone (in 1) and the separation line (in 2) and between the line joining the following geographical positions:

(32)	28° 58'.40 N	048° 27'.60 E
(33)	29° 01'.15 N	048° 23'.50 E
(34)	29° 03'.30 N	048° 18'.40 E

The established direction of inbound traffic flow is: 307° - 293° respectively.

4. A traffic lane for outbound traffic is established between the separation zone (in 1) and the separation line (in 2) and between the line joining the following geographical positions:

(35)	29° 01'.90 N	048° 17'.00 E
(36)	28° 59'.80 N	048° 22'.00 E
(37)	28° 56'.30 N	048° 25'.10 E

The established direction of outbound traffic flow is: 113° - 142° respectively.

5. A junction buoy (B) will be laid in position (30) above:

(30) (29° 00'.40 N, 048° 22'.96 E) – special mark yellow.

ANNEX 3

**AMENDMENT TO THE EXISTING TRAFFIC SEPARATION SCHEME IN
HARO STRAIT AND BOUNDARY PASS, AND IN THE STRAIT OF GEORGIA**

(Reference charts: Canadian Hydrographic Service 3461, 2002 edition; 3462, 2002 edition; 3463, 2002 edition. United States 18421, 2003 edition; 18423, 2003 edition; 18431, 2002 edition; 18432, 2003 edition; 18433, 2002 edition.

Note: The charts are based on North America 1983 Datum.)

Description of the traffic separation scheme

The traffic separation schemes “In Haro Strait and Boundary Pass” and “In the Strait of Georgia” consists of a series of traffic separation schemes, two-way route, and precautionary areas broken into two geographic designations as follows:

Part I: Haro Strait and Boundary Pass, (New)
Part II: Strait of Georgia, (Amended)

Part I

Haro Strait and Boundary Pass

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

(1)	48° 22'.25 N	123° 21'.12 W
(2)	48° 22'.25 N	123° 17'.95 W
(3)	48° 23'.88 N	123° 13'.18 W
(4)	48° 24'.30 N	123° 13'.00 W
(5)	48° 22'.55 N	123° 18'.05 W
(6)	48° 22'.55 N	123° 21'.12 W

thence back to point of origin (1).

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

(12)	48° 21'.67 N	123° 21'.12 W
(13)	48° 21'.67 N	123° 17'.70 W
(14)	48° 23'.10 N	123° 13'.50 W

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

(19)	48° 25'.10 N	123° 12'.67 W
(20)	48° 23'.15 N	123° 18'.30 W
(21)	48° 23'.15 N	123° 21'.12 W

(d) A precautionary area “V”, is established bounded by a line connecting the following geographical points:

(21)	48° 23'.15 N	123° 21'.12 W
(22)	48° 23'.71 N	123° 23'.88 W
(23)	48° 21'.83 N	123° 25'.56 W
(24)	48° 21'.15 N	123° 24'.83 W
(25)	48° 20'.93 N	123° 24'.26 W
(26)	48° 20'.93 N	123° 23'.22 W
(12)	48° 21'.67 N	123° 21'.12 W

thence back to point of origin (21).

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

(7)	48° 25'.96 N	123° 10'.65 W
(8)	48° 27'.16 N	123° 10'.25 W
(9)	48° 28'.77 N	123° 10'.84 W
(10)	48° 29'.10 N	123° 11'.59 W
(11)	48° 25'.69 N	123° 11'.28 W

thence back to point of origin (7).

(f) A traffic lane for north-bound traffic is established between the separation zone and a line connecting the following geographical positions:

(16)	48° 26'.57 N	123° 09'.22 W
(17)	48° 27'.86 N	123° 08'.81 W

(g) A traffic lane for south-bound traffic is established between the separation zone and a line connecting the following geographical positions:

(18)	48° 29'.80 N	123° 13'.15 W
(19)	48° 25'.10 N	123° 12'.67 W

(h) A precautionary area “DI” is established bounded by a line connecting the following geographical points:

(14)	48° 23'.10 N	123° 13'.50 W
(15)	48° 24'.30 N	123° 09'.95 W
(16)	48° 26'.57 N	123° 09'.22 W
(19)	48° 25'.10 N	123° 12'.67 W

thence back to point of origin (14).

(i) A two-way route is established between the following geographical positions:

(29)	48° 31'.60 N	123° 10'.65 W
(30)	48° 35'.21 N	123° 12'.61 W
(31)	48° 38'.37 N	123° 12'.36 W
(32)	48° 39'.32 N	123° 13'.14 W
(33)	48° 39'.41 N	123° 16'.06 W
(34)	48° 32'.83 N	123° 13'.45 W

thence back to point of origin (29).

(j) A precautionary area “HS”, is established bounded by a line connecting the following geographical points:

(17)	48° 27'.86 N	123° 08'.81 W
(27)	48° 29'.28 N	123° 08'.35 W
(28)	48° 30'.55 N	123° 10'.12 W
(29)	48° 31'.60 N	123° 10'.65 W
(34)	48° 32'.83 N	123° 13'.45 W
(18)	48° 29'.80 N	123° 13'.15 W

thence back to point of origin (17).

(k) A two-way route is established between the following geographical positions:

(35)	48° 42'.23 N	123° 11'.35 W
(36)	48° 45'.51 N	123° 01'.82 W
(37)	48° 47'.78 N	122° 59'.12 W
(38)	48° 48'.19 N	123° 00'.84 W
(39)	48° 46'.43 N	123° 03'.12 W
(40)	48° 43'.80 N	123° 10'.77 W

thence back to point of origin (35).

(l) A precautionary area “TP”, is established bounded by a line connecting the following geographical positions:

(43)	48° 41'.06 N	123° 11'.04 W
(35)	48° 42'.23 N	123° 11'.35 W
(40)	48° 43'.80 N	123° 10'.77 W
(41)	48° 43'.20 N	123° 16'.06 W
(33)	48° 9'.41 N	123° 16'.06 W
(32)	48° 39'.32 N	123° 13'.14 W
(42)	48° 39'.76 N	123° 11'.84 W

Part II
Strait of Georgia

In the Strait of Georgia there are two TSS's and two Precautionary Areas that are currently adopted by IMO. This amendment affects the six geographical positions (55) through (60) used to describe the TSS west of Deltaport and the precautionary area "PR".

(a) Precautionary area "PR", is amended by changing the following highlighted geographical points:

(53)	48° 55'.34 N	123° 12'.30 W
(54)	48° 57'.68 N	123° 08'.76 W
(55)	49° 02'.20 N	123° 16'.28 W
(56)	49° 00'.00 N	123° 19'.69 W

thence back to point of origin (53).

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

(57)	49° 01'.39 N	123° 17'.53 W
(58)	49° 03'.84 N	123° 21'.30 W
(59)	49° 03'.24 N	123° 22'.41 W
(60)	49° 00'.75 N	123° 18'.52 W

thence back to point of origin (57).

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

(55)	49° 02'.20 N	123° 16'.28 W
(62)	49° 04'.52 N	123° 20'.04 W

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

(61)	49° 02'.51 N	123° 23'.76 W
(56)	49° 00'.00 N	123° 19'.69 W

AMENDMENTS TO THE EXISTING TRAFFIC SEPARATION SCHEME IN PUGET SOUND AND ITS APPROACHES

(Reference charts: Canadian Hydrographic Service 3461, 2002 edition; 3462, 2002 edition; United States 18421, 2003 edition; 18429, 2002 edition; 18430, 2003 edition; 18440, 2003 edition.

Note: These charts are based on North American 1983 Datum.)

Description of the traffic separation scheme

The traffic separation scheme “In Puget Sound and its approaches” consists of a series of traffic separation schemes and precautionary areas broken into three geographic designations as follows:

- Part I: Rosario Strait
- Part II: Approaches to Puget Sound
- Part III: Puget Sound

Parts I and III remain unchanged.

Part II: Approaches to Puget Sound

The traffic separation scheme in the approaches to Puget Sound consists of a north-east/south-west approach, a north-west/south-east approach, a north/south approach and an east/west approach connecting with precautionary areas.

North-west/south-east approach

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

- | | | |
|------|--------------|---------------|
| (55) | 48° 28'.72 N | 123° 08'.53 W |
| (56) | 48° 25'.43 N | 123° 03'.88 W |
| (57) | 48° 22'.88 N | 123° 00'.82 W |
| (58) | 48° 20'.93 N | 122° 59'.30 W |
| (59) | 48° 20'.82 N | 122° 59'.62 W |
| (60) | 48° 22'.72 N | 123° 01'.12 W |
| (61) | 48° 25'.32 N | 123° 04'.30 W |
| (62) | 48° 28'.39 N | 123° 08'.64 W |

connecting with precautionary area “RA”, and thence to:

- | | | |
|------|--------------|---------------|
| (63) | 48° 18'.83 N | 122° 57'.48 W |
| (64) | 48° 13'.15 N | 122° 51'.33 W |
| (65) | 48° 13'.00 N | 122° 51'.62 W |
| (66) | 48° 18'.70 N | 122° 57'.77 W |

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

- | | | |
|------|--------------|---------------|
| (67) | 48° 29'.28 N | 123° 08'.35 W |
| (68) | 48° 25'.60 N | 123° 03'.13 W |
| (69) | 48° 23'.20 N | 123° 00'.20 W |
| (70) | 48° 21'.00 N | 122° 58'.50 W |

connecting with precautionary area “RA”, and thence to:

- | | | |
|------|-------------|--------------|
| (71) | 48°19'.20 N | 122°57'.03 W |
| (72) | 48°13'.35 N | 122°50'.63 W |

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

(73)	48° 27'.86 N	123° 08'.81 W
(74)	48° 25'.17 N	123° 04'.98 W
(75)	48° 22'.48 N	123° 01'.73 W
(76)	48° 20'.47 N	123° 00'.20 W

connecting with precautionary area “RA”, and thence to:

(77)	48° 18'.52 N	122° 58'.50 W
(78)	48° 12'.63 N	122° 52'.15 W

(d) Connecting with precautionary area “SA”, the waters contained within a circle of radius 2 miles centred at geographical position 48° 11'.45 N, 122°49'.78 W.

ANNEX 4

**AMENDMENTS TO THE EXISTING TRAFFIC SEPARATION SCHEME IN THE
APPROACHES TO CHESAPEAKE BAY**

(Reference charts: United States 12200, 2002 edition; 12207, 1998 edition; 12221, 2003 edition.
Note: These charts are based on North American 1983 Datum.)

Description of the traffic separation scheme

The traffic separation scheme “In the Approaches to Chesapeake Bay” consists of three parts:

Part I**Precautionary area**

(a) A precautionary area of radius two miles is centred upon geographical position 36° 56'.13 N, 075° 57'.45 W.

Part II**Eastern approach**

(a) A separation line connects the following geographical positions:

(1)	36° 57'.50 N	075° 48'.21 W
(2)	36° 56'.40 N	075° 52'.40 W
(3)	36° 56'.40 N	075° 54'.95 W

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

(4)	36° 57'.94 N	075° 48'.41 W
(5)	36° 56'.90 N	075° 52'.40 W
(6)	36° 56'.90 N	075° 55'.14 W

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

(7)	36° 57'.04 N	075° 48'.01 W
(8)	36° 55'.88 N	075° 52'.40 W
(9)	36° 55'.88 N	075° 54'.95 W

Part III
Southern approach

(a) A separation line connects the following geographical positions:

(10)	36° 50'.33 N	075° 46'.29 W
(11)	36° 52'.90 N	075° 51'.52 W
(12)	36° 55'.96 N	075° 54'.97 W

(b) A separation line connects the following geographical positions:

(13)	36° 55'.11 N	075° 55'.23 W
(14)	36° 52'.35 N	075° 52'.12 W
(15)	36° 49'.70 N	075° 46'.80 W

(c) A separation line connects the following geographical positions:

(16)	36° 49'.52 N	075° 46'.94 W
(17)	36° 52'.18 N	075° 52'.29 W
(18)	36° 54'.97 N	075° 55'.43 W

(d) A separation line connects the following geographical positions:

(19)	36° 54'.44 N	075° 56'.09 W
(20)	36° 51'.59 N	075° 52'.92 W
(21)	36° 48'.87 N	075° 47'.42 W

(e) A traffic lane for inbound traffic is established between the separation lines described in paragraphs (a) and (b).

(f) A traffic lane for outbound traffic is established between the separation lines described in paragraphs (c) and (d).

(g) A deep-water route is established between the separation lines described in paragraphs (b) and (c). The types of ships which are recommended to use the deep-water route are given in the description of the deep-water route (see Part C). All other ships using the southern approach traffic separation scheme should use the appropriate inbound or outbound traffic lane.

ANNEX 5

**AMENDMENTS TO THE EXISTING TRAFFIC SEPARATION SCHEME
“OFF CAPE ROCA”**

(Reference chart: "Cabo Finisterra a Casablanca", Number 21101, (INT 1081) Catalogue of Nautical Charts of the Portuguese Hydrographic Office, 4th impression - April 2002.

Note: This chart is based on European Datum 50.)

Description of the amended traffic separation scheme:

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

(1)	38° 38'.61 N	009° 46'.52 W
(2)	38° 43'.43 N	009° 47'.95 W
(3)	38° 51'.99 N	009° 47'.95 W
(4)	38° 51'.99 N	009° 49'.40 W
(5)	38° 43'.28 N	009° 49'.40 W
(6)	38° 38'.35 N	009° 47'.94 W

(b) A northbound traffic lane between the separation zone described in (a) and a separation zone bounded by lines connecting the following geographical positions, for ships not carrying dangerous or pollutant cargoes in bulk:

(7)	38° 37'.64 N	009° 51'.78 W
(8)	38° 42'.93 N	009° 53'.35 W
(9)	38° 51'.99 N	009° 53'.35 W
(10)	38° 51'.99 N	009° 54'.80 W
(11)	38° 42'.79 N	009° 54'.80 W
(12)	38° 37'.38 N	009° 53'.20 W

(c) A northbound traffic lane between the separation zones described in (b) and a central separation zone bounded by lines connecting the following geographical positions, for ships carrying dangerous or pollutant cargoes in bulk:

(13)	38° 36'.63 N	009° 57'.29 W
(14)	38° 42'.39 N	009° 59'.00 W
(15)	38° 51'.99 N	009° 59'.00 W
(16)	38° 51'.99 N	010° 04'.25 W
(17)	38° 41'.91 N	010° 04'.25 W
(18)	38° 35'.69 N	010° 02'.41 W

(d) A southbound traffic lane between the separation zones described in (c) and a separation zone bounded by lines connecting the following geographical positions, for ships not carrying dangerous or pollutant cargoes in bulk:

(19)	38° 34'.96 N	010° 06'.35 W
(20)	38° 41'.56 N	010° 08'.30 W
(21)	38° 51'.99 N	010° 08'.30 W
(22)	38° 51'.99 N	010° 09'.75 W
(23)	38° 41'.40 N	010° 09'.75 W
(24)	38° 34'.70 N	010° 07'.76 W

(e) A southbound traffic lane between the separation zones described in (d) and a line connecting the following geographical positions, for ships carrying dangerous or pollutant cargoes in bulk:

(25)	38° 34'.00 N	010° 11'.61 W
(26)	38° 41'.04 N	010° 13'.69 W
(27)	38° 51'.99 N	010° 13'.70 W

(f) The area between the separation zone described in paragraph (a) and the Portuguese coast, bounded on the north by the parallel of 38° 51'.99 N and on the south by the line connecting point with position 38° 38'.61 N 010° 13'.48 W and Cape Raso lighthouse (38° 38'.61 N 010° 13'.48 W) is designated as an inshore traffic zone.

ANNEX 6

**AMENDMENTS TO THE EXISTING TRAFFIC SEPARATION SCHEME
“OFF CAPE S. VICENTE”**

(Reference chart: "Cabo Finisterra a Casablanca", Number 21101, (INT 1081) Catalogue of Nautical Charts of the Portuguese Hydrographic Office, 4th impression - April 2002.

Note: This chart is based on European Datum 50.)

Description of the amended traffic separation scheme:

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

(1)	36° 45'.16 N	008° 58'.93 W
(2)	36° 47'.10 N	009° 07'.54 W
(3)	36° 54'.44 N	009° 16'.05 W
(4)	37° 01'.40 N	009° 18'.07 W
(5)	37° 01'.14 N	009° 19'.48 W
(6)	36° 53'.87 N	009° 17'.38 W
(7)	36° 46'.06 N	009° 08'.32 W
(8)	36° 44'.04 N	008° 59'.32 W

(b) A northbound traffic lane between the separation zone described in (a) and a separation zone bounded by lines connecting the following geographical positions, for ships not carrying dangerous or pollutant cargoes in bulk:

(9)	36° 40'.97 N	009° 00'.39 W
(10)	36° 43'.24 N	009° 10'.45 W
(11)	36° 52'.33 N	009° 20'.99 W
(12)	37° 00'.42 N	009° 23'.33 W
(13)	37° 00'.16 N	009° 24'.74 W
(14)	36° 51'.76 N	009° 22'.32 W
(15)	36° 42'.21 N	009° 11'.24 W
(16)	36° 39'.85 N	009° 00'.78 W

(c) A northbound traffic lane between the separation zones described in (b) and a central separation zone bounded by lines connecting the following geographical positions, for ships carrying dangerous or pollutant cargoes in bulk:

(17)	36° 36'.57 N	009° 01'.92 W
(18)	36° 39'.19 N	009° 13'.52 W
(19)	36° 50'.12 N	009° 26'.18 W
(20)	36° 59'.39 N	009° 28'.86 W
(21)	36° 58'.43 N	009° 33'.99 W
(22)	36° 48'.06 N	009° 30'.99 W
(23)	36° 35'.42 N	009° 16'.36 W
(24)	36° 32'.48 N	009° 03'.33 W

(d) A southbound traffic lane between the separation zones described in (c) and a separation zone bounded by lines connecting the following geographical positions, for ships not carrying dangerous or pollutant cargoes in bulk:

(25)	36° 29'.36 N	009° 04'.41 W
(26)	36° 32'.55 N	009° 18'.53 W
(27)	36° 46'.48 N	009° 34'.66 W
(28)	36° 57'.70 N	009° 37'.90 W
(29)	36° 57'.44 N	009° 39'.32 W
(30)	36° 45'.91 N	009° 35'.99 W
(31)	36° 31'.50 N	009° 19'.32 W
(32)	36° 28'.22 N	009° 04'.80 W

(e) A southbound traffic lane between the separation zones described in (d) and a line connecting the following geographical positions, for ships carrying dangerous or pollutant cargoes in bulk:

(33)	36° 25'.15 N	009° 05'.87 W
(34)	36° 28'.68 N	009° 21'.45 W
(35)	36° 44'.37 N	009° 39'.59 W
(36)	36° 56'.72 N	009° 43'.16 W

(f) The area between the separation zone described in paragraph (a) and the Portuguese coast, bounded on the north by the parallel of 37° 01'.40 N and on the east by the line connecting point with position 36° 45'.16 N 009° 01'.07 W and Ponta de Sagres lighthouse (36° 59'.75 N, 008° 56'.87 W) is designated as an inshore traffic zone.

ANNEX 7

**AMENDMENTS TO THE EXISTING TRAFFIC SEPARATION SCHEME IN
THE APPROACHES TO PUERTO SAN MARTIN**

(Reference charts: PERU HIDRONAV 226, 2262 and 2263)

Note: These charts are based on World Geodetic System of 1984 Datum (WGS-84))

Description of the traffic separation scheme

1 The name of the traffic separation scheme has been amended to “In the approaches to Puerto Pisco”.

2 The traffic separation scheme “In the approaches to Puerto Pisco” consists of two parts:

Part I

Northern approaches:

(a) Two separation zones bounded by a line connecting the following geographical points:

(1)	13° 36'.59 S	076° 18'.86 W	(5)	13° 42'.11 S	076° 18'.13 W
(2)	13° 41'.23 S	076° 18'.25 W	(6)	13° 44'.74 S	076° 17'.80 W
(3)	13° 41'.24 S	076° 18'.03 W	(7)	13° 44'.74 S	076° 17'.57 W
(4)	13° 36'.59 S	076° 18'.64 W	(8)	13° 42'.12 S	076° 17'.91 W

(b) A traffic lane for northbound traffic, between the separation zones and a line connecting the following geographical points:

(9)	13° 36'.59 S	076° 18'.32 W	(10)	13° 44'.74 S	076° 17'.25 W
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(c) A traffic lane for southbound traffic, between the separation zones and the lines connecting the following geographical points:

(11)	13° 44'.74 S	076° 18'.13 W	(13)	13° 41'.20 S	076° 18'.58 W
(12)	13° 42'.08 S	076° 18'.46 W	(14)	13° 36'.59 S	076° 19'.18 W

Part II

Western approaches:

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

(15)	13° 41'.53 S	076° 18'.53 W	(17)	13° 41'.28 S	076° 24'.99 W
(16)	13° 41'.75 S	076° 18'.50 W	(18)	13° 41'.06 S	076° 24'.99 W

(b) A traffic lane for westbound traffic, between the separation zone and a line connecting the following geographical points:

(19)	13° 41'.20 S	076° 18'.58 W	(20)	13° 40'.73 S	076° 24'.99 W
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(c) A traffic lane for eastbound traffic, between the separation zones and a line connecting the following geographical points:

(21) 13° 42'.08 S 076° 18'.46 W (22) 13° 41'.60 S 076° 24'.99 W

Precautionary area

A precautionary area is established bounded by a line connecting the following geographical points and the east line of the traffic separation scheme:

(3) 13° 41'.24 S 076° 18'.03 W
(19) 13° 41'.20 S 076° 18'.58 W
(21) 13° 42'.08 S 076° 18'.46 W
(8) 13° 42'.12 S 076° 17'.91 W
and
(9) 13° 36'.59 S 076° 18'.32 W
(10) 13° 44'.74 S 076° 17'.25 W

Area to be avoided

There is a circular area to be avoided of 200 m radius centred on the following geographical position:

(23) 13° 41'.68 S 076° 18'.11 W

This area is to be avoided by all ships.
