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NEW AND AMENDED EXISTING TRAFFIC SEPARATION SCHEMES

1 The Maritime Safety Committee, at its eighty-first session (10 to 19 May 2006), 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 5 as follows:

- .1 “The Canary Islands” (new scheme);
- .2 “In the Strait of Juan de Fuca and its approaches” (amended scheme);
- .3 “Off Cabo de Gata” (amended scheme);
- .4 “Off Porkkala Lighthouse” (amended scheme); and
- .5 “In the Strait of Dover and Adjacent Waters” (amended scheme).

2 The new and amended traffic separation schemes (listed in subparagraphs 1.1 to 1.5 above and detailed at annexes 1, 2, 3, 4 and 5) will be implemented at 0000 hours UTC on 1 December 2006.

ANNEX 1

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

NEW TRAFFIC SEPARATION SCHEMES FOR THE CANARY ISLANDS

(Reference chart: No.209 in the Catalogue of Nautical Charts of the Spanish Navy Hydrographical Institute, second edition (12th impression of September 2003), which covers the Canary Islands and the west coast of Africa from Cape Yubi to Cape Bojador.

Note: This chart is based on WGS 84 Datum.)

1 Description of the new traffic separation schemes**2 Eastern Traffic Separation Scheme (between Grand Canary and Fuerteventura):**

- Two traffic lanes, each three miles wide;
- An intermediate traffic separation zone two miles wide;
- A rectangular precautionary area;
- Two inshore traffic zones.

2.1 Description of the traffic separation scheme

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

(3)	28° 20'.47 N	014° 56'.91 W
(4)	28° 12'.30 N	015° 00'.29 W
(5)	28° 02'.90 N	015° 04'.17 W
(6)	27° 51'.62 N	015° 08'.81 W

(b) An intermediate traffic separation zone bounded by the lines connecting the following geographical positions:

(8)	27° 50'.60 N	015° 05'.63 W
(9)	28° 01'.87 N	015° 00'.98 W
(10)	28° 11'.27 N	014° 57'.10 W
(11)	28° 20'.20 N	014° 53'.41 W
(12)	28° 20'.06 N	014° 51'.15 W
(13)	28° 10'.66 N	014° 55'.03 W
(14)	28° 01'.26 N	014° 58'.91 W
(15)	27° 49'.99 N	015° 03'.55 W

(c) A traffic lane for southbound traffic on a 200° (T) course is established between the separation line/zone described in paragraphs (a) and (b) above.

- (d) A line of separation from the inshore traffic zone, connecting the following geographical positions:

(16)	27° 48'.96 N	015° 00'.36 W
(17)	28° 00'.24 N	014° 55'.72 W
(18)	28° 09'.63 N	014° 51'.84 W
(19)	28° 19'.78 N	014° 47'.76 W

- (e) A traffic lane for northbound traffic on a 020° (T) course is established between the separation line/zone described in paragraphs (b) and (d) above.

Precautionary area

- (f) A precautionary area bounded by a line connecting the geographical positions 4, 5, 17 and 18.

Inshore traffic zones

- (g) An inshore traffic zone between the east coast of Grand Canary island and a line joining the following geographical positions:

(1)	Faro de la Isleta (28° 10'.40 N)	015° 25'.00 W
(2)	28° 22'.00 N	015° 19'.00 W
(3)	28° 20'.47 N	014° 56'.91 W
(4)	28° 12'.30 N	015° 00'.29 W
(5)	28° 02'.90 N	015° 04'.17 W
(6)	27° 51'.62 N	015° 08'.81 W
(7)	Faro Punta Arinaga (27° 51'.700 N)	015° 23'.00 W

- (h) An inshore traffic zone bounded by a line joining the following geographical positions:

(16)	27° 48'.96 N	015° 00'.36 W
(17)	28° 00'.24 N	014° 55'.72 W
(18)	28° 09'.63 N	014° 51'.84 W
(19)	28° 19'.78 N	014° 47'.76 W
(20)	28° 19'.00 N	014° 36'.00 W
(21)	Faro de Punta Jandia (28° 03'.80 N)	014° 30'.30 W
(22)	27° 45'.00 N	014° 44'.00 W
(16)	27° 48'.96 N	015° 00'.36 W

Note: Ships that so wish may give voluntary notification of entry to and departure from the TSS via the Las Palmas Regional MRCC, using VHF channel 16.

3 Western Traffic Separation Scheme (between Grand Canary and Tenerife)

- Two traffic lanes, each three miles wide;
- An intermediate traffic separation zone two miles wide;
- A rectangular precautionary area;
- Two inshore traffic zones.

3.1 Description of the traffic separation scheme

(a) A separation line, connecting the following geographical positions:

(3)	28° 38'.01 N	015° 46'.66 W
(4)	28° 27'.28 N	015° 56'.90 W
(5)	28° 18'.86 N	016° 04'.94 W
(6)	28° 03'.54 N	016° 19'.52 W

(b) An intermediate traffic separation zone bounded by the lines connecting the following geographical positions:

(8)	28° 01'.61 N	016° 16'.92 W
(9)	28° 16'.93 N	016° 02'.34 W
(10)	28° 25'.36 N	015° 54'.30 W
(11)	28° 36'.33 N	015° 43'.84 W
(12)	28° 35'.44 N	015° 42'.33 W
(13)	28° 24'.26 N	015° 52'.97 W
(14)	28° 15'.83 N	016° 01'.00 W
(15)	28° 00'.51 N	016° 15'.58 W

(c) A traffic lane for southbound traffic on a 220° (T) course is established between the separation line/zones described in paragraphs (a) and (b) above.

(d) A line of separation from the inshore traffic zone, connecting the following geographical positions:

(16)	27° 58'.58 N	016° 12'.96 W
(17)	28° 13'.90 N	015° 58'.40 W
(18)	28° 22'.33 N	015° 50'.37 W
(19)	28° 33'.81 N	015° 39'.43 W

(e) A traffic lane for northbound traffic on a 040° (T) course is established between the separation line/zone described in paragraphs (b) and (d) above.

Precautionary area

(f) A precautionary area bounded by the line connecting the geographical positions 4, 5, 17 and 18.

Inshore traffic zones

(g) An inshore traffic zone between the east coast of Santa Cruz de Tenerife island and a line connecting the following geographical positions:

(1)	Faro Punta Anaga (28° 34'.80 N)	016° 08'.30 W
(2)	28° 48'.00 N	016° 04'.00 W
(3)	28° 38'.01 N	015° 46'.66 W
(4)	28° 27'.28 N	015° 56'.90 W

(5)	28° 18'.86 N	016° 04'.94 W
(6)	28° 03'.54 N	016° 19'.52 W
(7)	Punta Roja (28° 01'.48 N)	016° 32'.88 W

- (h) An inshore traffic zone between the west coast of Gran Canaria island and a line connecting the following geographical positions:

(16)	27° 58'.58 N	016° 12'.98 W
(17)	28° 13'.90 N	015° 58'.40 W
(18)	28° 22'.33 N	015° 50'.37 W
(19)	28° 33'.81 N	015° 39'.43 W
(20)	28° 22'.00 N	015° 19'.00 W
(21)	Faro de la Isleta (28°10'.40 N)	015° 25'.00 W
(22)	28° 00'.00 N	015° 49'.18 W
(23)	28° 00'.00 N	016° 00'.00 W
(24)	27° 44'.00 N	016° 00'.00 W

Note: Ships that so wish may give voluntary notification of entry to and departure from the TSS via Tenerife MRCC, using VHF channel 16.

ANNEX 2

AMENDMENTS TO THE EXISTING TRAFFIC SEPARATION SCHEME “IN THE STRAIT OF JUAN DE FUCA AND ITS APPROACHES”

(Reference charts: Canadian Hydrographic Service 3602, 2002 edition, 3481, 2000 edition, and 3526, 2001 edition, United States 18400, 2000 edition; 18421, 2000 edition; 18440, 2000 edition; 18460, 1998 edition; 18465, 1995 edition; 18480, 1999 edition; 18485, 1998 edition; Canadian Hydrographic Service 3440, 1998 edition.

Note: The charts are based on WGS 84 Datum.)

Description of the routing system

The present description of the routing system in the “In the Strait of Juan de Fuca and its Approaches” includes two parts. Part I consists of a Western approach (TSS), a Southwestern approach (TSS), and a precautionary area in the approaches to the Strait of Juan de Fuca. Part II consists of Western lanes (TSS), Southern lanes (TSS), Northern lanes (TSS), and a precautionary area in the Strait of Juan de Fuca. This amendment will affect the Western approach and precautionary area of Part I and the Western lanes of Part II.

Part I	Western approaches (TSS)	(amended)
	Southwestern approach (TSS)	(no change)
	Precautionary area	(amended)
Part II	Western lanes (TSS)	(amended)
	Southern lanes (TSS)	(no change)
	Northern lanes (TSS)	(no change)
	Precautionary area	(no change)

Description of the traffic separation schemes

Part I

In the approaches to the Strait of Juan de Fuca there are two traffic separation schemes and one precautionary area:

Western approach

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

- | | | |
|-----|--------------|---------------|
| (1) | 48° 30'.10 N | 125° 09'.00 W |
| (2) | 48° 30'.10 N | 125° 04'.67 W |
| (3) | 48° 29'.11 N | 125° 04'.67 W |
| (4) | 48° 29'.11 N | 125° 09'.00 W |

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

(5)	48° 32'.09 N	125° 04'.67 W
(6)	48° 32'.09 N	125° 08'.98 W

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

(7)	48° 27'.31 N	125° 09'.00 W
(8)	48° 28'.13 N	125° 04'.67 W

South-western approach

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

(10)	48° 23'.99 N	125° 06'.54 W
(11)	48° 27'.63 N	125° 03'.38 W
(12)	48° 27'.14 N	125° 02'.08 W
(13)	48° 23'.50 N	125° 05'.26 W

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

(14)	48° 22'.55 N	125° 02'.80 W
(15)	48° 26'.64 N	125° 00'.81 W

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

(8)	48° 28'.13 N	125° 04'.67 W
(9)	48° 24'.94 N	125° 09'.00 W

Precautionary area “JF”

A precautionary area “JF”, is bounded by a line connecting the following geographical positions:

(5)	48° 32'.09 N	125° 04'.67 W
(2)	48° 30'.10 N	125° 04'.67 W
(3)	48° 29'.11 N	125° 04'.67 W
(8)	48° 28'.13 N	125° 04'.67 W
(11)	48° 27'.63 N	125° 03'.38 W
(12)	48° 27'.14 N	125° 02'.08 W
(15)	48° 26'.64 N	125° 00'.81 W
(16)	48° 28'.13 N	124° 57'.90 W
(18)	48° 29'.11 N	125° 00'.00 W
(25)	48° 30'.10 N	125° 00'.00 W
(17)	48° 32'.09 N	125° 00'.00 W

thence back to the point of origin at (5).

Part II

Within Part II there are four traffic separation schemes and one Precautionary area in the Strait of Juan de Fuca.

Western lanes (TSS)

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

(18)	48° 29'.11 N	125° 00'.00 W
(19)	48° 29'.11 N	124° 43'.78 W
(20)	48° 13'.89 N	123° 54'.84 W
(21)	48° 13'.89 N	123° 31'.98 W
(22)	48° 14'.49 N	123° 31'.98 W
(23)	48° 17'.02 N	123° 56'.46 W
(24)	48° 30'.10 N	124° 43'.50 W
(25)	48° 30'.10 N	125° 00'.00 W

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

(26)	48° 16'.45 N	123° 30'.42 W
(27)	48° 15'.97 N	123° 33'.54 W
(28)	48° 18'.00 N	123° 56'.07 W
(29)	48° 32'.00 N	124° 46'.57 W
(30)	48° 32'.09 N	124° 49'.90 W
(17)	48° 32'.09 N	125° 00'.00 W

Traffic may exit the lane between points (29) and (30) or may remain in the lane between points (30) and (17) en route to the precautionary area.

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

(16)	48° 28'.13 N	124° 57'.90 W
(31)	48° 28'.13 N	124° 44'.07 W
(32)	48° 12'.90 N	123° 55'.24 W
(33)	48° 12'.94 N	123° 32'.89 W

Southern lanes

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

(34)	48° 10'.82 N	123° 25'.44 W
(35)	48° 12'.38 N	123° 28'.68 W
(36)	48° 12'.90 N	123° 28'.68 W
(37)	48° 12'.84 N	123° 27'.46 W
(38)	48° 10'.99 N	123° 24'.84 W

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

(39) 48° 11'.24 N 123° 23'.82 W
(40) 48° 12'.72 N 123° 25'.34 W

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

(33) 48° 12'.94 N 123° 32'.89 W
(41) 48° 09'.42 N 123° 24'.24 W

Northern lanes

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

(42) 48° 21'.15 N 123° 24'.83 W
(43) 48° 16'.16 N 123° 28'.50 W
(44) 48° 15'.77 N 123° 27'.18 W
(45) 48° 20'.93 N 123° 24'.26 W

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

(46) 48° 21'.83 N 123° 25'.56 W
(26) 48° 16'.45 N 123° 30'.42 W

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

(47) 48° 20'.93 N 123° 23'.22 W
(48) 48° 15'.13 N 123° 25'.62 W

Eastern lanes

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

(49) 48° 13'.22 N 123° 15'.91 W
(50) 48° 14'.03 N 123° 25'.98 W
(51) 48° 13'.54 N 123° 25'.86 W
(52) 48° 12'.89 N 123° 16'.69 W

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

(54) 48° 14'.27 N 123° 13'.41 W
(55) 48° 14'.05 N 123° 16'.08 W
(48) 48° 15'.13 N 123° 25'.62 W

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

(40)	48° 12'.72 N	123° 25'.34 W
(53)	48° 12'.34 N	123° 18'.01 W

Precautionary area

A precautionary area "PA", is bounded by a line connecting the following geographical positions:

(33)	48° 12'.94 N	123° 32'.89 W
(21)	48° 13'.89 N	123° 31'.98 W
(22)	48° 14'.49 N	123° 31'.98 W
(26)	48° 16'.45 N	123° 30'.42 W
(43)	48° 16'.16 N	123° 28'.50 W
(44)	48° 15'.77 N	123° 27'.18 W
(48)	48° 15'.13 N	123° 25'.62 W
(50)	48° 14'.03 N	123° 25'.98 W
(51)	48° 13'.54 N	123° 25'.86 W
(40)	48° 12'.72 N	123° 25'.34 W
(37)	48° 12'.84 N	123° 27'.46 W
(36)	48° 12'.90 N	123° 28'.68 W

thence back to point of origin at (33).

ANNEX 3

**AMENDMENT TO THE EXISTING TRAFFIC SEPARATION SCHEME
“OFF CABO DE GATA”**

(Reference chart: No.45 B of the Spanish Navy Hydrographical Institute, March 2001 edition, which covers the area from Cabo Sacratif to Cabo de Gata.

Note: This charts is based on European datum (Potsdam).)

Description of the amended traffic separation scheme

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

(1)	36° 26'.89 N	002° 15'.23 W
(2)	36° 26'.89 N	002° 11'.47 W
(3)	36° 28'.13 N	002° 09'.65 W

(b) An intermediate separation zone bounded by a line connecting the following geographical positions:

(4)	36° 25'.70 N	002° 09'.37 W
(5)	36° 24'.27 N	002° 11'.47 W
(6)	36° 23'.70 N	002° 15'.96 W
(7)	36° 22'.45 N	002° 16'.24 W
(8)	36° 23'.06 N	002° 11'.47 W
(9)	36° 24'.55 N	002° 09'.23 W

(c) A traffic lane for south-westbound traffic is established between the separation line and separation zone described in paragraphs (a) and (b) above.

(d) An outer separation zone bounded by a line connecting the following geographical positions:

(10)	36° 21'.36 N	002° 08'.85 W
(11)	36° 20'.36 N	002° 16'.72 W
(12)	36° 19'.84 N	002° 16'.84 W
(13)	36° 20'.87 N	002° 08'.80 W

(e) A traffic lane for north-eastward bound traffic is established between the separation zones described in paragraphs (b) and (d) above.

Precautionary area

(f) A precautionary area bounded by a line connecting the following geographical positions:

(1)	36° 26'.89 N	002° 15'.23 W
(12)	36° 19'.84 N	002° 16'.84 W
(14)	36° 19'.84 N	002° 20'.00 W
(15)	36° 26'.89 N	002° 20'.00 W

Inshore traffic zone

- (g) An inshore traffic zone contained between the coast of Cabo de Gata and a line connecting the following geographical positions:

(16)	Ermita de la Virgen del Mar (36° 49'.60 N)	002° 17'.80 W
(1)	36° 26'.89 N	002° 15'.23 W
(2)	36° 26'.89 N	002° 11'.47 W
(3)	36° 28'.13 N	002° 09'.65 W
(17)	Faro Punta de la Polacra (36° 50'.60 N)	002° 00'.10 W

Note: Ships that so wish may give voluntary notification of entry to and departure from the TSS, via the Almería MRCC, using VHF channel 16.

ANNEX 4

**AMENDMENTS TO THE EXISTING TRAFFIC SEPARATION SCHEME
“OFF PORKKALA LIGHTHOUSE”**

(Reference chart: FIN 952, 2004 edition

Note: This chart is based on WGS 84 Datum.)

Description of the amended traffic separation scheme

- (a) A separation zone, one mile wide, is centred upon the following geographical positions:
- | | | |
|-----|--------------|---------------|
| (5) | 59° 48'.75 N | 024° 58'.50 E |
| (6) | 59° 49'.30 N | 025° 04'.50 E |
- (b) A traffic lane, one and a half miles wide, is established on each side of the separation zone.

Description of the extended precautionary area

- (c) A precautionary area is established upon the following geographical positions:
- | | | |
|-----|--------------|---------------|
| (1) | 59° 43'.95 N | 024° 31'.80 E |
| (2) | 59° 50'.70 N | 024° 57'.90 E |
| (3) | 59° 46'.75 N | 024° 59'.50 E |
| (4) | 59° 47'.85 N | 024° 30'.20 E |

ANNEX 5

**AMENDMENTS TO THE EXISTING TRAFFIC SEPARATION SCHEME
“IN THE STRAITS OF DOVER AND ADJACENT WATERS”**

- 1 The existing separation line passing through the F3 station is deleted.
- 2 The geographical positions of the boundary for the new “Precautionary Area” around the F3 Station Buoy are as follows (co-ordinates are based on WGS 84 Datum):

(1)	51° 26′.01 N	002° 02′.67 E
(2)	51° 25′.31 N	002° 03′.81 E
(3)	51° 23′.23 N	001° 58′.69 E
(4)	51° 22′.76 N	001° 59′.59 E
- 3 The position of the F3 Station Buoy and the area surrounding it in *IMO Ships’ Routeing, 7th Edition 1999, Part D, I/4* remains unchanged.
- 4 Recommended direction of traffic flow arrows is inserted in accordance with convention for ships crossing the Precautionary Area around the F3 Station, passing the buoy and leaving it on their own port side as follows:
 - .1 to the northeast of the F3 Station Buoy indicating a north-westerly traffic flow; and
 - .2 to the southwest of the F3 Station Buoy indicating a south-easterly traffic flow.