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AMENDED TRAFFIC SEPARATION SCHEMES

1 The Secretary-General has the honour to state that pursuant to Assembly resolution A.376(X) the Maritime Safety Committee at its fifty-first session adopted the attached amended traffic separation schemes (MSC 51/21, annex 4):

.1 Off San Francisco.

.2 In the Santa Barbara Channel.

.3 In the Bass Strait.

2. The amended traffic separation schemes will be implemented on a date to be determined by the Governments concerned as prescribed in new Section 3.5 of the amendments to the General Provisions on Ships' Routing (Assembly resolution A.378(X)) adopted by the fifty-first session of the Maritime Safety Committee (MSC 51/21, annex 3) subject to confirmation by the fourteenth regular session of the Assembly.

AMENDED TRAFFIC SEPARATION SCHEMES

- 1 OFF SAN FRANCISCO (amended scheme)
 (Reference Charts: United States National Ocean Service 18680 and 18645;
 North American 1927 geodetic datum).

Description of the traffic separation scheme

The traffic separation scheme off San Francisco consists of four parts:

PART I

Northern approach

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

- (1) $37^{\circ}48'.4N.$, $122^{\circ}47'.6W.$ (3) $37^{\circ}55'.2N.$, $123^{\circ}04'.9W.$
 (2) $37^{\circ}56'.7N.$, $123^{\circ}03'.7W.$ (4) $37^{\circ}47'.7N.$, $122^{\circ}48'.2W.$

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

- (5) $37^{\circ}49'.2N.$, $122^{\circ}46'.7W.$ (6) $37^{\circ}58'.0N.$, $123^{\circ}02'.7W.$

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

- (7) $37^{\circ}53'.9N.$, $123^{\circ}06'.1W.$ (8) $37^{\circ}46'.7N.$, $122^{\circ}48'.7W.$

PART II

Southern approach

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

- (9) 37°39'.0N., 122°41'.4W. (11) 37°00'.0N., 122°32'.1W.
- (10) 37°00'.0N., 122°34'.7W. (12) 37°39'.2N., 122°39'.8W.

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

- (13) 37°00'.0N., 122°30'.9W. (14) 37°39'.3N., 122°38'.7W.

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

- (15) 37°39'.0N., 122°42'.5W. (16) 37°00'.0N., 122°36'.0W.

PART III

Western approach

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

- (17) 37°41'.9N., 122°48'.0W. (19) 37°36'.5N., 122°57'.3W.
- (18) 37°38'.1N., 122°58'.1W. (20) 37°41'.1N., 122°47'.2W.

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

- (21) 37°42'.8N., 122°48'.5W. (22) 37°39'.6N., 122°58'.8W.

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

- (23) 37°35'.0N., 122°56'.5W. (24) 37°40'.4N., 122°46'.3W.

PART IV

Main ship channel

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

- (25) $37^{\circ}45'.9N.$, $122^{\circ}38'.0W.$ (27) $37^{\circ}48'.1N.$, $122^{\circ}31'.0W.$
 (26) $37^{\circ}47'.0N.$, $122^{\circ}34'.3W.$

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

- (28) $37^{\circ}45'.8N.$, $122^{\circ}37'.7W.$ (29) $37^{\circ}47'.8N.$, $122^{\circ}30'.8W.$

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

- (30) $37^{\circ}46'.2N.$, $122^{\circ}37'.9W.$ (32) $37^{\circ}48'.5N.$, $122^{\circ}31'.3W.$
 (31) $37^{\circ}46'.9N.$, $122^{\circ}35'.3W.$

Area to be avoided

A circular area to be avoided of radius half a mile is centred upon geographical position:

- (33) $37^{\circ}45'.0N.$, $122^{\circ}41'.5W.$

Precautionary area

A precautionary area is established bounded to the west by an arc of a circle radius 6 miles centres upon geographical position (33) $37^{\circ}45'.0N.$, $122^{\circ}41'.5W.$ and connecting the following geographical positions:

- (34) $37^{\circ}42'.7N.$, $122^{\circ}34'.6W.$ (35) $37^{\circ}50'.3N.$, $122^{\circ}38'.0W.$

The precautionary area is bounded to the east by a line connecting the following geographical positions:

- (34) $37^{\circ}42'.7N.$, $122^{\circ}34'.6W.$ (35) $37^{\circ}50'.3N.$, $122^{\circ}38'.0W.$
 (25) $37^{\circ}45'.9N.$, $122^{\circ}38'.0W.$

2 IN THE SANTA BARBARA CHANNEL (amended scheme)

(Reference Charts: United States National Ocean Service 18700 and 18720; North American 1927 geodetic datum).

Description of the traffic separation scheme

The traffic separation scheme in the Santa Barbara Channel consists of two parts:

PART I

Between Point Vicente and Point Conception

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

- (1) 34°20'.90N., 120°30'.10W. (4) 33°43'.20N., 118°36'.90W.
- (2) 34°04'.00N., 119°15'.90W. (5) 34°02'.20N., 119°17'.40W.
- (3) 33°44'.90N., 118°35'.70W. (6) 34°18'.90N., 120°30'.90W.

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

- (7) 34°21'.80N., 120°29'.90W. (9) 33°45'.80N., 118°35'.10W.
- (8) 34°04'.80N., 119°15'.10W.

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

- (10) 33°42'.30N., 118°37'.50W. (12) 34°18'.00N., 120°31'.10W.
- (11) 34°01'.40N., 119°18'.20W.

Note:

Port Hueneme Fairway

A safety fairway is established in the approach to Port Hueneme.

PART II

Between Point Conception and Point Arguello

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

- (1) 34°20'.90N., 120°30'.10W. (13) 34°25'.70N., 120°51'.75W.
 (6) 34°18'.90N., 120°30'.90W. (14) 34°23'.75N., 120°52'.45W.

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

- (7) 34°21'.80N., 120°29'.90W. (15) 34°26'.60N., 120°51'.45W.

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

- (12) 34°18'.0N., 120°31'.10W. (16) 34°22'.80N., 120°52'.70W.

3 IN THE BASS STRAIT (amended scheme)

(Reference Chart: Australia AUS 422).

Description of the traffic separation scheme

(a) A separation zone 1.5 miles wide is centred on the following geographical positions:

- (1) 38°41'.5S., 148°20'.2E. (3) 38°46'.3S., 148°09'.0E.
 (2) 38°44'.5S., 148°14'.9E.

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

- (4) 38°38'.5S., 148°17'.5E. (6) 38°42'.8S., 148°07'.3E.
 (5) 38°41'.0S., 148°13'.2E.

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

- (7) 38°49'.8S., 148°10'.8E. (9) 38°44'.6S., 148°23'.0E.
 (8) 38°48'.0S., 148°16'.7E.