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NEW AND 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 sixty-third session (16 to 25 May 1994), adopted the following new and amended traffic separation schemes:

- .1 In the approaches to Salina Cruz
- .2 Strait of Istanbul - North Approach
- .3 Strait of Istanbul
- .4 Strait of Istanbul - South Approach and Sea of Marmara
- .5 Strait of Canakkale
- .6 Strait of Canakkale - South-West Approach
- .7 In the East Lamma Channel
- .8 In the Strait of Gibraltar
- .9 Off Ushant
- .10 In the Strait of Hormuz
- .11 Off Ras Al Hadd
- .12 Off Texel
- .13 Off Cabo San Antonio
- .14 Off La Tabla
- .15 Off Costa de Matanzas
- .16 In the Old Bahama Channel
- .17 Off Punta Maternillos
- .18 Off Punta Lucrezia
- .19 Off Cabo Maysi

2 The new and amended traffic separation schemes (listed above and detailed at annex) will be implemented at 00.00 hours UTC on 24 November 1994.

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ANNEX

## NEW AND AMENDED TRAFFIC SEPARATION SCHEMES

## IN THE APPROACHES TO SALINA CRUZ (New scheme)

(Reference chart: United States 21441, 1986 edition.

**Note:** This chart is based on the World Geodetic System 1972 Datum)

**Description of the traffic separation scheme**

The traffic separation scheme is composed of two parts:

Part I: **South-western approach:** recommended for oil tankers proceeding to or coming from the three single point moorings or the oil terminal.

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

- |                            |                            |
|----------------------------|----------------------------|
| (1) 16°06'.23N, 95°14'.27W | (3) 15°57'.70N, 95°17'.47W |
| (2) 15°58'.43N, 95°19'.00W | (4) 16°06'.00N, 95°13'.83W |

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

- |                            |                            |
|----------------------------|----------------------------|
| (5) 16°06'.50N, 95°14'.70W | (6) 15°59'.35N, 95°20'.43W |
|----------------------------|----------------------------|

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

- |                            |                            |
|----------------------------|----------------------------|
| (7) 15°57'.15N, 95°15'.85W | (8) 16°05'.85N, 95°13'.35W |
|----------------------------|----------------------------|

Part II **Southern approach:** recommended for ships of over 500 tonnes gross arriving at or leaving the port of Salina Cruz, Oaxaca.

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

- |                             |                             |
|-----------------------------|-----------------------------|
| (9) 16°05'.75N, 95°11'.70W  | (11) 15°56'.70N, 95°11'.03W |
| (10) 15°56'.70N, 95°11'.70W | (12) 16°05'.75N, 95°11'.03W |

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

- |                             |                             |
|-----------------------------|-----------------------------|
| (13) 16°05'.75N, 95°12'.73W | (14) 15°56'.70N, 95°12'.73W |
|-----------------------------|-----------------------------|

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

- |                             |                             |
|-----------------------------|-----------------------------|
| (15) 15°56'.70N, 95°10'.00W | (16) 16°05'.75N, 95°10'.00W |
|-----------------------------|-----------------------------|

**Notes:**

- 1 Ship movement in the port area is supervised by a Port Vessel Traffic Supervisor on a 24-hour basis. Any ship intending to use any traffic separation scheme is requested to contact the Salina Cruz, Oaxaca, Port Vessel Supervisor on channel 6 VHF and follow his advice while transiting the scheme.
- 2 The master of any ship with appropriate equipment may obtain continuous and precise information on his ship's position in the traffic lane, by using the racon identified by the letter Z, located at geographical position:

(23) 16°09'.75N, 95°12'.31W

**STRAIT OF ISTANBUL NORTH APPROACH (New scheme)**

(Reference chart: Turkish chart 1811 (INT3758), 1993 edition

**Note:** This chart is based on European Datum)

**Description of the traffic separation scheme:**

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

- (1) 41°20'.50 N, 29°09'.90 E
- (2) 41°20'.00 N, 29°12'.50 E
- (3) 41°13'.60 N, 29°07'.98 E

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

- (4) 41°15'.80 N, 29°16'.90 E
- (5) 41°14'.10 N, 29°10'.00 E
- (6) 41°13'.36 N, 29°08'.55 E

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

- (7) 41°19'.40 N, 29°02'.00 E
- (8) 41°14'.70 N, 29°07'.20 E
- (9) 41°13'.80 N, 29°07'.50 E

**STRAIT OF ISTANBUL (New scheme)**

(Reference charts: Turkish charts 2921 (INT3756), 1993 edition; 2921A, 1992 edition and 2921B, 1992 edition

**Note:** These charts are based on European Datum)

**Description of the traffic separation scheme**

The traffic lanes encompass the area defined by the line joining the Anadolu lighthouse and Rumeli lighthouse in the north, the line joining the Ahirkapi lighthouse and Kadiköy Cape Inci breakwater lighthouse in the south and the outer boundaries of the lanes whose co-ordinates are given below:

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

(3)	41°13'.60 N, 29°07'.98 E	(10)	41°12'.18 N, 29°06'.83 E
(11)	41°10'.88 N, 29°05'.08 E	(12)	41°09'.38 N, 29°03'.53 E
(13)	41°08'.92 N, 29°03'.53 E	(14)	41°07'.38 N, 29°05'.00 E
(15)	41°07'.21 N, 29°05'.00 E	(16)	41°06'.38 N, 29°03'.81 E
(17)	41°06'.00 N, 29°03'.67 E	(18)	41°04'.98 N, 29°03'.65 E
(19)	41°04'.53 N, 29°03'.17 E	(20)	41°03'.10 N, 29°02'.60 E
(21)	41°01'.55 N, 28°59'.91 E	(22)	41°01'.40 N, 28°59'.80 E
(23)	41°00'.15 N, 28°59'.75 E		

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

(24)	41°00'.00 N, 29°00'.06 E	(25)	41°01'.10 N, 29°00'.07 E
(26)	41°01'.50 N, 29°00'.20 E	(27)	41°03'.10 N, 29°02'.96 E
(28)	41°04'.50 N, 29°03'.33 E	(29)	41°04'.97 N, 29°03'.92 E
(30)	41°06'.05 N, 29°03'.85 E	(31)	41°06'.35 N, 29°04'.00 E
(32)	41°07'.20 N, 29°05'.40 E	(33)	41°07'.40 N, 29°05'.35 E
(34)	41°08'.85 N, 29°03'.89 E	(35)	41°09'.48 N, 29°03'.84 E
(36)	41°10'.80 N, 29°05'.20 E	(37)	41°11'.67 N, 29°06'.78 E
(38)	41°12'.30 N, 29°07'.20 E	(6)	41°13'.36 N, 29°08'.55 E

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

(9)	41°13'.80 N, 29°07'.50 E	(39)	41°12'.30 N, 29°06'.63 E
(40)	41°12'.00 N, 29°06'.00 E	(41)	41°10'.51 N, 29°04'.50 E
(42)	41°09'.52 N, 29°03'.29 E	(43)	41°09'.03 N, 29°03'.27 E
(44)	41°07'.48 N, 29°04'.62 E	(45)	41°06'.25 N, 29°03'.50 E
(46)	41°05'.13 N, 29°03'.53 E	(47)	41°04'.92 N, 29°03'.40 E
(48)	41°04'.57 N, 29°02'.94 E	(49)	41°04'.13 N, 29°02'.85 E
(50)	41°02'.97 N, 29°02'.07 E	(51)	41°01'.73 N, 28°59'.73 E
(52)	41°01'.29 N, 28°59'.45 E	(53)	41°00'.30 N, 28°59'.42 E

#### STRAIT OF ISTANBUL - SOUTH APPROACH AND SEA OF MARMARA (New scheme)

(Reference charts: Turkish charts 2923 (INT3754), 1991 edition; 293, 1990 edition; 295 (INT3752), 1988 edition

Note: These charts are based on European Datum)

#### Description of the traffic separation scheme

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

(22)	41°01'.40 N, 28°59'.80 E
(23)	41°00'.15 N, 28°59'.75 E
(54)	40°59'.53 N, 28°59'.73 E
(55)	40°58'.80 N, 28°59'.44 E

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

(55)	40°58'.80 N, 28°59'.44 E
(56)	40°57'.53 N, 28°58'.63 E
(57)	40°57'.78 N, 28°58'.11 E

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

(71) 40°58'.21 N, 28°57'.22 E  
(57) 40°57'.78 N, 28°58'.11 E  
(56) 40°57'.53 N, 28°58'.63 E  
(81A) 40°56'.83 N, 29°00'.06 E  
(81) 40°55'.00 N, 29°00'.06 E  
(67) 40°54'.70 N, 28°58'.55 E  
(68) 40°53'.78 N, 28°57'.15 E  
(78) 40°42'.90 N, 28°55'.92 E  
(59) 40°54'.30 N, 28°55'.40 E  
(65) 40°55'.58 N, 28°54'.82 E  
(71A) 40°56'.83 N, 28°54'.23 E

(d) The focal point of the precautionary area is located at the following geographical position:

(58) 40°56'.10 N, 28°57'.00 E

A circular area to be avoided with a 0.15 mile radius is established around position (58).

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

(59) 40°54'.30 N, 28°55'.40 E  
(60) 40°52'.40 N, 28°52'.10 E  
(61) 40°44'.20 N, 27°38'.09 E  
(62) 40°26'.00 N, 26°45'.25 E  
(63) 40°45'.42 N, 27°38'.09 E  
(64) 40°53'.90 N, 28°52'.10 E  
(65) 40°55'.58 N, 28°54'.82 E

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

(66) 40°51'.50 N, 29°00'.31 E  
(67) 40°54'.70 N, 28°58'.55 E  
(68) 40°53'.78 N, 28°57'.15 E  
(69) 40°51'.95 N, 28°58'.00 E

(g) A traffic lane for traffic bound for the Canakkale Strait is established in the Sea of Marmara between the separation zones/lines in paragraphs (a), (b), (c), (d) and (e) above and a line connecting the following geographical positions:

(53) 41°00'.30 N, 28°59'.42 E  
(70) 40°59'.50 N, 28°59'.39 E  
(71) 40°58'.21 N, 28°57'.22 E  
(72) 40°55'.89 N, 28°52'.09 E  
(73) 40°47'.40 N, 27°38'.09 E  
(74) 40°26'.50 N, 26°45'.25 E

- (h) A traffic lane for traffic bound for the Strait of Istanbul is established in the Sea of Marmara between the separation zones/lines in paragraphs (e), (d), (c), (b) and (a) above and a line connecting the following geographical positions:

(75) 40°25'.50 N, 26°45'.25 E  
 (76) 40°42'.20 N, 27°38'.09 E  
 (77) 40°50'.39 N, 28°52'.07 E  
 (78) 40°52'.90 N, 28°55'.92 E

- (i) A traffic lane for traffic from the Strait of Istanbul headed for the Gulf of Izmit is established between the traffic lane/separation zones in paragraphs (c), (e), (f) and (g) above and a line connecting the following geographical positions:

(78) 40°52'.90 N, 28°55'.92 E  
 (79) 40°51'.50 N, 28°56'.57 E

- (j) A traffic lane for traffic from the south and south-east of the Sea of Marmara and the Gulf of Izmit sailing toward the Strait of Istanbul is established between the traffic separation zone in paragraph (f) and a line connecting the following geographical positions:

(80) 40°52'.00 N, 29°01'.73 E  
 (81) 40°55'.00 N, 29°00'.06 E  
 (24) 41°00'.00 N, 29°00'.06 E

#### STRAIT OF CANAKKALE (New scheme)

(Reference chart: Turkish chart 212 (INT3750), 1991 edition

Note: This chart is based on European Datum)

#### Description of the traffic separation scheme

The Strait of Canakkale traffic lane is the area between the line joining Cape Mehmetcik lighthouse and Cape Kumkale lighthouse in the south-west, the line joining the Gelibolu lighthouse to the Cardak lighthouse in the north-east and the outer boundaries of the Strait of Canakkale traffic lane whose co-ordinates are given below:

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

(62) 40°26'.00 N, 26°45'.25 E	(82) 40°24'.05 N, 26°41'.65 E
(83) 40°22'.83 N, 26°40'.21 E	(84) 40°20'.90 N, 26°38'.55 E
(85) 40°18'.62 N, 26°35'.88 E	(86) 40°13'.40 N, 26°27'.80 E
(87) 40°12'.11 N, 26°23'.50 E	(88) 40°11'.63 N, 26°22'.95 E
(89) 40°09'.00 N, 26°23'.40 E	(90) 40°08'.55 N, 26°23'.31 E
(91) 40°08'.15 N, 26°23'.09 E	(92) 40°04'.25 N, 26°18'.54 E
(93) 40°02'.59 N, 26°15'.44 E	

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

(93) 40°02'.59 N, 26°15'.45 E  
 (120) 40°01'.52 N, 26°11'.18 E  
 (125) 40°01'.28 N, 26°11'.41 E  
 (126) 40°01'.90 N, 26°14'.32 E

- (c) A traffic lane for north-east bound traffic is established between the separation zone/line in (b) and (a) above and a line connecting the following geographical positions:

(94)	40°00'.99 N, 26°11'.70 E	(95)	40°01'.10 N, 26°15'.01 E
(96)	40°01'.90 N, 26°17'.22 E	(97)	40°07'.70 N, 26°23'.48 E
(98)	40°08'.90 N, 26°23'.70 E	(99)	40°09'.50 N, 26°23'.95 E
(100)	40°11'.84 N, 26°23'.62 E	(101)	40°13'.10 N, 26°28'.90 E
(102)	40°16'.90 N, 26°34'.35 E	(103)	40°18'.10 N, 26°36'.30 E
(104)	40°20'.50 N, 26°39'.18 E	(105)	40°23'.65 N, 26°42'.04 E
(75)	40°25'.50 N, 26°45'.25 E		

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

(74)	40°26'.50 N, 26°45'.25 E	(106)	40°24'.45 N, 26°41'.20 E
(107)	40°23'.20 N, 26°39'.25 E	(108)	40°21'.30 N, 26°37'.82 E
(109)	40°19'.10 N, 26°35'.45 E	(110)	40°14'.50 N, 26°27'.88 E
(111)	40°13'.12 N, 26°25'.55 E	(112)	40°12'.46 N, 26°23'.31 E
(113)	40°12'.02 N, 26°22'.50 E	(114)	40°11'.39 N, 26°22'.19 E
(115)	40°08'.73 N, 26°23'.10 E	(116)	40°08'.42 N, 26°22'.91 E
(117)	40°05'.60 N, 26°18'.95 E	(118)	40°02'.67 N, 26°13'.24 E
(119)	40°02'.00 N, 26°11'.03 E		

#### STRAIT OF CANAKKALE SOUTH-WEST APPROACH (New scheme)

(Reference charts: Turkish charts 2134, 1992 edition; 213, 1993 edition

**Note:** These charts are based on European Datum)

#### Description of the traffic separation scheme

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

(120)	40°01'.52 N, 26°11'.18 E
(121)	40°00'.20 N, 25°59'.70 E
(122)	39°58'.80 N, 25°57'.70 E
(123)	39°57'.20 N, 25°57'.70 E
(124)	39°59'.70 N, 26°00'.40 E
(125)	40°01'.28 N, 26°11'.41 E

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

(119)	40°02'.00 N, 26°11'.03 E
(127)	40°01'.55 N, 25°57'.70 E

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

(94)	40°00'.99 N, 26°11'.70 E
(128)	39°58'.29 N, 26°01'.60 E
(129)	39°55'.00 N, 25°57'.70 E

IN THE EAST LAMMA CHANNEL (Amended scheme)

(Reference charts: British Admiralty 937, 1989 edition and 1918, 1988 edition)

**Note:** The above chart is based on Hong Kong (1963) Datum)

**Western approaches to Victoria Port (East Lamma Channel)**

The traffic separation scheme for the western approaches to Victoria Port (East Lamma Channel) comprises:

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

- (1) 22°09'.43 N, 114°12'.58 E
- (2) 22°10'.35 N, 114°11'.92 E

(b) A traffic lane for inbound traffic is established between the separation line specified in (a) and straight lines connecting the following geographical positions:

- (3) 22°09'.83 N, 114°13'.22 E
- (4) 22°10'.68 N, 114°12'.43 E

(c) A traffic lane for outbound traffic is established between the separation line specified in (a) and straight lines connecting the following geographical positions:

- (5) 22°09'.00 N, 114°11'.88 E
- (6) 22°10'.00 N, 114°11'.37 E

(d) A precautionary area established by a line connecting the following geographical positions:

- (7) 22°10'.68 N, 114°12'.43 E
- (8) 22°11'.30 N, 114°11'.87 E (Chesterman)
- (9) 22°10'.73 N, 114°10'.97 E
- (10) 22°10'.00 N, 114°11'.37 E

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

- (11) 22°11'.02 N, 114°11'.42 E
- (12) 22°12'.65 N, 114°10'.23 E (LCS 1)
- (13) 22°14'.92 N, 114°07'.18 E (Lamma Patch)
- (14) 22°16'.37 N, 114°06'.43 E (LCS 2)

(f) A traffic lane for inbound traffic is established between the separation line specified in (e) and straight lines connecting the following geographical positions:

- (15) 22°11'.30 N, 114°11'.87 E (Chesterman)
- (16) 22°12'.87 N, 114°10'.42 E (LCS 1 NE)
- (17) 22°15'.10 N, 114°07'.43 E (LP NE)
- (18) 22°16'.47 N, 114°06'.67 E (LCS 2 NE)

- (g) A traffic lane for outbound traffic is established between the separation line specified in (e) and straight lines connecting the following geographical positions:

- (19) 22°10'.73 N, 114°10'.97 E
- (20) 22°12'.45 N, 114°10'.07 E (LCS 1 SW)
- (21) 22°14'.73 N, 114°06'.97 E (LP SW)
- (22) 22°16'.23 N, 114°06'.13 E (LCS 2 SW)

**Inshore traffic zones**

- (h) A designated inshore traffic zone on the landward side of the inbound traffic lane is established as follows:

The area between the outer boundary of the inbound traffic lane specified in (f) and a straight line drawn from the position (15) in the direction 056°T to the shore and a straight line drawn from position (18) in the direction 063°T to the shore.

- (i) A designated inshore traffic zone on the landward side of the outbound traffic lane as follows:

The area between the outer boundary of a part of the outbound traffic lane specified in (g) and the adjacent coast, and a straight line drawn from position (20) in the direction 218.5°T to the shore, and a straight line drawn from position (21) in the direction 231°T to the shore.

**Remarks:**

A Safe Water Mark LCS 1 is to be laid in position (1) with the characteristics of Lfl 10s in conjunction with the amended traffic separation scheme - western approaches to Victoria Port (East Lamma Channel). The existing LCS 1 and LCS 2 will be renamed LCS 2 and LCS 3 respectively; their type and characteristics will remain unchanged.

**IN THE STRAIT OF GIBRALTAR (ITZ)**

Replace the description of the inshore traffic zones by the following:

**Northern Inshore Traffic Zone**

- (a) The area between the northern boundary of the scheme and the Spanish coast and lying between the following limits is designated an inshore traffic zone:

- (1) Eastern limit: That part of the meridian 005°25.6 W between the northern boundary of the westbound traffic lane (latitude 36°01.29 N, corresponding to point No.4 on the attached chartlet) and the Spanish coast.
- (2) Western limit: That part of the meridian 005°44.9 W between the northern boundary of the westbound traffic lane (latitude 35°58.49 N, corresponding to point No.6 on the attached chartlet) and the Spanish coast.

**Southern Inshore Traffic Zone**

- (b) The area between the southern limit of the scheme and the adjacent Moroccan coastline and lying between the following limits is designated an inshore traffic zone:

- (1) Eastern limit: That part of the meridian 5°25.6 W between the southernmost extremity of the eastbound lane (latitude 35°56.89 N corresponding to position 9 on the attached chartlet) and the Moroccan coastline.
- (2) Western limit: That part of the meridian 5°44.9 W falling between the southernmost extremity of the eastbound traffic lane (latitude 35°52.49 N corresponding to position 7 on the attached chartlet) and the Moroccan coastline.

**OFF USHANT (ITZ)**

Replace the description of the inshore traffic zone by the following:

The area between the following limits is designated an inshore traffic zone:

- (1) North-eastern limit: a line joining
  - the eastern corner of the scheme (48°34'2 N - 05°07'4 W)
  - and the MEN KORN buoy (48°28'0 N - 05°01'4 W)
- (2) South-western limit: a line joining
  - the southern corner of the scheme (48°26'4 N - 05°17'3 W)
  - and LA JUMENT lighthouse (48°25'4 N - 05°08'1 W)

**IN THE STRAIT OF HORMUZ (ITZ)**

Replace the description of the inshore traffic zone by the following:

"The area between the MUSANDAM PENINSULA coast and landward boundary of the traffic separation scheme bounded by a line connecting the following geographical positions:

- 26°15'.35 N, 56°12'.92 E
- 26°30'.20 N, 56°23'.25 E (9)
- 26°32'.50 N, 56°28'.95 E (10)
- 26°32'.50 N, 56°32'.35 E (11)
- 26°27'.60 N, 56°35'.65 E (12) and
- 26°19'.05 N, 56°31'.25 E

is designated as an inshore traffic zone."

OFF RAS AL HADD (ITZ)

Replace the description of the inshore traffic zone by the following:

"The area between the coast and the landward boundary of the traffic separation scheme, and lying between a line connecting the following geographical positions:

- (4) 22°36'.5 N, 59°54'.0 E to Ras Al Hadd position (10) 22°32'.0 N, 59°47'.93 E and a line drawn from position (6) 22°25'.4 N, 59°58'.2 E to Ras Al Junaiz position (11) 22°25'.4 N, 59°50'.0 E

is designated as an inshore traffic zone."

OFF TEXEL  
OFF VLIELAND  
TERSCHELLING - GERMAN BIGHT

Replace the existing "Special Provisions" by the following:

**"Special Provisions"**

This scheme should not be used by the following classes of ships:

- (a) tankers of 10,000 tons gross tonnage and upwards, carrying oils as defined under Annex I, to the International Convention for the Prevention of Pollution from Ships 1973, as modified by the Protocol of 1978 relating thereto (MARPOL 73/78);
- (b) ships of 5,000 tons gross tonnage and upwards, carrying noxious liquid substances in bulk as assessed as categories A or B of Annex II, to the International Convention for the Prevention of Pollution by Ships 1973, as modified by the Protocol of 1978 relating thereto (MARPOL 73/78);
- (c) ships of 10,000 tons gross tonnage and upwards, carrying noxious liquid substances in bulk as assessed as categories C or D of Annex II, to the International Convention for the Prevention of Pollution by Ships 1973, as modified by the Protocol of 1978 relating thereto (MARPOL 73/78); and
- (d) ships of 10,000 tons gross tonnage and upwards, carrying liquefied gasses in bulk.

These ships should use, instead, the "Recommended Route for tankers from North Hinder to the German Bight vice versa.

**Exemptions**

Ships in ballast condition are exempted from the special provisions above."

**OFF CABO SAN ANTONIO (Amended scheme)**

(Reference charts: Instituto Cubano de Hidrografia 1001, 1101 and 1122)

**Note:** These charts are based on North American 1927 Geodetic Datum.

British Admiralty 1220 (1977 edition); 2579 (1934 edition); 3867 (1980 edition))

**Description of the traffic separation scheme**

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

(1) 21°43'.9 N, 85°07'.2 W                      (2) 22°01'.0 N, 85°07'.2 W

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

(3) 21°42'.7 N, 85°11.5 W                      (4) 22°01'.0 N, 85°11'.5 W

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

(5) 21°45'.0 N, 85°03'.0 W                      (6) 22°01'.0 N, 85°03'.0 W

**Inshore traffic zone**

The area within the lines bounded by the following geographical positions:

Punto del Holandes 21°48'.6 N, 84°48'.2 W, (5) and (6) of the Cabo San Antonio traffic separation scheme and a point on the coast marked by the co-ordinates 22°00'.0 N, 84°34'.5 W

**OFF LA TABLA (Amended scheme)**

(Reference charts: Instituto Cubano de Hidrografia 1001, 1101 and 1122

**Note:** This chart is based on North American 1927 Geodetic Datum. British Admiralty 1220, 1977 edition; 2579, 1934 edition; 3867, 1980 edition.)

**Description of the traffic separation scheme**

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

(1) 22°27'.9 N, 84°42'.1 W                      (2) 22°19'.7 N, 84°49'.9 W

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

(3) 22°21'.4 N, 84°51'.9 W                      (4) 22°29'.8 N, 84°44'.2 W

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

(5) 22°19'.0 N, 84°47'.8 W                      (6) 22°26'.4 N, 84°40'.2 W

**Inshore traffic zone**

The area within the lines bounded by the following geographical positions:

Punta Plumaies 22°02'.8 N, 84°29'.3 W, (5) and (6) of the traffic separation scheme off La Tabla, and the point on the coast marked by the co-ordinates 22°14'.0 N, 84°25'0 W.

**OFF COSTA DE MATANZAS (Amended scheme)**

(Reference charts: Instituto Cubano de Hidrografia 1001, 1101, 1102, 1126, 1127, 2001, 3001, 4001, 4002 and 4101.

**Note:** These charts are based on North American 1927 Geodetic Datum. British Admiralty 1220, 1977 edition; 2579, 1934 edition; 3867, 1980 edition.)

**Description of the traffic separation scheme**

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

(1) 23°23'.5 N, 81°08'.0 W                      (3) 23°23'.0 N, 80°28'.0 W  
(2) 23°25'.0 N, 80°53'.8 W

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

(4) 23°26'.0 N, 81°08'.3 W                      (6) 23°25'.5 N, 80°27'.6 W  
(5) 23°27'.5 N, 80°54'.0 W

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

(7) 23°21'.1 N, 81°07'.8 W                      (9) 23°20'.5 N, 80°28'.0 W  
(8) 23°22'.5 N, 80°54'.0 W

**Inshore traffic zone**

The area within the lines bounded by the following geographical positions:

Punta de Molas 23°11'.5 N, 81°07'.15 W, (7), (8) and (9) of the traffic separation scheme off Costa De Matanzas and Faro Cayo Bahia de Cadiz 23°12'.3 N, 80°28'.9 W.

IN THE OLD BAHAMA CHANNEL (Amended scheme)

(Reference charts: Instituto Cubano de Hidrografia 1001, 1102, 1103, 1129, 1130, 3001, 4002 and 4104.

**Note:** These charts are based on North American 1927 Geodetic Datum. British Admiralty 1220, 1977 edition; 2579, 1934 edition; 3867, 1980 edition.)

**Description of the traffic separation scheme**

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

(1) 22°48'.4 N, 78°45'.0 W                      (3) 22°18'.9 N, 77°39'.4 W  
(2) 22°35'.2 N, 78°06'.4 W                      (4) 22°09'.0 N, 77°27'.8 W

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

(5) 22°50'.2 N, 78°43'.3 W                      (7) 22°20'.8 N, 77°38'.1 W  
(6) 22°37'.3 N, 78°05'.4 W                      (8) 22°10'.7 N, 77°26'.3 W

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

(9) 22°46'.7 N, 78°47'.0 W                      (11) 22°17'.2 N, 77°41'.0 W  
(10) 22°33'.2 N, 78°07'.7 W                      (12) 22°07'.3 N, 77°29'.6 W

**Inshore traffic zone**

The area within the lines bounded by the following geographical positions:

The point on the coast marked by the co-ordinates 22°30'.4 N, 78°53'.3 W, (9), (10), (11) and (12) of the traffic separation scheme for the Old Bahama Channel and Point Mangle 21°59'.8 N, 77°37'.4 W.

OFF PUNTA MATERNILLOS (Amended scheme)

(Reference chart: Instituto Cubano de Hidrografia 1001, 1103, 1130, 3001, 4001 and 4002.

**Note:** These charts are based on North American 1927 Geodetic Datum. British Admiralty 1220, 1977 edition; 2579, 1934 edition, 3867, 1980 edition).

**Description of the traffic separation scheme**

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

(1) 21°51'.2 N, 77°06'.8 W                      (3) 21°44'.2 N, 76°54'.0 W  
(2) 21°47'.8 N, 77°02'.8 W

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

- (4) 21°53'.1 N, 77°04'.9 W                      (6) 21°46'.5 N, 76°53'.0 W  
 (5) 21°49'.8 N, 77°01'.2 W

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

- (7) 21°49'.5 N, 77°08'.8 W                      (9) 21°42'.0 N, 76°55'.0 W  
 (8) 21°45'.7 N, 77°04'.2 W

#### Inshore traffic zone

The area within the lines bounded by the following geographical positions:

Punta Central 21°40'.8 N, 77°12'.6 W, (7), (8) and (9) of the traffic separation scheme off Punta Maternillos and Punta Ganado 21°31'.25 N, 76°59'.75 W.

OFF PUNTA LUCRECIA (Amended scheme)

(Reference charts: Instituto Cubano de Hidrografia 1001, 1103, 1131, 1132, 3001, 3002, 4001, 4002 and 4104.

**Note:** These charts are based on North American 1927 Geodetic Datum. British Admiralty 1220, 1977 edition; 2579, 1934 edition, 3867, 1980 edition).

#### Description of the traffic separation scheme

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

- (1) 21°15'.0 N, 75°42'.2 W                      (3) 21°07'.0 N, 75°25'.0 W  
 (2) 21°11'.4 N, 75°33'.4 W

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

- (4) 21°17'.3 N, 75°41'.2 W                      (6) 21°09'.2 N, 75°23'.7 W  
 (5) 21°13'.7 N, 75°32'.3 W

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

- (7) 21°12'.8 N, 75°41'.2 W                      (9) 21°04'.9 N, 75°26'.2 W  
 (8) 21°09'.2 N, 75°34'.5 W

The coastal navigation zone is the area within the lines bounded by the following geographical positions:

Faro Bahia de Sama 21°07'.3 N, 75°46'.4 W, (7), (8) and (9) of the traffic separation scheme, Punta Lucrecia and Punta Morales 20°55'.1 N, 75°36'.8 W.

OFF CABO MAYSI (Amended scheme)

(Reference charts: Instituto Cubano de Hidrografia 1001, 1103, 1133, 1134, 3001, 3002, 3103, 4001, 4002 and 4104 and 4106.

**Note:** These charts are based on North American 1927 Geodetic Datum. British Admiralty 1220, 1977 edition; 2579, 1934 edition, 3867, 1980 edition).

**Description of the traffic separation scheme**

- (a) A separation zone, two miles wide, centred upon the following geographical positions:

(1) 20°22'.8 N, 73°58'.8 W                      (2) 20°05'.0 N, 73°58'.8 W

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

(3) 20°23'.7 N, 73°55'.0 W                      (4) 20°05'.0 N, 73°55'.0 W

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

(5) 20°21'.8 N, 74°02'.6 W                      (6) 20°05'.0 N, 74°02'.6 W

**Inshore traffic zone**

The area within the lines bounded by the following geographical positions:

Punta Fraile 20°19'.1 N, 74°13'.75 W, (5) and (6) of the traffic separation scheme, Punta Maysi and Punta Negra 20°05'.55 N, 74°14'.1 W.