



File E

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COLREG.2/Circ.48
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NEW AND AMENDED EXISTING TRAFFIC SEPARATION SCHEMES

1 The Maritime Safety Committee, at its seventy-second session (17 to 26 May 2000), adopted, in accordance with the provisions of resolution A.858(20) new and amended existing traffic separation schemes and associated routing measures, as follows:

- .1 "In the approaches to Iquique" (amended scheme);
- .2 "In the approaches to Punta Arenas" (amended scheme);
- .3 "Landfall and approaches to Paita Bay" (new scheme);
- .4 "Approaches to Puerto Callao" (new scheme);
- .5 "Landfall and approaches to Puerto San Martin" (new scheme);
- .6 "Landfall and approaches to Puerto Ilo" (new scheme); and
- .7 "In the waters Off the Chengsan Jian Promontory" (new scheme).

2 The new and amended traffic separation schemes (listed above and detailed at annexes 1 to 7) will be implemented at 0000 hours UTC on 1 December 2000.

ANNEX 1

NEW AND AMENDED TRAFFIC SEPARATION SCHEMES
AND ASSOCIATED ROUTEING MEASURES

IN THE APPROACHES TO IQUIQUE (amended scheme)

(Reference chart: Chilean Hydrographic Office 104, 1988 edition.)

Note: This chart is based on South American 1969 Datum)

1.1 The amended traffic separation scheme in the approaches to Iquique will consist of:

4 traffic lanes; and
3 traffic separation zones between them.

1.2 The direction of navigation will be:

traffic lanes for entry to the port:
with bearings 103°(T) and 052°(T) respectively.

traffic lanes for exit from the port
with bearings 310°(T) and 257°(T) respectively.

1.3 Description of the amended traffic separation scheme in the approaches to Iquique:

(a) Northern limit, consisting of a line connecting the following geographical positions:

- | | | |
|-----|-------------|--------------|
| (1) | 20°10'.40 S | 070°10'.80 W |
| (2) | 20°11'.10 S | 070°10'.18 W |

(b) Southern limit, consisting of a line connecting the following geographical positions:

- | | | |
|-----|-------------|--------------|
| (3) | 20°12'.60 S | 070°10'.95 W |
| (4) | 20°11'.87 S | 070°10'.17 W |

(c) Traffic separation zones, consisting of the following:

- The area within a line connecting the following geographical positions:

- | | | |
|-----|-------------|--------------|
| (5) | 20°10'.72 S | 070°11'.22 W |
| (6) | 20°11'.22 S | 070°10'.30 W |
| (7) | 20°11'.28 S | 070°10'.33 W |
| (8) | 20°10'.88 S | 070°11'.32 W |

- The area within a line connecting the following geographical positions:

- | | | |
|------|-------------|--------------|
| (9) | 20°11'.38 S | 070°11'.45 W |
| (10) | 20°11'.45 S | 070°10'.38 W |
| (11) | 20°11'.52 S | 070°10'.38 W |
| (12) | 20°11'.60 S | 070°11'.45 W |

- The area within a line connecting the following geographical positions:

(13) 20°12'.10 S 070°11'.30 W

(14) 20°11'.68 S 070°10'.33 W

(15) 20°11'.73 S 070°10'.30 W

(16) 20°12'.28 S 070°11'.18 W

- (d) Traffic lanes for entry to the port, at the following positions:

Direction east

(17) 20°11'.25 S 070°10'.85 W

Direction north-east

(18) 20°12'.10 S 070°10'.68 W

- (e) Traffic lanes for exit from the port, at the following positions:

Direction north-west:

(19) 20°10'.87 S 070°10'.60 W

Direction west

(20) 20°11'.72 S 070°10'.38 W

ANNEX 2

IN THE APPROACHES TO PUNTA ARENAS (amended scheme)

(Reference chart: Chilean Hydrographic Office 11410, (1968) edition.

Note: This chart is based on South American 1969 Datum)

- 2.1** The amended traffic separation scheme in the approaches to Punta Arenas will consist of:
- 2 traffic lanes; and
1 traffic separation zone
- 2.2** The direction of navigation will be:
- Traffic lane for entry into the port
True bearing 296°
- Traffic for exit from the port:
True bearing 129°
- 2.3** Description of the amended traffic separation scheme in the approaches to Punta Arenas:
- (a) Northern limit, consisting of a line connecting the following geographical positions:
- | | | |
|-----|-------------|--------------|
| (1) | 53°10'.25 S | 070°49'.90 W |
| (2) | 53°10'.90 S | 070°46'.65 W |
- (b) Southern limit, consisting of a line connecting the following geographical positions:
- | | | |
|-----|-------------|--------------|
| (3) | 53°11'.42 S | 070°51'.07 W |
| (4) | 53°12'.80 S | 070°48'.70 W |
- (c) Traffic separation zones, the area within a line connecting the following geographical positions:
- | | | |
|-----|-------------|--------------|
| (5) | 53°10'.65 S | 070°50'.30 W |
| (6) | 53°11'.72 S | 070°47'.50 W |
| (7) | 53°11'.02 S | 070°50'.67 W |
| (8) | 53°12'.03 S | 070°47'.85 W |
- (d) Traffic lanes for entry to the port, at the following position:
- | | | |
|-----|-------------|--------------|
| (9) | 53°11'.00 S | 070°48'.30 W |
|-----|-------------|--------------|
- (e) Traffic lanes for exit from the port, at the following position:
- | | | |
|------|-------------|--------------|
| (10) | 53°11'.80 S | 070°49'.60 W |
|------|-------------|--------------|

ANNEX 3

LANDFALL AND APPROACHES TO PAITA BAY (new scheme)

(Reference charts: PERU - HIDRONAV – 1133 Ed.1997, Rev.1998
PERU - HIDRONAV - 1150 Ed.1987, Rev.1997)

Note: these charts are based on World Geodetic System (WGS 84) Datum)

Description of traffic separation scheme

The traffic separation scheme for the approaches to Paita Bay consists of the following:

- (a) A separation zone bounded by a line connecting the following geographical points:
- | | |
|-------------------------------|-------------------------------|
| (1) 05°02'.06 S; 081°08'.95 W | (3) 05°02'.77 S; 081°13'.14 W |
| (2) 05°01'.80 S; 081°13'.14 W | (4) 05°02'.52 S; 081°08'.95 W |
- (b) A traffic lane for westbound traffic, between the separation zone and a line connecting the following geographical points:
- | | |
|-------------------------------|-------------------------------|
| (5) 05°00'.93 S; 081°08'.95 W | (6) 04°59'.63 S; 081°13'.14 W |
|-------------------------------|-------------------------------|
- (c) A traffic lane for eastbound traffic, between the separation zone and a line connecting the following geographical points:
- | | |
|-------------------------------|-------------------------------|
| (7) 05°04'.96 S; 081°13'.14 W | (8) 05°03'.65 S; 081°08'.95 W |
|-------------------------------|-------------------------------|

ANNEX 4

APPROACHES TO PUERTO CALLAO (new scheme)

(Reference charts: PERU - HIDRONAV - 1396 Ed. 1984, Rev.1996)

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

Description of traffic separation scheme

The traffic separation scheme for the approaches to Puerto Callao consists of three parts:

Part I**Northwest approaches**

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

- | | |
|-------------------------------|-------------------------------|
| (1) 12°01'.14 S; 077°15'.06 W | (3) 12°00'.07 S; 077°16'.57 W |
| (2) 11°59'.86 S; 077°16'.36 W | (4) 12°01'.31 S; 077°15'.31 W |

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

- | | |
|-------------------------------|-------------------------------|
| (5) 12°01'.01 S; 077°14'.28 W | (6) 11°59'.26 S; 077°15'.70 W |
|-------------------------------|-------------------------------|

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

- | | |
|-------------------------------|-------------------------------|
| (7) 12°00'.70 S; 077°17'.21 W | (8) 12°01'.78 S; 077°15'.61 W |
|-------------------------------|-------------------------------|

Part II**Southwest approaches**

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

- | | |
|--------------------------------|--------------------------------|
| (9) 12°02'.50 S; 077°15'.56 W | (11) 12°03'.72 S; 077°16'.89 W |
| (10) 12°03'.50 S; 077°17'.08 W | (12) 12°02'.78 S; 077°15'.40 W |

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

- | | |
|--------------------------------|--------------------------------|
| (13) 12°01'.92 S; 077°15'.65 W | (14) 12°02'.80 S; 077°17'.81 W |
|--------------------------------|--------------------------------|

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

- | | |
|--------------------------------|--------------------------------|
| (15) 12°04'.40 S; 077°16'.20 W | (16) 12°03'.00 S; 077°14'.87 W |
|--------------------------------|--------------------------------|

Part III

Main shipping channel

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

(17) 12°02'.62 S; 077°11'.00 W

(18) 12°02'.16 S; 077°13'.63 W

(19) 12°02'.28 S; 077°13'.65 W

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

(20) 12°02'.44 S; 077°13'.71 W

(21) 12°02'.78 S; 077°11'.00W

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

(22) 12°02'.47 S; 077°11'.00 W

(23) 12°02'.00 S; 077°13'.63 W

Precautionary area

A precautionary area of 1 mile in radius, centred on the following geographical position:

(24) 12°02'.05 S; 077°14'.64 W

Area to be avoided

There is a circular area to be avoided of 0.11 miles radius (200 metres, 1.1 cables) at the following geographical position:

(24) 12°02'.05 S; 077°14'.64 W

ANNEX 5

LANDFALL AND APPROACHES TO PUERTO SAN MARTIN (new scheme)

(Reference charts: PERU - HIDRONAV - 226 Ed. 1997
 PERU - HIDRONAV - 2171 Ed.1980 Rev.1996
 PERU - HIDRONAV - 2172 Ed.1978 Rev.1997)

Note: these charts are based on World Geodetic System (WGS 84) Datum)

Description of traffic separation scheme

The traffic separation scheme for the landfall and approaches to Puerto San Martin consists of three parts:

Part I**Northern approaches**

- (a) A separation zone bounded by a line connecting the following geographical points:
- | | |
|-------------------------------|-------------------------------|
| (1) 13°41'.62 S; 076°17'.60 W | (3) 13°36'.80 S; 076°19'.20 W |
| (2) 13°36'.80 S; 076°18'.85 W | (4) 13°41'.60 S; 076°17'.90 W |
- (b) A traffic lane for northbound traffic, between the separation zone and a line connecting the following geographical points:
- | | |
|-------------------------------|-------------------------------|
| (5) 13°41'.65 S; 076°17'.00 W | (6) 13°36'.80 S; 076°18'.35 W |
|-------------------------------|-------------------------------|
- (c) A traffic lane for southbound traffic, between the separation zone and a line connecting the following geographical points:
- | | |
|-------------------------------|-------------------------------|
| (7) 13°36'.80 S; 076°19'.70 W | (8) 13°41'.58 S; 076°18'.40 W |
|-------------------------------|-------------------------------|

Part II**Western approaches**

- (a) A separation zone bounded by a line connecting the following geographical points:
- | | |
|--------------------------------|--------------------------------|
| (9) 13°42'.20 S; 076°18'.20 W | (11) 13°42'.20 S; 076°25'.00 W |
| (10) 13°41'.80 S; 076°25'.00 W | (12) 13°42'.65 S; 076°18'.10 W |
- (b) A traffic lane for westbound traffic, between the separation zone and a line connecting the following geographical points:
- | | |
|-------------------------------|--------------------------------|
| (8) 13°41'.58 S; 076°18'.40 W | (13) 13°41'.10 S; 076°25'.00 W |
|-------------------------------|--------------------------------|
- (c) A traffic lane for eastbound traffic, between the separation zone and a line connecting the following geographical points:
- | | |
|--------------------------------|--------------------------------|
| (14) 13°42'.85 S; 076°25'.00 W | (15) 13°43'.30 S; 076°17'.90 W |
|--------------------------------|--------------------------------|

Part III

Approach to the port

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

- | | | | |
|------|---------------------------|------|---------------------------|
| (16) | 13°43'.34 S; 076°17'.05 W | (18) | 13°44'.58 S; 076°17'.10 W |
| (17) | 13°44'.60 S; 076°16'.70 W | (19) | 13°43'.32 S; 076°17'.50 W |

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

- | | | | |
|------|---------------------------|------|---------------------------|
| (20) | 13°43'.36 S; 076°16'.55 W | (21) | 13°44'.62 S; 076°16'.20 W |
|------|---------------------------|------|---------------------------|

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

- | | | | |
|------|---------------------------|------|---------------------------|
| (15) | 13°43'.30 S; 076°17'.90 W | (22) | 13°44'.50 S; 076°17'.60 W |
|------|---------------------------|------|---------------------------|

Precautionary area

A precautionary area bounded by a line connecting the following geographical points is established between the northern and western approaches and the approach to the port:

- | | | | |
|-----|---------------------------|------|---------------------------|
| (5) | 13°41'.65 S; 076°17'.00 W | (15) | 13°43'.30 S; 076°17'.90 W |
| (8) | 13°41'.58 S; 076°18'.40 W | (20) | 13°43'.36 S; 076°16'.55 W |

Area to be avoided

There is a circular area to be avoided of 0.2 miles radius (370 metres, 2 cables) centred on the following geographical position:

- | | |
|------|--------------------------|
| (23) | 13°42'.48 S; 076°17'.45W |
|------|--------------------------|

ANNEX 6

LANDFALL AND APPROACHES TO PUERTO ILO (new scheme)

(Reference charts: PERU - HIDRONAV – 2350 Ed.1980, Rev.1991
 PERU - HIDRONAV - 3245 Ed.1995, Rev.1997

Note: these charts are based on World Geodetic System (WGS 84) Datum)

Description of traffic separation scheme

The traffic separation scheme for the landfall and approaches to Puerto Ilo consists of the following:

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

- | | | | |
|-----|---------------------------|-----|---------------------------|
| (1) | 17°38'.20 S; 071°24'.10 W | (3) | 17°39'.20 S; 071°27'.00 W |
| (2) | 17°38'.20 S; 071°27'.00 W | (4) | 17°39'.20 S; 071°24'.10 W |

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

- | | | | |
|-----|---------------------------|-----|---------------------------|
| (5) | 17°37'.40 S; 071°24'.10 W | (6) | 17°36'.20 S; 071°27'.00 W |
|-----|---------------------------|-----|---------------------------|

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

- | | | | |
|-----|---------------------------|-----|---------------------------|
| (7) | 17°41'.35 S; 071°27'.00 W | (8) | 17°40'.00 S; 071°24'.10 W |
|-----|---------------------------|-----|---------------------------|

ANNEX 7

IN THE WATERS OFF THE CHENGSHAN JIAO PROMONTORY (new scheme)

(Reference charts: Chinese charts 9701, 9304, and 9305.)

Note: These charts are based on (WGS 84) Datum)

The ships' routing system in the waters off Chengshan Jiao promontory consists of the traffic separation scheme, the inshore traffic zone and the precautionary area.

1 The traffic separation scheme

- .1 The separation zone, two nautical miles wide, is centred upon the line connecting the following geographical positions:

- | | | |
|-----|--------------|---------------|
| (1) | 37° 31'.18 N | 122° 45'.40 E |
| (2) | 37° 25'.29 N | 122° 49'.68 E |
| (3) | 37° 11'.60 N | 122° 49'.68 E |

- .2 The inner limit of the traffic separation scheme is the line connecting the following geographical positions:

- | | | |
|-----|--------------|---------------|
| (4) | 37° 29'.69 N | 122° 42'.13 E |
| (5) | 37° 24'.49 N | 122° 45'.91 E |
| (6) | 37° 11'.60 N | 122° 45'.91 E |

- .3 The outer limit of the traffic separation scheme is the line connecting the following geographical positions:

- | | | |
|-----|--------------|---------------|
| (7) | 37° 32'.69 N | 122° 48'.68 E |
| (8) | 37° 26'.09 N | 122° 53'.46 E |
| (9) | 37° 11'.60 N | 122° 53'.46 E |

- .4 The traffic lane for northbound traffic, two miles wide, is established between the separation zone and the outer limit of the traffic separation scheme. The main traffic directions are 000° (T) and 330° (T).

- .5 The traffic lane for southbound traffic, two miles wide, is established between the separation zone and the inner limit of the traffic separation scheme. The main traffic directions are 150° (T) and 180° (T).

2 The inshore traffic zone

The inshore traffic zone is the waters between the inner limit of the traffic separation scheme and the adjacent coast.

3 The precautionary area

The precautionary area is the area with the geographical position 37° 34'.65 N, 122° 42'.88 E as the centre and 5 miles as the radius.