



IMO

Ref. T2/2.07

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 fifty-fifth session, adopted the following new and amended traffic separation schemes (MSC 55/25, paragraph 12.2.1) details of which are attached:

- "In the approaches to Arica" (new scheme);
- "In the approaches to Iquique" (new scheme);
- "In the approaches to Punta Arenas" (new scheme);
- "In the North Channel" (amended scheme);
- "Off Casquets" (amended scheme);
- "Off Terschelling and in the German Bight" (amended scheme)
- "In the approaches to Antofagasta" (amended scheme);
- "In the approaches to Quintero Bay" (amended scheme);
- "In the approaches to Valparaiso" (amended scheme);
- "In the approaches to Concepcion Bay" (amended scheme);
- "In the approaches to San Vicente Bay" (amended scheme); and
- "Off Chicken Rock, Calf of Man" (cancelled scheme).

2 The new and amended TSSs and cancellation of the scheme "Off Chicken Rock, Calf of Man" will be implemented on 15 October 1988 at 0000 hours UTC.



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3 The Committee agreed to retain the existing TSS "Off Ushant" which was adopted at its thirty-eighth session and implemented on 1 January 1979, and cancelled the amended TSS, which it had adopted at its forty-fourth session (MSC XLIV/21, paragraph 13.9), and has never been implemented.

The Secretary-General has the honour to state that pursuant to Assembly resolution A.716(X) the Maritime Safety Committee, at its fifty-fifth session, adopted the following new and amended traffic separation schemes (MSC 55/25, paragraph 13.2.1) details of which are attached:

- "In the approaches to Avica" (new scheme);
- "In the approaches to Iquique" (new scheme);
- "In the approaches to Punta Arenas" (new scheme);
- "In the North Channel" (amended scheme);
- "Off Casquets" (amended scheme);
- "Off Terschelling and in the German Bight" (amended scheme);
- "In the approaches to Antofagasta" (amended scheme);
- "In the approaches to Gintaro Bay" (amended scheme);
- "In the approaches to Valparaiso" (amended scheme);
- "In the approaches to Concepcion Bay" (amended scheme);
- "In the approaches to San Vicente Bay" (amended scheme); and
- "Off Chicken Rock, Gulf of Man" (cancelled scheme).

The new and amended TSSs and cancellation of the scheme "Off Chicken Rock, Gulf of Man" will be implemented on 15 October 1988 at 0000 hours UTC.

4 OFF TERSCHELLING AND IN THE GERMAN BIGHT (amended scheme)

Amend the details of the inshore traffic zone to read as follows:

"The area between the coast and the landward boundary of the traffic separation scheme is designated as an inshore traffic zone. The eastern limit of the inshore traffic zone is bounded by a line connecting geographic positions 53°54'.7 N/07°42'.1 E (17) and 53°47' 5 N/07°51'.5 E (Wangerooe Lighthouse)."

5 IN THE APPROACHES TO ARICA (new scheme)

(Reference chart: Chilean Hydrographic Office 101, 1973 edition)

Description of the traffic separation scheme

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

- (1) 18°27'.53 S 70°21'.00 W
- (2) 18°27'.53 S 70°25'.42 W

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

- (3) 18°26'.80 S 70°21'.00 W
- (4) 18°25'.28 S 70°25'.42 W

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

- (5) 18°28'.30 S 70°21'.00 W
- (6) 18°29'.78 S 70°25'.42 W

6 APPROACHES TO IQUIQUE (new scheme)
(Reference chart: Chilean Hydrographic Office 104, 1979 edition)

Description of the traffic separation scheme

(a) A separation zone, 0.4 miles wide, is centred upon the following geographical positions:

- | | |
|-----------------|-------------|
| (1) 20°11'.28 S | 70°10'.00 W |
| (2) 20°11'.28 S | 70°12'.00 W |

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

- | | |
|-----------------|-------------|
| (3) 20°10'.73 S | 70°10'.00 W |
| (4) 20°10'.08 S | 70°12'.00 W |

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

- | | |
|-----------------|-------------|
| (5) 20°11'.83 S | 70°10'.00 W |
| (6) 20°12'.48 S | 70°12'.00 W |

7 IN THE APPROACHES TO PUNTA ARENAS (new scheme)
(Reference chart: Chilean Hydrographic Office 1124, 1965 edition)

Description of the traffic separation scheme

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

- | | |
|-----------------|-------------|
| (1) 53°12'.03 S | 70°52'.30 W |
| (2) 53°13'.47 S | 70°49'.97 W |

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

(3) 53°12'.55 S 70°53'.20 W

(4) 53°14'.35 S 70°51'.50 W

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

(5) 53°11'.50 S 70°51'.40 W

(6) 53°12'.60 S 70°48'.43 W

8 IN THE APPROACHES TO ANTOFAGASTA (amended scheme)

(Reference chart: Chilean Hydrographic Office 212, 1982 edition)

Description of the traffic separation scheme

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

(1) 23°38'.53 S 70°25'.52 W

(2) 23°38'.53 S 70°29'.60 W

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

(3) 23°37'.03 S 70°25'.52 W

(4) 23°36'.03 S 70°29'.60 W

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

(5) 23°40'.03 S 70°25'.52 W

(6) 23°41'.03 S 70°29'.60 W

9 IN THE APPROACHES TO QUINTERO BAY (amended scheme)

(Reference charts: Chilean Hydrographic Office 424, 1983 edition and 501, 1956 edition)

Description of the traffic separation scheme

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

(1) 32°44'.43 S 71°32'.00 W

(2) 32°44'.43 S 71°36'.43 W

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

(3) 32°43'.43 S 71°32'.00 W

(4) 32°42'.93 S 71°36'.43 W

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

(5) 32°45'.43 S 71°32'.00 W

(6) 32°45'.93 S 71°36'.43 W

10 IN THE APPROACHES TO VALPARAISO (amended scheme)
(Reference chart: Chilean Hydrographic Office 511, 1985 edition)

Description of the traffic separation scheme

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

(1) 32°57'.62 S 71°37'.27 W

(2) 33°00'.53 S 71°36'.52 W

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

(3) 32°57'.87 S 71°38'.70 W

(4) 33°00'.70 S 71°37'.38 W

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

(5) 32°57'.33 S 71°35'.82 W

(6) 33°00'.35 S 71°35'.65 W

11 IN THE APPROACHES TO CONCEPCION BAY (amended scheme)
(Reference chart: Chilean Hydrographic Office 611, 1985 edition)

Description of the traffic separation scheme

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

(1) 36°33'.85 S 73°01'.95 W

(2) 36°35'.87 S 73°01'.55 W

(3) 36°38'.27 S 73°01'.55 W

(b) A traffic lane, half a mile wide, is established on each side of the separation zone.

12 IN THE APPROACHES TO SAN VICENTE BAY (amended scheme)

(Reference chart: Chilean Hydrographic Office 611, 1985 edition)

Description of the traffic separation scheme

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

- | | |
|-----------------|-------------|
| (1) 36°40'.63 S | 73°13'.22 W |
| (2) 36°43'.77 S | 73°10'.12 W |
| (3) 36°43'.70 S | 73°10'.00 W |
| (4) 36°40'.37 S | 73°12'.73 W |

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

- | | |
|-----------------|-------------|
| (5) 36°41'.37 S | 73°14'.67 W |
| (6) 36°44'.07 S | 73°10'.50 W |

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

- | | |
|-----------------|-------------|
| (7) 36°39'.75 S | 73°11'.50 W |
| (8) 36°43'.42 S | 73°09'.55 W |

13 OFF USHANT (retention of existing TSS)

Cancel the TSS adopted by the forty-fourth session of the Committee (MSC XLIV/21, paragraph 13.9). The existing TSS "Off Ushant", adopted at the Committee's thirty-eighth session, is therefore retained.