



Ref. T2/2.07

COLREG.2/Circ.49
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NEW AND AMENDED TRAFFIC SEPARATION SCHEMES

1 The Maritime Safety Committee, at its seventy-third session (26 November to 6 December 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 "Landfall and approaches to Talara Bay" (new scheme);
- .2 "Landfall Off Puerto Salaverry" (new scheme);
- .3 "Landfall and approaches to Ferrol Bay (Puerto Chimbotu)" (new scheme);
- .4 "Landfall and approaches to San Nicolas Bay" (new scheme);
- .5 "In the approaches to the River Humber (new scheme); and
- .6 "In Prince William Sound" (amended 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 June 2001.

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

(6) 60° 49'.39N	146° 58'.19W
(13) 60° 58'.01N	146° 46'.52W

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

(14) 60° 58'.93N	146° 48'.86W
(15) 60° 50'.61N	147° 03'.60W

Precautionary areas

Cape Hinchinbrook: A precautionary area is established, bounded by a line connecting the following geographical positions:

(5) 60° 20'.59N	146° 48'.18W
(16) 60° 12'.67N	146° 40'.43W
(17) 60° 11'.02N	146° 28'.65W
(18) 60° 05'.47N	146° 00'.01W
(19) 60° 00'.81N	146° 03'.53W
(20) 60° 05'.44N	146° 27'.58W
(21) 59° 51'.80N	146° 37'.51W
(22) 59° 53'.52N	146° 46'.84W
(23) 60° 07'.76N	146° 36'.24W
(24) 60° 11'.51N	146° 46'.64W
(8) 60° 20'.60N	146° 54'.31W

Bligh Reef: A precautionary area of radius 1.5 miles is centred upon geographical position:

60° 49'.63N	147° 01'.33W
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Note:

A pilot boarding area is located near the centre of the Bligh Reef precautionary area. Due to heavy vessel traffic, mariners are advised not to anchor or linger in this precautionary area except to pick up or disembark a pilot.

ANNEX

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

LANDFALL AND APPROACHES TO TALARA BAY

(Reference charts: PERU-HIDRONAV-1126, 1984 edition, Rev. 1998; 1150, 1999 edition)

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

Description of traffic separation scheme

The traffic separation scheme for the landfall and approaches to Talara Bay consists of the following:

- (a) A separation zone bounded by a line connecting the following geographical points:
- (1) 04° 33'.10S; 081° 19'.13W
 - (2) 04° 32'.90S; 081° 22'.13W
 - (3) 04° 33'.90S; 081° 22'.13W
 - (4) 04° 33'.70S; 081° 19'.13W
- (b) A traffic zone for westbound traffic, between the separation zone and a line connecting the following geographical points:
- (5) 04° 32'.40S; 081° 19'.13W
 - (6) 04° 31'.10S; 081° 22'.13W
- (c) A traffic zone for eastbound traffic, between the separation zone and a line connecting the following geographical points:
- (7) 04° 35'.70S; 081° 22'.13W
 - (8) 04° 34'.60S; 081° 19'.13W

LANDFALL OFF PUERTO SALAVERRY

(Reference charts: PERU-HIDRONAV-1270, 1988 edition, Rev. 1998; 2111, 1987 edition, Rev. 1994)

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

Description of traffic separation scheme

The traffic separation scheme for the landfall off Puerto Salaverry consists of the following:

AMENDMENTS TO THE TRAFFIC SEPARATION SCHEME IN PRINCE WILLIAM SOUND

(Reference Chart: United States 16700, 26th Edition – 19 September 1998

Note: This chart is based on North American 1983 Geodetic Datum.)

Description of the Traffic Separation Scheme

The traffic separation scheme "In Prince William Sound" consists of two parts:

Part I:

Prince William Sound

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

(1) 60° 20'.77N	146° 52'.31W
(2) 60° 48'.12N	147° 01'.78W
(3) 60° 48'.29N	146° 59'.77W
(4) 60° 20'.93N	146° 50'.32W

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

(5) 60° 20'.59N	146° 48'.18W
(6) 60° 49'.39N	146° 58'.19W

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

(7) 60° 49'.10N	147° 04'.19W
(8) 60° 20'.60N	146° 54'.31W

Part II:

Valdez Arm

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

(9) 60° 51'.08N	147° 00'.33W
(10) 60° 58'.60N	146° 48'.10W
(11) 60° 58'.30N	146° 47'.10W
(12) 60° 50'.45N	146° 58'.75W

- (a) A separation zone bounded by a line connecting the following geographical points:
- (1) 08° 12'.65S; 079° 02'.23W
 - (2) 08° 12'.65S; 079° 04'.63W
 - (3) 08° 13'.30S; 079° 04'.63W
 - (4) 08° 13'.30S; 079° 02'.23W
- (b) A traffic lane for westbound traffic, between the separation zone and a line connecting the following geographical points:
- (5) 08° 11'.96S; 079° 02'.23W
 - (6) 08° 11'.10S; 079° 04'.63W
- (c) A traffic lane for eastbound traffic, between the separation zone and a line connecting the following geographical points:
- (7) 08° 14'.80S; 079° 04'.63W
 - (8) 08° 14'.00S; 079° 02'.23W

LANDFALL AND APPROACHES TO FERROL BAY (PUERTO CHIMBOTE)

(Reference charts: PERU-HIDRONAV-1310, 1993 edition, Rev.1997; 2123, 1980 edition, Rev.1998
Note: these charts are based on the World Geodetic System (WGS 84) Datum.)

Description of traffic separation scheme

The traffic separation scheme for the landfall and approaches to Ferrol Bay (Puerto Chimbote) consists of the following:

- (a) A separation zone bounded by a line connecting the following geographical points:
- (1) 09° 07'.20S; 078° 37'.83W
 - (2) 09° 07'.20S; 078° 40'.33W
 - (3) 09° 07'.80S; 078° 40'.33W
 - (4) 09° 07'.80S; 078° 37'.83W
- (b) A traffic lane for westbound traffic, between the separation zone and a line connecting the following geographical points:
- (5) 09° 06'.70S; 078° 37'.83W
 - (6) 09° 05'.80S; 078° 40'.33W

Southeast Approaches (Rosse Reach)

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

- (27) 53° 31'.22N 000° 17'.55E (Inner Rosse Reach)
- (28) 53° 29'.87N 000° 20'.90E (Outer Rosse Reach)

(n) A traffic lane for inbound traffic established between the separation line specified in paragraph (m) above and a straight line connecting the following geographical positions:

- (18) 53° 31'.88N, 000° 18'.40E (Hotspur)
- (29) 53° 30'.54N, 000° 21'.68E

(o) A traffic lane for outbound traffic established between the separation line specified in paragraph (m) above and straight line connecting the following geographical positions:

- (17) 53° 30'.57N, 000° 16'.72E
- (30) 53° 29'.17N, 000° 20'.08E

Northeast Approaches (New Sand Hole)

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

- (31) 53° 34'.46N 000° 17'.17E
- (32) 53° 36'.97N 000° 20'.75E

(q) A traffic lane for inbound traffic established between the separation line specified in paragraph (p) above, and a straight line connecting the following geographical positions:

- (21) 53° 34'.72N 000° 16'.65E (South Binks)
- (33) 53° 37'.25N 000° 20'.20E (Outer Binks)

(r) A traffic lane for outbound traffic established between the separation line specified in paragraph (p) above, and a straight line connecting the following geographical positions:

- (20) 53° 34'.20N 000° 17'.70E (South Haile)
- (34) 53° 36'.70N 000° 21'.30E (Middle New Sand)

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

(7) 09° 09'.40S; 078° 40'.33W

(8) 09° 08'.40S; 078° 37'.83W

LANDFALL AND APPROACHES TO SAN NICOLAS BAY

(Reference charts: PERU-HIDRONAV-312, 1999 edition; 3122, 1999 edition

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

Description of traffic separation scheme

The traffic separation scheme for the landfall and approaches to San Nicolas Bay consists of the following:

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

(1) 15° 13'.10S; 075° 16'.13W

(2) 15° 13'.10S; 075° 18'.77W

(3) 15° 13'.85S; 075° 18'.77W

(4) 15° 13'.85S; 075° 16'.13W

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

(5) 15° 12'.54S; 075° 16'.13W

(6) 15° 11'.70S; 075° 18'.77W

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

(7) 15° 15'.40S; 075° 18'.77W

(8) 15° 14'.45S; 075° 16'.13W

RIVER HUMBER ENTRANCE

(Reference charts: British Admiralty 1188, 1999 edition; 109, 1998 edition; 107, 1996 edition; 1190, 1997 edition.

Note: These charts are based on Ordnance Survey of Great Britain (1936) Datum.)

- (g) A traffic lane for inbound traffic established between the separation line specified in paragraph (f) above and straight line connecting the following geographical positions:

- (10) 53° 33'.14N, 000° 11'.27E
- (14) 53° 33'.50N, 000° 13'.90E

- (h) A traffic lane for outbound traffic established between the separation line specified in paragraph (f) above and straight line connecting the following geographical positions:

- (9) 53° 32'.36N, 000° 11'.22E
- (15) 53° 32'.39N, 000° 12'.90E

Part II:

River Humber Approaches

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

- (15) 53° 32'.39N, 000° 12'.90E
- (16) 53° 32'.40N, 000° 13'.28E (No.2 Haile Sand)
- (17) 53° 30'.57N, 000° 16'.72E
- (18) 53° 31'.88N, 000° 18'.40E (Hotspur)
- (19) 53° 33'.55N, 000° 18'.40E
- (20) 53° 34'.20N, 000° 17'.70E (South Haile)
- (21) 53° 34'.72N, 000° 16'.65E (South Binks)
- (22) 53° 33'.54N, 000° 14'.30E (Spurn Light Float)
- (14) 53° 33'.50N, 000° 13'.90E
- (15) 53° 32'.39N, 000° 12'.90E

Eastern Approaches (Sea Reach)

- (j) A separation line connecting the following geographical positions:

- (23) 53° 32'.70N, 000° 18'.40E (Inner Sea Reach)
- (24) 53° 32'.70N, 000° 23'.06E (Outer Sea Reach)

- (k) A traffic lane for inbound traffic established between the separation line specified in (j) above and a straight line connecting the following geographical positions:

- (19) 53° 33'.55N, 000° 18'.40E
- (25) 53° 33'.55N, 000° 23'.06E

- (l) A traffic lane for outbound traffic established between the separation line specified in paragraph (j) above and straight line connecting the following geographical positions:

- (18) 53° 31'.88N, 000° 18'.40E (Hotspur)
- (26) 53° 31'.88N, 000° 23'.06E

Description of the traffic separation scheme

Part I:

Entrance to River Humber within Port Area

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

- (1) 53° 34'.20N, 000° 06'.42E
- (2) 53° 33'.52N, 000° 05'.80E
- (3) 53° 33'.12N, 000° 06'.90E (Hobo)
- (4) 53° 33'.90N, 000° 07'.53E (No.3A Binks)
- (1) 53° 34'.20N, 000° 06'.42E

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

- (5) 53° 33'.52N, 000° 07'.23E (Delta)
- (6) 53° 32'.71N, 000° 09'.75E (Charlie)

(c) A traffic lane for inbound traffic established between the separation line specified in paragraph (b) above and straight line connecting the following geographical positions:

- (4) 53° 33'.90N, 000° 07'.53E (No.3A Binks)
- (7) 53° 33'.14N, 000° 10'.37E

(d) A traffic lane for outbound traffic established between the separation line specified in paragraph (b) above and straight line connecting the following geographical positions:

- (3) 53° 33'.12N, 000° 06'.90E (Hobo)
- (8) 53° 32'.32N, 000° 09'.21E (No.2B)

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

- (7) 53° 33'.14N, 000° 10'.37E
- (8) 53° 32'.32N, 000° 09'.21E (No.2B)
- (9) 53° 32'.36N, 000° 11'.22E
- (10) 53° 33'.14N, 000° 11'.27E
- (11) 53° 33'.05N, 000° 10'.73E (No.3 Chequer)
- (7) 53° 33'.14N, 000° 10'.37E

(f) A traffic separation line connecting the following geographical positions:

- (12) 53° 32'.65N, 000° 11'.25E (Bravo)
- (13) 53° 32'.80N, 000° 13'.30E (Alpha)