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NEW AND AMENDED TRAFFIC SEPARATION SCHEMES

1 The Maritime Safety, at its seventy-sixth session (2 to 13 December 2002), adopted, in accordance with the provisions of resolution A.858(20), new and amended existing traffic separation schemes and associated routeing measures, listed at annexes 1 to 6 as follows:

- .1 "In the Southern Red Sea" (new scheme);
- .2 "Off Cape La Nao" (new scheme);
- .3 "Off Cape Palos" (new scheme);
- .4 "In the Gulf of Finland" (amended scheme);
- .5 "In the Bay of Fundy and approaches" (amended scheme); and
- .6 "In the Strait of Bab el Mandeb" (amended scheme).

2 The new and amended traffic separation schemes (listed in subparagraphs 1.1 to 1.6 above and detailed at annexes 1, 2, 3, 4, 5 and 6 will be implemented at 0000 hours UTC on 1 July 2003.

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

ANNEX 1

**NEW TRAFFIC SEPARATION SCHEMES IN THE SOUTHERN RED SEA - EAST OF
JABAL ZUQUAR ISLAND AND WEST AND SOUTH OF HANISH AL KUBRA ISLAND**

(Reference charts: British Admiralty Charts Nos: 452 and 453

Note: These charts are based on World Geodetic System 1984 Datum (WGS 84))

The new traffic separation scheme east of Jabal Zuqar will consist of:

Two traffic lanes and one traffic separation zone between them.

The direction of navigation will be:

- a southbound traffic lane, 140°(T) as far as the turning line abeam of the 18.3 m shoal, thence 166°(T) to the southern limit of the scheme.
- a northbound traffic lane, 346°(T) as far as the turning line abeam of the 18.3m shoal, thence 320°(T) to the northern limit of the scheme.

Description of the new traffic separation scheme east of Jabal Zuqar Island

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

(1)	14° 07'.28 N	042° 45'.96 E
(2)	14° 02'.76 N	042° 49'.85 E
(3)	13° 58'.21 N	042° 51'.00 E
(4)	13° 58'.55 N	042° 52'.30 E
(5)	14° 03'.76 N	042° 51'.00 E
(6)	14° 08'.27 N	042° 47'.10 E

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

(7)	14° 06'.49 N	042° 44'.98 E
(8)	14° 01'.93 N	042° 48'.94 E
(9)	13° 57'.97 N	042° 49'.95 E

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

(10)	14° 09'.40 N	042° 48'.42 E
(11)	14° 04'.88 N	042° 52'.35 E
(12)	13° 58'.94 N	042° 53'.83 E

The new traffic separation scheme west and south of Hanish al Kubra will consist of:

Two traffic lanes and one traffic separation zone between them.

The direction of navigation will be:

- a southbound traffic lane, 154°(T) as far as the turning line between the Three Foot Rock and the Haycock islands, thence 123°(T) to the eastern limit of the scheme.
- a northbound traffic lane, 309°(T) as far as the turning line between the Three Foot Rock and the Haycock islands, thence 333°(T) to the northern limit of the scheme.

Description of the new traffic separation scheme west and south of Hanish al Kubra Island

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

- | | | |
|-----|--------------|---------------|
| (1) | 13° 38'.33 N | 042° 31'.78 E |
| (2) | 13° 30'.95 N | 042° 35'.60 E |
| (3) | 13° 26'.61 N | 042° 42'.18 E |
| (4) | 13° 29'.12 N | 042° 44'.22 E |
| (5) | 13° 33'.20 N | 042° 39'.08 E |
| (6) | 13° 40'.15 N | 042° 35'.50 E |

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

- | | | |
|-----|--------------|---------------|
| (7) | 13° 37'.40 N | 042° 29'.93 E |
| (8) | 13° 29'.82 N | 042° 33'.88 E |
| (9) | 13° 25'.22 N | 042° 41'.05 E |

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

- | | | |
|------|--------------|---------------|
| (10) | 13° 40'.82 N | 042° 36'.90 E |
| (11) | 13° 34'.06 N | 042° 40'.38 E |
| (12) | 13° 30'.25 N | 042° 45'.18 E |

ANNEX 2

NEW TRAFFIC SEPARATION SCHEME OFF CAPE LA NAO

(Reference chart: Spanish Hydrographic Institute 47, May 1995 2nd edition.

Note: This chart is based on European Datum.)

Description of the new traffic separation scheme Off Cape La Nao

- (a) Northbound traffic separation line bounded by a line connecting the following geographical positions:

(1)	38°41'.40 N	000°28'.80 E
(2)	38°37'.70 N	000°26'.00 E

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

(3)	38°37'.90 N	000°23'.10 E
(4)	38°42'.20 N	000°26'.80 E
(5)	38°43'.00 N	000°25'.00 E
(6)	38°37'.90 N	000°20'.60 E

- (c) Associated inshore navigation zone established between the coast and a line passing through the following geographical positions:

(7)	38°37'.90 N	000°13'.50 E
(8)	38°41'.00 N	000°20'.20 E
(9)	38°44'.00 N	000°22'.60 E

and the connection of point No. 7 with the Ifach Headland
and the connection of point No. 9 with the Cape San Antonio Lighthouse.

- (d) A northbound traffic lane for north-eastbound shipping established between the separation zones described in (a) and (b). The main traffic direction is: 032° (T).
- (e) A southbound traffic lane for south-westbound shipping established between the traffic separation zone described in (b) and the associated inshore navigation zone described in (c). The main traffic direction is: 212° (T).

ANNEX 3

NEW TRAFFIC SEPARATION SCHEME OFF CAPE PALOS

(Reference chart: Spanish Hydrographic Institute 47, May 1995 2nd edition.

Note: This chart is based on European Datum.)

Description of the new traffic separation scheme Off Cape Palos

- a) A separation line for northbound traffic delimited by a line connecting the following geographical positions:

(1)	37°34'.30 N	000°28'.70 W
(2)	37°32'.50 N	000°30'.00 W
(3)	37°31'.20 N	000°32'.30 W

- b) A separation zone delimited by a line joining the following geographical positions:

(4)	37°32'.00 N	000°33'.50 W
(5)	37°33'.50 N	000°31'.40 W
(6)	37°34'.85 N	000°30'.30 W
(7)	37°32'.80 N	000°31'.40 W
(8)	37°34'.40 N	000°32'.20 W
(9)	37°35'.20 N	000°34'.60 W

- c) An inshore traffic zone situated between the coast and a line which passes through the following geographical positions:

(10)	37°33'.75 N	000°35'.75 W
(11)	37°35'.00 N	000°33'.80 W
(12)	37°35'.70 N	000°33'.40 W

and a line which joins the geographical position (10) and Cape Agua
and a line which joins the geographical position (12) and Cape Roig.

- d) A northbound traffic lane leading north-east situated between the separation zones described in a) and b).
- e) A southbound traffic lane leading south-west situated between the separation zone described in b) and the inshore traffic zone described in c).

ANNEX 4

AMENDMENTS TO THE EXISTING TRAFFIC SEPARATION SCHEMES IN THE GULF OF FINLAND**Traffic separation scheme "Off Porkkala Lighthouse"**

Reference chart: FIN 902, 2000 edition.
 Geodetic datum: The national Finnish geodetic chart-coordinate system (KKJ)
 WGS84 correction: latitude correction -0,01'
 longitude correction is +0,19'.

Description of the amended traffic separation scheme

- a) A separation zone, one mile wide, is centred upon the following geographical positions:
- | | | |
|-----|-------------|--------------|
| (1) | 59°43'.70 N | 024°14'.00 E |
| (2) | 59°44'.90 N | 024°21'.40 E |
| (3) | 59°45'.90 N | 024°31'.00 E |
- b) A traffic lane, one and a half miles wide, is established on each side of the separation zone.
- c) A precautionary area is established upon the following geographical positions:
- | | | |
|-----|-------------|--------------|
| (1) | 59°43'.95 N | 024°31'.80 E |
| (2) | 59°46'.15 N | 024°53'.50 E |
| (3) | 59°50'.05 N | 024°51'.90 E |
| (4) | 59°47'.85 N | 024°30'.20 E |
- d) A separation zone, one mile wide, is centred upon the following geographical positions:
- | | | |
|-----|-------------|--------------|
| (1) | 59°48'.10 N | 024°52'.70 E |
| (2) | 59°48'.80 N | 025°00'.00 E |
- e) A traffic lane, one and a half miles wide, is established on each side of the separation zone.

Traffic separation scheme "Off Hankoniemi Peninsula"

Reference chart: FIN 912, 1999 edition.
 Geodetic datum: The national Finnish geodetic chart-coordinate system (KKJ)
 WGS84 correction: latitude correction -0,01'
 longitude correction is +0,20'.

Description of the amended traffic separation scheme

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

- | | | |
|-----|-------------|--------------|
| (1) | 59°24' 50 N | 022°25'.00 E |
| (2) | 59°28'.00 N | 022°34'.00 E |
| (3) | 59°30'.00 N | 022°45'.00 E |

- d) A traffic lane, four miles wide, is established on each side of the separation zone.

ANNEX 5

AMENDMENT TO THE TRAFFIC SEPARATION SCHEME IN THE BAY OF FUNDY AND APPROACHES

(Reference charts: Canadian Hydrographic Service L/C-4011, 1997 edition.

Note: This chart is based on North American 1983 Geodetic Datum which is equivalent at this scale to North American 1927 Geodetic Datum.)

Description of the amended traffic separation scheme

The amended traffic separation scheme “In the Bay of Fundy and Approaches” consists of two parts. (Positions are in North American 1927 Geodetic Datum Co-ordinates.)

Part I

(a) Three separation zones bounded by lines connecting the following geographical positions:

(i)	(1)	44°46'.40 N,	066°14'.39 W	(4)	44°11'.83 N,	066°49'.55 W
	(2)	44°31'.85 N,	066°19'.60 W	(5)	44°30'.70 N,	066°17'.20 W
	(3)	44°14'.95 N,	066°52'.70 W	(6)	44°45'.90 N,	066°11'.68 W

(ii)	(7)	44°48'.32 N,	066°13'.65 W	(9)	44°46'.88 N,	066°11'.30 W
	(8)	44°47'.33 N,	066°14'.00 W	(10)	44°47'.86 N,	066°10'.95 W;

and (iii)	(11)	45°02'.5 N,	066°08'.25 W	(13)	44°48'.80 N,	066°10'.58 W
	(12)	44°49'.3 N,	066°13'.30 W	(14)	45°02'.00 N,	066°05'.55 W

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

(15)	44°09'.50 N,	066°47'.05 W	(17)	45°01'.50 N,	066°02'.80 W
(16)	44°29'.60 N,	066°14'.75 W			

(c) A traffic lane for south-westbound traffic is established between the separation zones and lines connecting the following geographical positions:

(i)	(18)	45°03'.00 N,	066°11'.00 W	(19)	44°49'.80 N,	066°15'.98 W
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and (ii)	(20)	44°46'.90 N,	066°17'.00 W	(22)	44°17'.35 N,	066°55'.17 W
	(21)	44°33'.00 N,	066°22'.00 W			

Part II

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

(23)	44°48'.60 N,	066°20'.72 W	(25)	44°48'.88 N,	066°16'.35 W
(24)	44°47'.90 N,	066°16'.70 W	(26)	44°49'.58 N,	066°20'.40 W

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

(27) 44°49'.80 N, 066°15'.98 W (28) 44°50'.58 N, 066°20'.05 W

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

(29) 44°47'.65 N, 066°21'.10 W (30) 44°46'.90 N, 066°17'.00 W

ANNEX 6

AMENDMENTS TO THE EXISTING TRAFFIC SEPARATION SCHEME IN THE STRAIT OF BAB EL MANDEB

(Reference charts: British Admiralty charts Nos: 452 and 453

Note: These charts are based on World Geodetic System 1984 Datum (WGS 84).)

The amended traffic separation scheme in the Strait of Bab el Mandeb will consist of:

Two traffic lanes and one traffic separation zone between them.

The direction of navigation will be:

- a southbound traffic lane, 155°(T) as far as the turning line off Mayyun Island, thence 120°(T) to the eastern limit of the existing scheme.
- a northbound traffic lane, 300°(T) as far as the turning line off Mayyun Island, thence 335°(T) to the northern limit of the scheme.

Description of the amended traffic separation scheme in the Strait of Bab el Mandeb

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

(1)	13° 13'.07 N	043° 02'.87 E
(2)	12° 36'.82 N	043° 20'.22 E
(3)	12° 32'.53 N	043° 27'.79 E
(4)	12° 33'.37 N	043° 28'.30 E
(5)	12° 37'.50 N	043° 21'.00 E
(6)	13° 13'.83 N	043° 03'.60 E

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

(7)	13° 11'.94 N	043° 01'.72 E
(8)	12° 35'.78 N	043° 18'.98 E
(9)	12° 31'.25 N	043° 27'.04 E

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

(10)	13° 15'.00 N	043° 04'.70 E
(11)	12° 38'.50 N	043° 22'.21 E
(12)	12° 34'.69 N	043° 29'.03 E