



Ref. T2-NAVSEC/2.7.1

COLREG.2/Circ.53
10 December 2003

NEW AND AMENDED TRAFFIC SEPARATION SCHEMES

1 Pursuant to resolution A.858(20), the Assembly, at its twenty-third session, noting the urgent need to implement amendments to the traffic separation scheme "Off Finisterre" proposed by the Government of Spain in order to enhance maritime safety, safety of navigation and protection of the marine environment in the area concerned and having considered the report of the Maritime Safety Committee on its seventy-seventh session and the recommendation of the Sub-Committee on Safety of Navigation at its forty-ninth session, adopted, on 5 December 2003, resolution A.957(23) on amendments to the traffic separation scheme "Off Finisterre", given at annex.

2 The adopted amended traffic separation scheme "Off Finisterre" will be implemented at 0000 hours UTC on 1 June 2004, on which date resolution A.767(18) will be revoked.

3 Member Governments are invited to bring this information to the attention of all parties concerned.

ANNEX

AMENDED TRAFFIC SEPARATION SCHEME "OFF FINISTERRE"

New traffic lanes for ships carrying dangerous or pollutant cargoes in bulk in the traffic separation scheme "Off Finisterre"

Amended traffic separation scheme "Off Finisterre":

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

(1)	42° 52'.90 N	009° 44'.00 W	(4)	43° 21'.50 N	009° 37'.70 W
(2)	43° 10'.50 N	009° 44'.00 W	(5)	43° 11'.00 N	009° 45'.20 W
(3)	43° 21'.00 N	009° 36'.40 W	(6)	42° 52'.90 N	009° 45'.70 W

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

(7)	42° 52'.90 N	009° 49'.40 W	(10)	43° 25'.00 N	009° 47'.00 W
(8)	43° 12'.20 N	009° 49'.40 W	(11)	43° 13'.70 N	009° 54'.80 W
(9)	43° 23'.00 N	009° 41'.90 W	(12)	42° 52'.90 N	009° 54'.80 W

(c) A traffic lane for northbound traffic is established between the separation zones described in paragraphs (a) and (b).

(d) A traffic lane for northbound traffic is established between the separation zones described in paragraphs (b) and (e).

(e) A separation zone at the outside limit of the existing scheme, bounded by lines connecting the following geographical positions:

(13)	42°52'.90 N	009°59'.00 W
(14)	43°14'.70 N	009°59'.00 W
(15)	43°26'.40 N	009°50'.90 W
(16)	43°28'.20 N	009°56'.00 W
(17)	43°16'.45 N	010°04'.25 W
(18)	42°52'.90 N	010°04'.25 W

(f) A traffic separation zone bounded by lines connecting the following geographical positions:

(19)	42°52'.90 N	010°08'.30 W
(20)	43°17'.40 N	010°08'.30 W
(21)	43°29'.30 N	010°00'.00 W
(22)	43°30'.00 N	010°01'.20 W
(23)	43°17'.75 N	010°09'.75 W
(24)	42°52'.90 N	010°09'.75 W

(g) A traffic lane for southbound traffic is established between the separation zones described in paragraphs (e) and (f).

(h) A traffic lane for southbound traffic is established between the traffic separation zone described in paragraph (f) and a line connecting the following geographical positions:

(25) 42°52'.90 N 010°13'.70 W

(26) 43°19'.00 N 010°13'.70 W

(27) 43°31'.40 N 010°05'.15 W

Inshore traffic zone

The area between the landward boundary of the traffic separation scheme and the Spanish coast and lying between a line drawn from position 43° 06'.70 N, 009° 13'.40 W to position (3) 43° 21'.00 N, 009° 36'.40 W (northern limit) and a line drawn from position 42° 52'.90 N, 009° 16'.20 W to position (1) 42° 52'.90 N, 009° 44'.00 W (southern limit) is designated as an inshore traffic zone.

Notes:

- 1 The traffic lane described in paragraph (c) should be used by northbound ships not carrying dangerous cargoes in bulk.
- 2 The traffic lane described in paragraph (d) should be used by northbound ships carrying dangerous cargoes in bulk¹.
- 3 The traffic lane described in paragraph (g) should be used by southbound ships not carrying dangerous cargoes in bulk.
- 4 The traffic lane described in paragraph (h) should be used by southbound ships carrying dangerous cargoes in bulk.

¹ Dangerous cargoes in bulk refers to the IMDG Code and Annexes I and II of MARPOL.