STATUTORY INSTRUMENTS

1972 No. 809

MERCHANT SHIPPING

SAFETY

The Collision Regulations (Traffic Separation Schemes) Order 1972

Made - - -	*24th May* 1972
Laid before Parliament	*31st May* 1972
Coming into Operation	*1st September* 1972

At the Court at Buckingham Palace, the 24th day of May 1972

Present,

The Queen's Most Excellent Majesty in Council

Whereas, by virtue of sections 418 and 738 of the Merchant Shipping Act 1894(**a**), Her Majesty may by Order in Council, on the joint recommendation of the Secretary of State for Defence and the Secretary of State for Trade and Industry, make regulations for the prevention of collisions at sea:

And whereas the said Secretaries of State have recommended Her Majesty to give effect to the regulations relating to traffic separation schemes for ships set out in the Schedule to this Order, and to include the said regulations in the Collision Regulations for the purposes of the Merchant Shipping Act 1894:

Now, therefore, Her Majesty, in pursuance of the aforesaid powers and all other powers enabling Her in that behalf, is pleased by and with the advice of Her Privy Council to order, and it is hereby ordered, as follows:—

1.—(1) This Order may be cited as the Collision Regulations (Traffic Separation Schemes) Order 1972 and shall come into operation on 1st September 1972.

(2) The Interpretation Act 1889(**b**) shall apply to the interpretation of this Order as it applies to the interpretation of an Act of Parliament.

2. The Regulations relating to traffic separation schemes for ships set out in the Schedule to this Order shall have effect and be included in the Collision Regulations for the purposes of the Merchant Shipping Act 1894.

(a) 1894 c. 60. (b) 1889 c. 63.

3. Nothing in this Order shall apply to any ship outside British jurisdiction unless it is registered in the United Kingdom the Channel Islands or the Isle of Man, or to any seaplane.

W. G. Agnew.

SCHEDULE

Regulations Relating to Traffic Separation Schemes for Ships

Part I

1. In these Regulations—

(1) "traffic separation scheme" means a scheme separating traffic navigating in one direction in an area from traffic navigating in the opposite or approximately opposite direction in that area being a scheme set out in Part II of these Regulations;

(2) "traffic separation line", "traffic separation zone", "traffic lane" and "boundary separation zone" mean respectively the lines or areas specified as such in Part II of these Regulations;

(3) "mile" means a nautical mile of 1852 metres.

2. Compliance with these Regulations shall be subject to compliance with the International Regulations for Preventing Collisions at Sea 1960 set out in Schedule I to the Collision Regulations (Ships and Seaplanes on the Water) and Signals of Distress (Ships) Order 1965(a) and having effect by virtue of that Order.

3. Except as provided in these Regulations a ship shall navigate in a traffic lane only in a direction generally parallel—

(*a*) when the traffic lane adjoins a traffic separation line, to that line, or

(*b*) when the traffic lane adjoins a traffic separation zone, to the adjoining side of that zone

keeping such line or zone on its port hand.

4. Except as provided in these Regulations a ship shall not navigate in a traffic separation zone or a boundary separation zone.

5. A ship may cross a traffic lane, a traffic separation zone or a boundary separation zone at right angles or as near thereto as is reasonably practicable.

6. When in any traffic separation scheme a part of a traffic lane is designated as being reserved for a specified class of ship, a ship which does not come within that class shall not navigate in that part of that traffic lane except

(*a*) for the purpose of crossing it at right angles or as near thereto as is reasonably practicable, or

(*b*) in circumstances in which it would be dangerous for it to navigate in the remainder of the traffic lane.

(a) S.I. 1965/1525 (1965 p. 4411).

7. Nothing in these Regulations shall apply to a fishing vessel when actually engaged in fishing or to a vessel when actually engaged in hydrographic survey work or in work on or in connection with lighthouses, buoys or beacons established by the general lighthouse authorities.

PART II

TRAFFIC SEPARATION SCHEMES TO WHICH THE REGULATIONS SET OUT IN PART I OF THIS SCHEDULE APPLY

Each scheme comprises a traffic separation zone or traffic separation line, or a series of such zones and lines, having on either side a traffic lane the inner limit of which lane adjoins that line or zone. In addition a boundary separation zone may be established at the outside limit of a traffic lane.

A. BALTIC SEA

1. OFF OSTROV RODSHER

A traffic separation zone, half a mile wide, is centred upon straight lines joining consecutively the following points:

(i) 59°59·9′N, 26°36·5′E

(ii) 60°00·4′N, 26°40·3′E

(iii) 60°00·1′N, 26°44·3′E

The traffic lanes are one mile wide.

2. OFF KALBADAGRUND LIGHTHOUSE

A traffic separation zone, one mile wide, is centred upon straight lines joining consecutively the following points;

(i) 59°52·2′N, 25°30·7′E

(ii) 59°53·0′N, 25°38·6′E

(iii) 59°53·9′N, 25°46·5′E

The traffic lanes are one and a half miles wide.

3. OFF PORKKALA LIGHTHOUSE

A traffic separation zone, one mile wide, is centred upon straight lines joining consecutively the following points:

(i) 59°44·1′N, 24°13·7′E

(ii) 59°44·9′N, 24°21·4′E

(iii) 59°45·9′N, 24°29·1′E

The traffic lane on the northern side of the separation zone is one and a half miles wide.

The traffic lane on the southern side of the separation zone is two miles wide.

4. OFF HANKONIEMI PENINSULA

A traffic separation zone, two miles wide, is centred upon straight lines joining consecutively the following points:

(i) 59°28·2′N, 22°33·3′E

(ii) 59°31·9′N, 22°42·6′E

(iii) 59°33·3′N, 22°53·9′E

The traffic lanes are four miles wide.

5. OFF GOTLAND ISLAND

A traffic separation zone, one mile wide, is centred upon a straight line joining the following points:

(i) 56°46·0′N, 18°19·0′E

(ii) 56°49·5′N, 18°27·5′E

The traffic lanes are three miles wide.

6. OFF ÖLAND ISLAND

A traffic separation zone, two miles wide, is centred upon straight lines joining consecutively the following points:

(i) 56°02·0′N, 16°35·0′E

(ii) Olands Södra Grund Lighthouse

(iii) 56°06·7′N, 16°46·9′E

The traffic lanes are three miles wide.

7. IN THE SOUND

The series of straight lines joining consecutively the following points:

(i) 56°06·0′N, 12°34·1′E

(ii) 56°04·6′N, 12°36·6′E

(iii) 56°03·3′N, 12°39·2′E

(iv) 56°01·2′N, 12°40·2′E

is a traffic separation line.

The outer limits of the traffic lanes are defined by straight lines joining consecutively the following points:

(*a*) Eastern limit

(i) 56°06·4′N, 12°34·9′E

(ii) 56°03·4′N, 12°40·1′E

(iii) 56°01·2′N, 12°41·3′E

(*b*) Western limit

(i) 56°05·5′N, 12°33·3′E

(ii) 56°03·2′N, 12°38·3′E

(iii) 56°01·2′N, 12°37·7′E

8. OFF KIEL LIGHTHOUSE

The quadrilateral area bounded by straight lines joining the following points:

(i) 54°30·0′N, 10°18·5′E

(ii) 54°29·8′N, 10°18·7′E

(iii) 54°29·0′N, 10°16·6′E

(iv) 54°29·2′N, 10°16·5′E

is a traffic separation zone.

The outer limits of the traffic lanes are defined by straight lines joining the following points:

(*a*) North Western Limit

(i) 54°29·6′N, 10°15·8′E

(ii) 54°30·5′N, 10°17·9′E

(*b*) South Eastern Limit

(i) 54°28·1′N, 10°17·6′E

(ii) 54°29·2′N, 10°19·4′E

B. WESTERN EUROPEAN WATERS

1. Off The Oslo Fjord

A traffic separation zone, two miles wide, is centred upon a straight line joining the following points:

(i) 58°43·0′N, 10°08·0′E

(ii) 58°51·0′N, 10°27·0′E

The traffic lanes are three miles wide.

2. Off Oksoy

A traffic separation zone, two miles wide, is centred upon a straight line joining the following points:

(i) 57°50·0′N, 8°03·0′E

(ii) 57°58·0′N, 8°22·0′E

The traffic lanes are three miles wide.

3. Off Lindesnes

A traffic separation zone, two miles wide, is centred upon a straight line joining the following points:

(i) 57°50·0′N, 7°22·0′E

(ii) 57°50·0′N, 7°00·0′E

The traffic lanes are three miles wide.

4. Off Lista

A traffic separation zone, two miles wide, is centred upon a straight line joining the following points:

(i) 57°55·0′N, 6°37·0′E

(ii) 58°00·0′N, 6°17·0′E

The traffic lanes are three miles wide.

5. Off Feistein

The traffic separation scheme off Feistein contains two parts:—

Part I

A traffic separation zone, two miles wide, is centred upon a straight line joining the following points:

(i) 58°43·0′N, 5°11·0′E

(ii) 58°32·0′N, 5°05·0′E

The traffic lanes are three miles wide.

Part II

A traffic separation zone, two miles wide, is centred upon a straight line joining the following points:

(i) 58°48·0′N, 5°06·0′E

(ii) 58°50·0′N, 4°43·0′E

The traffic lanes are three miles wide.

6. In The German Bight

A traffic separation zone, two miles wide, is centred upon straight lines joining consecutively the following points:

(i) 53°28·9′N, 4°46·2′E

(ii) 53°47·5′N, 6°22·1′E

(iii) 53°55·6′N, 7°39·9′E

The traffic lanes are three miles wide.

7. APPROACHES TO THE RIVER ELBE

A traffic separation zone, half a mile wide, is centred upon a straight line joining the following points:

(i) 54°00·0′N, 8°05·5′E

(ii) 54°00·0′N, 8°07·1′E

The straight line joining the following points:

(i) 54°00·0′N, 8°07·1′E

(ii) 53°59·9′N, 8°13·4′E

is a traffic separation line.

The outer limits of the traffic lanes are defined by straight lines joining the following points:

(*a*) Northern Limit

(i) 54°01·8′N, 8°05·5′E

(ii) 54°01·6′N, 8°13·6′E

(*b*) Southern Limit

(i) 53°58·0′N, 8°05·5′E

(ii) 53°59·4′N, 8°13·3′E

8. NORTH OF THE ENTRANCE OF THE NIEUWE WATERWEG, ROTTERDAMSCHE

A traffic separation zone, two miles wide, is centred upon a straight line joining the following points:

(i) 52°06·3′N, 3°58·3′E

(ii) 52°03·4′N, 3°57·2′E

The traffic lanes are two miles wide.

9. OFF TEXEL LIGHT VESSEL

A traffic separation zone, two miles wide, is centred upon a straight line joining the following points:

(i) 53°02·2′N, 4°18·3′E

(ii) 53°06·4′N, 4°22·7′E

The traffic lanes are three miles wide.

10. DOVER STRAIT AND APPROACHES

(*a*) A traffic separation zone, one mile wide, is centred upon a straight line joining the following points:

(i) 51°28·0′N, 2°07·1′E

(ii) 51°16·5′N, 1°52·4′E

(*b*) The straight line joining the following points:

(i) 51°16·5′N, 1°52·4′E

(ii) 51°06·1′N, 1°38·2′E

is a traffic separation line.

The area bounded on the west by so much of the above mentioned traffic separation line and the eastern limit of the above mentioned traffic separation zone as lies between latitudes 51°22·0′N and 51°10·3′N and bounded on the east by the western side of the Sandettie Bank is reserved as a route for deep draught ships only.

(*c*) A traffic separation zone, one mile wide, is centred upon a straight line joining the following points:

(i) 51°06·1′N, 1°38·2′E

(ii) 50°57·2′N, 1°23·6′E

(*d*) The straight line joining the following points:

(i) 50°57·2′N, 1°23·6′E

(ii) 50°48·9′N, 1°16·2′E

is a traffic separation line.

(*e*) A traffic separation zone, two miles wide, is centred on straight lines joining consecutively the following points:

(i) 50°48·9′N, 1°16·2′E

(ii) 50°37·9′N, 1°04·4′E

(iii) 50°33·7′N, 0°57·8′E

(*f*) The quadrilateral area bounded by straight lines joining the following points:

(i) 50°33·0′N, 0°59·0′E

(ii) 50°34·4′N, 0°56·7′E

(iii) 50°28·8′N, 0°00·0′

(iv) 50°25·0′N, 0°00·0′

is a traffic separation zone.

(*g*) A part of the outer limit of the traffic lane on the English side is defined by straight lines joining consecutively the following points:

(i) 51°30·4′N, 2°00·0′E

(ii) 51°23·0′N, 1°50·0′E

(iii) 51°14·1′N, 1°44·1′E

(iv) 51°06·9′N, 1°31·0′E

(v) 50°57·3′N, 1°12·2′E

(*h*) The outer limit continues as a boundary separation zone, half a mile wide, centred on straight lines joining consecutively the following points:

(i) 50°57·3′N, 1°12·2′E

(ii) 50°52·0′N, 1°02·2′E

(iii) 50°36·8′N, 0°27·4′E

(iv) 50°34·7′N, 0°00·0′

(*i*) A part of the outer limit of the traffic lane on the Continental side is defined by straight lines joining consecutively the following points:

(i) 51°20·0′N, 2°24·6′E

(ii) 51°06·4′N, 1°49·0′E

(iii) 50°53·6′N, 1°30·8′E

(iv) 50°44·5′N, 1°27·0′E

(v) 50°37·7′N, 1°21·0′E

(*j*) The outer limit continues as a boundary separation zone, half a mile wide, centred on straight lines joining consecutively the following points:

(i) 50°37·7′N, 1°21·0′E

(ii) 50°26·6′N, 0°58·8′E

(iii) 50°12·0′N, 0°00·0′

For the purposes of this traffic separation scheme—

"deep draught ship" means a ship which has a draught exceeding 17 metres;

"draught" means the distance between the lowest part of a ship's keel and the water level measured vertically. A ship's draught on any occasion shall be taken to be its draught stationary in still water of relative density 1·025 loaded as on that occasion.

11. OFF THE LIZARD

A traffic separation zone, two miles wide, is centred upon a straight line joining the following points:

(i) 49°50·7′N, 5°00·7′W
(ii) 49°48·6′N, 5°19·1′W

The traffic lanes are three miles wide.

12. OFF LANDS END, BETWEEN THE SEVEN STONES AND THE LONGSHIPS

A traffic separation zone, two miles wide, is centred upon a straight line joining the following points:

(i) 49°54·0′N, 5°57·3′W
(ii) 50°08·0′N, 5°57·3′W

The traffic lanes are three miles wide.

13. SOUTH OF THE ISLES OF SCILLY

A traffic separation zone, two miles wide, is centred upon a straight line joining the following points:

(i) 49°43·4′N, 6°15·8′W
(ii) 49°43·4′N, 6°34·4′W

The traffic lanes are three miles wide.

14. WEST OF THE ISLES OF SCILLY

A traffic separation zone, two miles wide, is centred upon a straight line joining the following points:

(i) 49°51·9′N, 6°41·4′W
(ii) 50°01·6′N, 6°37·0′W

The traffic lanes are three miles wide.

15. OFF THE SMALLS

A traffic separation zone, two miles wide, is centred upon a straight line joining the following points:

(i) 51°39·1′N, 5°52·1′W
(ii) 51°50·7′N, 5°46·8′W

The traffic lanes are three miles wide.

16. OFF CHICKEN ROCK, CALF OF MAN

A traffic separation zone, two miles wide, is centred upon straight lines joining consecutively the following points:

(i) 53°55·5′N, 4°52·9′W
(ii) 53°57·9′N, 5°00·3′W
(iii) 54°02·8′N, 5°02·0′W

The traffic lanes are three miles wide.

17. OFF THE SKERRIES

A traffic separation zone, two miles wide, is centred upon straight lines joining consecutively the following points:

(i) 53°22·8′N, 4°52·0′W
(ii) 53°31·3′N, 4°41·7′W
(iii) 53°32·1′N, 4°31·6′W

The traffic lanes are two miles wide.

18. In the North Channel

A traffic separation zone, two miles wide, is centred upon straight lines joining consecutively the following points:

(i) 55°15·3′N, 5°55·4′W

(ii) 55°22·8′N, 6°04·6′W

(iii) 55°24·0′N, 6°15·0′W

The traffic lanes are two miles wide.

19. Off Tuskar Rock

A traffic separation zone, two miles wide, is centred upon straight lines joining consecutively the following points:

(i) 52°14·0′N, 6°00′8′W

(ii) 52°08·5′N, 6°03·8′W

(iii) 52°04·7′N, 6°11·5′W

The traffic lanes are three miles wide.

20. Off Fastnet Rock

A traffic separation zone, two miles wide, is centred upon a straight line joining the following points:

(i) 51°20·0′N, 9°25·8′W

(ii) 51°18·2′N, 9°35·2′W

The traffic lanes are two miles wide.

21. Off The Casquets

A traffic separation zone, two miles wide, is centred upon straight lines joining consecutively the following points:

(i) 49°46·1′N, 2°35·1′W

(ii) 49°49·4′N, 2°27·2′W

(iii) 49°51·5′N, 2°18·3′W

The traffic lanes are three miles wide.

22. Off Ile D'ouessant

A traffic separation zone, two miles wide, is centred upon straight lines joining consecutively the following points:

(i) 48°28·6′N, 5°23·6′W

(ii) 48°34·0′N, 5°19·4′W

(iii) 48°37·4′N, 5°11·9′W

The traffic lanes are four miles wide.

23. Off Cabo Finisterre

A traffic separation zone, two miles wide, is centred upon straight lines joining consecutively the following points:

(i) 42°59·5′N, 9°31·0′W

(ii) 43°05·5′N, 9°31·0′W

(iii) 43°10·9′N, 9°27·2′W

The traffic lanes are four miles wide.

24. OFF CABO DA ROCA

A traffic separation zone, two miles wide, is centred upon straight lines joining consecutively the following points:

(i) 38°39·8′N, 9°40·9′W
(ii) 38°45·7′N, 9°42·5′W
(iii) 38°51·7′N, 9°42·5′W

The traffic lanes are four miles wide.

25. OFF CABO DE SAO VICENTE

A traffic separation zone, two miles wide, is centred upon straight lines joining consecutively the following points:

(i) 36°53·1′N, 8°55·5′W
(ii) 36°54·6′N, 9°00·7′W
(iii) 36°56·5′N, 9°03·6′W
(iv) 37°00·5′N, 9°06·6′W

The traffic lanes are three miles wide.

26. NEWARP/CROSS SAND

A traffic separation zone, half a mile wide, is centred upon straight lines joining consecutively the following points:

(i) 52°39·0′N, 1°59·2′E
(ii) 52°43·9′N, 1°59·2′E
(iii) 52°46·7′N, 1°52·5′E

The traffic lanes are one and a half miles wide.

27. WEST HINDER

The series of straight lines joining consecutively the following points:

(i) 51°22·0′N, 2°42·7′E
(ii) 51°22·0′N, 2°37·0′E
(iii) 51°22·5′N, 2°30·0′E
(iv) 51°20·0′N, 2°20·0′E
(v) 51°20·0′N, 2°10·6′E

is a traffic separation line.

The outer limits of the traffic lanes are defined by straight lines joining consecutively the following points:

(*a*) Northern limit

(i) 51°23·0′N, 2°42·7′E
(ii) 51°23·0′N, 2°37·0′E
(iii) 51°23·5′N, 2°30·0′E
(iv) 51°22·8′N, 2°26·5′E
(v) 51°21·3′N, 2°17·7′E
(vi) 51°23·7′N, 2°13·4′E

(*b*) Southern limit

(i) 51°21·2′N, 2°42·7′E
(ii) 51°21·2′N, 2°37·0′E
(iii) 51°21·5′N, 2°31·2′E
(iv) 51°20·0′N, 2°24·6′E

28. NORTH HINDER

A traffic separation zone, one mile wide, is centred upon straight lines joining consecutively the following points:

Part I

(i) 51°47·8′N, 2°39·5′E
(ii) 51°48·9′N, 2°45·8′E

Part II

(i) 51°47·1′N, 2°34·5′E
(ii) 51°47·0′N, 2°33·0′E
(iii) 51°28·0′N, 2°07·1′E

The outer limits of the traffic lanes are defined by straight lines joining consecutively the following points:

(*a*) On the English side

(i) 51°30·4′N, 2°00·0′E
(ii) 51°50·4′N, 2°27·5′E
(iii) 51°53·0′N, 2°44·0′E

(*b*) On the Continental side

(i) 51°44·5′N, 2°47·5′E
(ii) 51°42·3′N, 2°36·2′E
(iii) 51°39·7′N, 2°31·2′E
(iv) 51°23·7′N, 2°13·4′E

29. OFF THE GOEREE

The hexagonal area bounded by straight lines joining the following points:

(i) 51°59·3′N, 3°46·7′E
(ii) 51°58·8′N, 3°46·9′E
(iii) 51°57·3′N, 3°39·1′E
(iv) 51°56·5′N, 3°34·5′E
(v) 51°57·5′N, 3°34·0′E
(vi) 51°58·3′N, 3°38·7′E

is a traffic separation zone.

The outer limits of the traffic lanes are defined by straight lines joining consecutively the following points:

(*a*) Northern limit

(i) 52°00·7′N, 3°46·0′E
(ii) 51°59·2′N, 3°33·3′E

(*b*) Southern limit

(i) 51°54·6′N, 3°35·4′E
(ii) 51°55·8′N, 3°39·8′E
(iii) 51°57·3′N, 3°47·6′E

C. MEDITERRANEAN

1. IN THE STRAIT OF GIBRALTAR

A traffic separation zone, half a mile wide, is centred upon straight lines joining consecutively the following points:

(i) 35°58·8′N, 5°25·7′W
(ii) 35°56·0′N, 5°36·5′W
(iii) 35°56·0′N, 5°45·0′W

The outer limits of the traffic lanes are defined by straight lines joining consecutively the following points:

(*a*) Northern limit

(i) 36°01·0′N, 5°25·7′W

(ii) 35°58·2′N, 5°36·5′W

(iii) 35°58·2′N, 5°45·0′W

(*b*) Southern limit

(i) 35°56·6′N, 5°25·7′W

(ii) 35°53·6′N, 5°36·5′W

(iii) 35°52·3′N, 5°45·0′W

2. Off Iles Cani (Coast of Tunisia)

A traffic separation zone, two miles wide, is centred upon a straight line joining the following points:

(i) 37°31·8′N, 10°02·0′E

(ii) 37°31·8′N, 10°12·8′E

The traffic lanes are three miles wide.

3. Off Cap Bon (Coast of Tunisia)

A traffic separation zone, two miles wide, is centred upon a straight line joining the following points:

(i) 37°13·2′N, 11°01·3′E

(ii) 37°10·2′N, 11°11·5′E

The traffic lanes are three miles wide.

D. INDIAN OCEAN AND ADJACENT WATERS

1. Off Cape Agulhas—Quoin Point—Slangkop Point

A traffic separation zone, one mile wide, is centred upon straight lines joining consecutively the following points:

(i) 35°01·1′S, 20°08·2′E

(ii) 35°03·4′S, 19°59·7′E

(iii) 34°57·2′S, 19°32·5′E

(iv) 34°25·1′S, 18°10·2′E

The traffic lanes are one and a half miles wide.

2. Off Slangkop Point

A traffic separation zone, one mile wide, is centred upon a straight line joining the following points:

(i) 34°25·1′S, 18°10·2′E

(ii) 34°09·0′S, 17°52·7′E

The outer limits of the traffic lanes are defined by straight lines joining the following points:

(*a*) North Eastern Limit

(i) 34°02·5′S, 18°03·0′E

(ii) 34°23·2′S, 18°11·1′E

(*b*) South Western Limit

(i) 34°16·0′S, 17°42·3′E

(ii) 34°27·8′S, 18°09·2′E

E. NORTH AMERICA, ATLANTIC COAST

1. Off New York—Southern Approach

The quadrilateral area bounded by straight lines joining the following points:

(i) 39°45·7′N, 73°48·0′W
(ii) 40°20·5′N, 73°48·3′W
(iii) 40°20·7′N, 73°47·0′W
(iv) 39°45·7′N, 73°44·0′W

is a traffic separation zone.

The outer limits of the traffic lanes are defined by straight lines joining the following points:

(*a*) Western Limit
(i) 39°45·7′N, 73°54·4′W
(ii) 40°20·4′N, 73°49·6′W

(*b*) Eastern Limit
(i) 40°21·2′N, 73°45·8′W
(ii) 39°45·7′N, 73°37·7′W

2. Off Delaware Bay—Eastern Approach

The quadrilateral area bounded by straight lines joining the following points:

(i) 38°46·8′N, 74°34·6′W
(ii) 38°46·8′N, 74°55·7′W
(iii) 38°47·8′N, 74°34·6′W
(iv) 38°47·8′N, 74°55·4′W

is a traffic separation zone.

The outer limits of the traffic lanes are defined by straight lines joining the following points:

(*a*) Northern Limit
(i) 38°49·8′N, 74°34·6′W
(ii) 38°48·8′N, 74°55·3′W

(*b*) Southern Limit
(i) 38°44·8′N, 74°34·6′W
(ii) 38°45·8′N, 74°56·1′W

3. Off Delaware Bay—South Eastern Approach

The quadrilateral area bounded by straight lines joining the following points:

(i) 38°27·0′N, 74°35·6′W
(ii) 38°43·4′N, 74°58·0′W
(iii) 38°27·6′N, 74°34·6′W
(iv) 38°44·2′N, 74°57·2′W

is a traffic separation zone.

The outer limits of the traffic lanes are defined by straight lines joining the following points:

(*a*) Northern Limit
(i) 38°29·1′N, 74°32·9′W
(ii) 38°45·1′N, 74°56·6′W

(*b*) Southern Limit
(i) 38°27·0′N, 74°39·2′W
(ii) 38°42·8′N, 74°58·9′W

4. CHEDABUCTO BAY AND APPROACHES

The traffic separation scheme for Chedabucto Bay consists of three parts.

PART I

The quadrilateral area bounded by straight lines joining the following points:

(i) 45°24·0′N, 60°36·7′W
(ii) 45°24·2′N, 60°27·2′W
(iii) 45°23·7′N, 60°28·2′W
(iv) 45°23·8′N, 60°36·5′W

is a traffic separation zone.

The outer limits of the traffic lanes are defined by straight lines joining the following points:

(*a*) Northern Limit
(i) 45°25·4′N, 60°41·7′W
(ii) 45°26·0′N, 60°23·2′W

(*b*) Southern Limit
(i) 45°22·3′N, 60°34·5′W
(ii) 45°22·1′N, 60°31·6′W

PART II

The quadrilateral area bounded by straight lines joining the following points:

(i) 45°22·6′N, 60°40·0′W
(ii) 45°19·9′N, 60°36·5′W
(iii) 45°19·3′N, 60°37·8′W
(iv) 45°22·7′N, 60°42·2′W

is a traffic separation zone.

The outer limits of the traffic lanes are defined by straight lines joining consecutively the following points:

(*a*) Eastern Limit
(i) 45°22·3′N, 60°34·5′W
(ii) 45°21·3′N, 60°33·3′W

(*b*) Western Limit
(i) 45°22·9′N, 60°46·5′W
(ii) 45°21·3′N, 60°44·4′W
(iii) 45°14·5′N, 60°48·4′W

PART III

The straight line joining the following points:

(i) 45°23·9′N, 60°41·7′W
(ii) 45°23·9′N, 60°58·8′W

is a traffic separation line.

The outer limits of the traffic lanes are defined by straight lines joining the following points:

(*a*) Northern Limit
(i) 45°25·4′N, 60°41·7′W
(ii) 45°24·9′N, 60°58·8′W

(*b*) Southern Limit
(i) 45°22·9′N, 60°46·5′W
(ii) 45°22·9′N, 60°58·8′W

F. NORTH AMERICA, PACIFIC COAST

1. Off San Francisco—North Western Approach

The quadrilateral area bounded by straight lines joining the following points:

(i) 37°48·6′N, 122°47·5′W
(ii) 37°57·1′N, 123°03·5′W
(iii) 37°55·7′N, 123°04·6′W
(iv) 37°47·8′N, 122°48·2′W

is a traffic separation zone.

The outer limits of the traffic lanes are defined by straight lines joining the following points:

(*a*) Northern Limit
(i) 37°49·4′N, 122°46·6′W
(ii) 37°58·5′N, 123°02·3′W

(*b*) Southern Limit
(i) 37°54·3′N, 123°05·7′W
(ii) 37°46·8′N, 122°48·7′W

2. Off San Francisco—Southern Approach

The quadrilateral area bounded by straight lines joining the following points:

(i) 37°39·1′N, 122°40·3′W
(ii) 37°27·0′N, 122°36·9′W
(iii) 37°27·0′N, 122°34·8′W
(iv) 37°39·3′N, 122°39·1′W

is a traffic separation zone.

The outer limits of the traffic lanes are defined by straight lines joining the following points:

(*a*) Western Limit
(i) 37°39·0′N, 122°41·6′W
(ii) 37°27·0′N, 122°39·0′W

(*b*) Eastern Limit
(i) 37°27·0′N, 122°32·6′W
(ii) 37°39·7′N, 122°37·9′W

3. Off San Francisco—Main Approach

The quadrilateral area bounded by straight lines joining the following points:

(i) 37°41·9′N, 122°48·0′W
(ii) 37°38·1′N, 122°58·1′W
(iii) 37°36·5′N, 122°57·3′W
(iv) 37°41·1′N, 122°47·2′W

is a traffic separation zone.

The outer limits of the traffic lanes are defined by straight lines joining the following points:

(*a*) Northern Limit
(i) 37°42·8′N, 122°48·5′W
(ii) 37°39·6′N, 122°58·8′W

(*b*) Southern Limit
(i) 37°35·0′N, 122°56·5′W
(ii) 37°40·4′N, 122°46·3′W

4. In The Santa Barbara Channel

A traffic separation zone, two miles wide, is centred upon straight lines joining consecutively the following points:

(i) 34°20·1′N, 120°30·4′W
(ii) 34°04·6′N, 119°19·6′W
(iii) 33°44·1′N, 118°36·3′W

The traffic lanes are one mile wide.

5. In The Approaches to Los Angeles—Long Beach

A traffic separation zone, two miles wide, is centred upon straight lines joining consecutively the following points:

(i) 33°39·7′N, 118°17·6′W
(ii) 33°39·7′N, 118°27·3′W
(iii) 33°44·1′N, 118°36·3′W

The traffic lanes are one mile wide.

G. AUSTRALIA

Off South Wilson Promontory in the Bass Strait

The quadrilateral area bounded by straight lines joining the following points:

(i) 39°11·0′S, 146°45·0′E
(ii) 39°15·0′S, 146°33·0′E
(iii) 39°15·0′S, 146°15·0′E
(iv) 39°12·0′S, 146°25·0′E

is a traffic separation zone.

The outer limits of the traffic lanes are defined by straight lines joining consecutively the following points:

(*a*) Northern Limit
(i) 39°10·8′S, 146°15·0′E
(ii) 39°10·8′S, 146°19·2′E
(iii) 39°09·0′S, 146°26·0′E
(iv) 39°02·0′S, 146°45·0′E

(*b*) Southern Limit
(i) 39°19·0′S, 146°15·0′E
(ii) 39°19·0′S, 146°45·0′E

EXPLANATORY NOTE

(This Note is not part of the Order.)

This Order in Council makes additional regulations for the prevention of collisions at sea to form part of the Collision Regulations for the purposes of the Merchant Shipping Act 1894.

The regulations set out in the Schedule to the Order make provision for regulating navigation in traffic separation schemes based on recommendations adopted by the Inter-Governmental Maritime Consultative Organisation.

SI 1972/809
ISBN 0-11-020809-9

