

Resolution A.767(18)

*Adopted on 4 November 1993
(Agenda item 11)*

**AMENDED TRAFFIC SEPARATION SCHEME
“OFF FINISTERRE”**

THE ASSEMBLY

RECALLING Article 15(j) of the Convention on the International Maritime Organization concerning the functions of the Assembly in relation to regulations and guidelines concerning maritime safety,

RECALLING ALSO resolution A.376(X) by which the Assembly, recognizing the need for an expeditious adoption procedure for the adoption of traffic separation schemes for the purposes of the International Regulations for Preventing Collisions at Sea, 1972, resolved that the function of adopting traffic separation schemes shall be performed by the Maritime Safety Committee,

NOTING the urgent need to implement the traffic separation scheme “Off Finisterre” to improve safety of navigation in the area concerned and the invitation of the Maritime Safety Committee at its sixty-second session to confirm the new location of the traffic separation scheme “Off Finisterre” on the basis of the recommendations of the Sub-Committee on Safety of Navigation,

HAVING CONSIDERED the recommendation of the Sub-Committee on Safety of Navigation at its thirty-ninth session,

1. ADOPTS AND CONFIRMS the new location of the traffic separation scheme “Off Finisterre” proposed by Spain and described in the annex to the present resolution for implementation at 0000 hours UTC on 4 May 1994;
2. INVITES the Maritime Safety Committee to revise and update as necessary and adopt amendments to the traffic separation scheme “Off Finisterre”, in accordance with resolution A.376(X).

Annex

OFF FINISTERRE (Amended scheme)

(Reference chart: Instituto Hidrográfico de la Marina, Cadiz, Spain, No. 41, 1978 edition.

Note: This chart is based on European Datum (Potsdam))

Description of the traffic separation scheme

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

- | | |
|---------------------------|---------------------------|
| (1) 42°52'.9 N, 9°44'.0 W | (4) 43°21'.5 N, 9°37'.7 W |
| (2) 43°10'.5 N, 9°44'.0 W | (5) 43°11'.0 N, 9°45'.2 W |
| (3) 43°21'.0 N, 9°36'.4 W | (6) 42°52'.9 N, 9°45'.2 W |

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

- | | |
|---------------------------|----------------------------|
| (7) 42°52'.9 N, 9°49'.4 W | (10) 43°25'.0 N, 9°47'.0 W |
| (8) 43°12'.2 N, 9°49'.4 W | (11) 43°13'.7 N, 9°54'.8 W |
| (9) 43°23'.0 N, 9°41'.9 W | (12) 42°52'.9 N, 9°54'.8 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 southbound traffic is established between the separation zones described in paragraph (b) and a line connecting the following geographical positions:

- | | |
|----------------------------|----------------------------|
| (13) 42°52'.9 N, 9°59'.0 W | (15) 43°26'.4 N, 9°50'.9 W |
| (14) 43°14'.7 N, 9°59'.0 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'.7 N, 9°13'.4 W to position (3) 43°21'.0 N, 9°36'.4 W (northern limit) and a line drawn from position 42°52'.9 N, 9°16'.2 W to position (1) 42°52'.9 N, 9°44'.0 W (southern limit) is designated as an inshore traffic zone.