

## § 167.1

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- 167.1314 In the Strait of Juan de Fuca: Eastern lanes.
- 167.1315 In the Strait of Juan de Fuca: Precautionary area "PA."
- 167.1320 In Puget Sound and its approaches: General.
- 167.1321 In Puget Sound and its approaches: Rosario Strait.
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- 167.1323 In Puget Sound and its approaches: Puget Sound.
- 167.1330 In Haro Strait, Boundary Pass, and the Strait of Georgia: General.
- 167.1331 In Haro Strait and Boundary Pass.
- 167.1332 In the Strait of Georgia.
- 167.1700 In Prince William Sound: General.
- 167.1701 In Prince William Sound: Precautionary areas.
- 167.1702 In Prince William Sound: Prince William Sound Traffic
- 167.1703 In Prince William Sound: Valdez Arm Traffic Separation Scheme.

AUTHORITY: 33 U.S.C. 1223; Department of Homeland Security Delegation No. 0170.0.

SOURCE: CGD 81-080, 48 FR 36456, Aug. 11, 1983, unless otherwise noted.

### Subpart A—General

#### § 167.1 Purpose.

The purpose of the regulations in this part is to establish and designate traffic separation schemes and precautionary areas to provide access routes for vessels proceeding to and from U.S. ports.

#### § 167.3 Geographic coordinates.

Geographic coordinates are defined using North American 1927 Datum (NAD 27) unless indicated otherwise.

[CGD 90-039, 59 FR 21937, Apr. 28, 1994]

#### § 167.5 Definitions.

(a) *Area to be avoided* means a routing measure comprising an area within defined limits in which either navigation is particularly hazardous or it is exceptionally important to avoid casualties and which should be avoided by all ships or certain classes of ships.

(b) *Traffic separation scheme* (TSS) means a designated routing measure which is aimed at the separation of opposing streams of traffic by appropriate means and by the establishment of traffic lanes.

(c) *Traffic lane* means an area within defined limits in which one-way traffic

is established. Natural obstacles, including those forming separation zones, may constitute a boundary.

(d) *Separation zone or line* means a zone or line separating the traffic lanes in which ships are proceeding in opposite or nearly opposite directions; or separating a traffic lane from the adjacent sea area; or separating traffic lanes designated for particular classes of ships proceeding in the same direction.

(e) *Precautionary area* means a routing measure comprising an area within defined limits where ships must navigate with particular caution and within which the direction of traffic flow may be recommended.

(f) *Deep-water route* means an internationally recognized routing measure primarily intended for use by ships that, because of their draft in relation to the available depth of water in the area concerned, require the use of such a route.

(g) *Two-way route* means a route within defined limits inside which two-way traffic is established, aimed at providing safe passage of ships through waters where navigation is difficult or dangerous.

[CGD 81-080, 48 FR 36456, Aug. 11, 1983; 49 FR 15548, Apr. 19, 1984, as amended by CGD 90-039, 59 FR 21937, Apr. 28, 1994; CGD 97-004, 65 FR 12945, Mar. 10, 2000; USCG-1999-5700, 65 FR 46605, July 31, 2000]

**§ 167.10 Operating rules.**

The operator of a vessel in a TSS shall comply with Rule 10 of the International Regulations for Preventing Collisions at Sea, 1972, as amended.

**§ 167.15 Modification of schemes.**

(a) A traffic separation scheme or precautionary area described in this part may be permanently amended in accordance with 33 U.S.C. 1223 (92 Stat. 1473), and with international agreements.

(b) A traffic separation scheme or precautionary area in this part may be temporarily adjusted by the Commandant of the Coast Guard in an emergency, or to accommodate operations which would create an undue hazard for vessels using the scheme or which would contravene Rule 10 of the International Regulations for Pre-

venting Collisions at Sea, 1972. Adjustment may be in the form of a temporary traffic lane shift, a temporary suspension of a section of the scheme, a temporary precautionary area overlaying a lane, or other appropriate measure. Adjustments will only be made where, in the judgment of the Coast Guard, there is no reasonable alternative means of conducting an operation and navigation safety will not be jeopardized by the adjustment. Notice of adjustments will be made in the appropriate Notice to Mariners and in the FEDERAL REGISTER. Requests by members of the public for temporary adjustments to traffic separation schemes must be submitted 150 days prior to the time the adjustment is desired. Such Requests, describing the interference that would otherwise occur to a TSS, should be submitted to the District Commander of the Coast Guard District in which the TSS is located.

**Subpart B—Description of Traffic Separation Schemes and Precautionary Areas**

**§ 167.50 In the approaches to Portland, ME: General.**

The traffic separation scheme in the approaches to Portland, ME, consists of three parts: A precautionary area, an Eastern approach and a Southern approach. The specific areas in the traffic separation scheme in the approaches to Portland, ME, are described in §§ 167.51 through 167.53.

[USCG-2010-0718, 75 FR 77533, Dec. 13, 2010]

**§ 167.51 In the approaches to Portland, ME: Precautionary area.**

A precautionary area is established with a radius of 5.45 miles centered upon geographical position 43°31.60' N, 70°05.53' W, the areas within separation zones and traffic lanes excluded.

[USCG-2010-0718, 75 FR 77533, Dec. 13, 2010]

**§ 167.52 In the approaches to Portland, ME: Eastern approach.**

(a) A separation zone 1 mile wide is established and is centered upon the following geographical positions:

Latitude	Longitude
43°30.18' N .....	069°59.17' W.