

Coast Guard, DHS

§ 167.15

- 167.406 Off San Francisco: Area to be avoided.
- 167.450 In the Santa Barbara Channel Traffic Separation Scheme: General.
- 167.451 In the Santa Barbara Channel: Between Point Vicente and Point Conception.
- 167.452 In the Santa Barbara Channel: Between Point Conception and Point Arguello.
- 167.500 In the approaches to Los Angeles-Long Beach Traffic Separation Scheme: General.
- 167.501 In the approaches to Los Angeles/Long Beach: Precautionary area.
- 167.502 In the approaches to Los Angeles-Long Beach: Western approach.
- 167.503 In the approaches to Los Angeles-Long Beach TSS: Southern approach.
- 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; 49 CFR 1.46.

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