

4 ALBERT EMBANKMENT
LONDON SE1 7SR
Telephone: +44 (0)20 7735 7611 Fax: +44 (0)20 7587 3210

COLREG.2/Circ.78
28 November 2022

TRAFFIC SEPARATION SCHEMES AND ASSOCIATED MEASURES

1 The Maritime Safety Committee, at its 106th session (2 to 11 November 2022), having considered the recommendation made by the Sub-Committee on Navigation, Communications and Search and Rescue at its ninth session (21 to 30 June 2022), and in accordance with the *Procedure for the adoption and amendment of traffic separation schemes, routing measures other than traffic separation schemes, including designation and substitution of archipelagic sea lanes, and ship reporting systems* (resolution A.858(20)), adopted traffic separation schemes and associated measures, as follows:

- .1 amended traffic separation schemes and associated measures *Approaches to the Chornomorsk, Odesa and Pivdennyi ports*, which replace the existing traffic separation schemes *Between the ports of Odessa and Ilichevsk* and *In the approaches to the ports of Odessa and Ilichevsk* (COLREG.2/Circ.14, paragraphs 1.1.2 and 1.1.3); and
- .2 amendments to the traffic separation scheme *In the Santa Barbara Channel* (COLREG.2/Circ.64, annex 6),

as set out in annexes 1 and 2, respectively.

2 Accordingly, the aforementioned traffic separation schemes and associated measures will be implemented at 0000 hours UTC on 1 June 2023.

ANNEX 1

AMENDED TRAFFIC SEPARATION SCHEMES AND ASSOCIATED MEASURES "APPROACHES TO THE CHORNOMORSK, ODESA AND PIVDENNYI PORTS"

(Reference paper chart: No. 3407 (INT 3891), issued by the State Hydrographic Service of Ukraine, 3rd edition, 2020.

Note: This chart is based on the World Geodetic System 1984 datum (WGS 84))

Description of the amended traffic separation system

The system consists of seven parts.

Part I. (seaward)

- (a) A separation zone, 1.4 nautical miles wide, is bounded by a line connecting the following geographical positions:

- (1) 46°07'.74 N, 031°05'.27 E
- (2) 46°13'.32 N, 030°57'.55 E
- (3) 46°14'.32 N, 030°59'.05 E
- (4) 46°08'.74 N, 031°06'.77 E

- (b) A traffic lane for inbound traffic is established between the separation zone and the line connecting the following geographical positions:

- (5) 46°09'.51 N, 031°07'.92 E
- (6) 46°15'.09 N, 031°00'.21 E

- (c) A traffic lane for outbound traffic is established between the separation zone and the line connecting the following geographical positions:

- (7) 46°12'.55 N, 030°56'.39 E
- (8) 46°06'.97 N, 031°04'.11 E

Part II. The precautionary area

- (a) A precautionary area with recommended directions of traffic flow at counterclockwise direction* is bounded by a line connecting the following geographical positions:

- | | |
|--------------------------------|--------------------------------|
| (6) 46°15'.09 N, 031°00'.21 E | (27) 46°17'.99 N, 030°52'.40 E |
| (7) 46°12'.55 N, 030°56'.39 E | (24) 46°18'.89 N, 030°54'.50 E |
| (16) 46°15'.89 N, 030°50'.95 E | (35) 46°19'.06 N, 030°55'.09 E |
| (13) 46°17'.49 N, 030°51'.70 E | (32) 46°18'.99 N, 030°57'.25 E |

* Refer to diagram set out below.

Part III. Approaches to the Chornomorsk Port

- (a) A separation zone, 0.5 nautical miles wide, is bounded by a line connecting the following geographical positions:

- (9) 46°16'.45 N, 030°51'.21 E
- (10) 46°17'.76 N, 030°45'.59 E
- (11) 46°18'.21 N, 030°45'.90 E
- (12) 46°16'.92 N, 030°51'.43 E

- (b) A traffic lane for inbound traffic is established between the separation zone and the line connecting the following geographical positions:

- (13) 46°17'.49 N, 030°51'.70 E
- (14) 46°18'.79 N, 030°46'.30 E

- (c) A traffic lane for outbound traffic is established between the separation zone and the line connecting the following geographical positions:

- (15) 46°17'.19 N; 030°45'.20 E
- (16) 46°15'.89 N; 030°50'.95 E

Part IV. From the Odesa Port to the Chornomorsk Port

- (a) It includes two traffic lanes with a separation line in between connecting the following geographical positions:

- (17) 46°27'.27 N, 030°48'.41 E
- (18) 46°21'.89 N, 030°47'.35 E
- (19) 46°19'.09 N, 030°44'.74 E

- (b) Each traffic lane width: 0.25 nautical miles from each side of the separation line.

Part V. Approach to the Odesa Port

- (a) A separation zone, 0.5 nautical miles wide, is bounded by a line connecting the following geographical positions:

- (20) 46°18'.29 N, 030°53'.10 E
- (21) 46°27'.69 N, 030°49'.86 E
- (22) 46°27'.69 N, 030°50'.61 E
- (23) 46°18'.57 N, 030°53'.75 E

- (b) A traffic lane for inbound traffic is established between the separation zone and the line connecting the following geographical positions:

- (24) 46°18'.89 N, 030°54'.50 E
- (25) 46°27'.69 N, 030°51'.50 E

- (c) A traffic lane for outbound traffic is established between the separation zone and the line connecting the following geographical positions:

- (26) 46°27'.69 N, 030°49'.10 E
- (27) 46°17'.99 N, 030°52'.40 E

Part VI. Approaches to the Pivdennyi Port

- (a) A separation zone, 0.5 nautical miles wide, is bounded by a line connecting the following geographical positions:

(28) 46°19'.04 N, 030°55'.80 E

(29) 46°31'.55 N, 030°55'.65 E

(30) 46°31'.73 N, 030°56'.37 E

(31) 46°19'.02 N, 030°56'.52 E

- (b) A traffic lane for inbound traffic is established between the separation zone and the line connecting the following geographical positions:

(32) 46°18'.99 N, 030°57'.25 E

(33) 46°31'.89 N, 030°57'.04 E

- (c) A traffic lane for outbound traffic is established between the separation zone and the line connecting the following geographical positions:

(34) 46°31'.36 N, 030°54'.90 E

(35) 46°19'.06 N, 030°55'.09 E

Part VII. The precautionary area

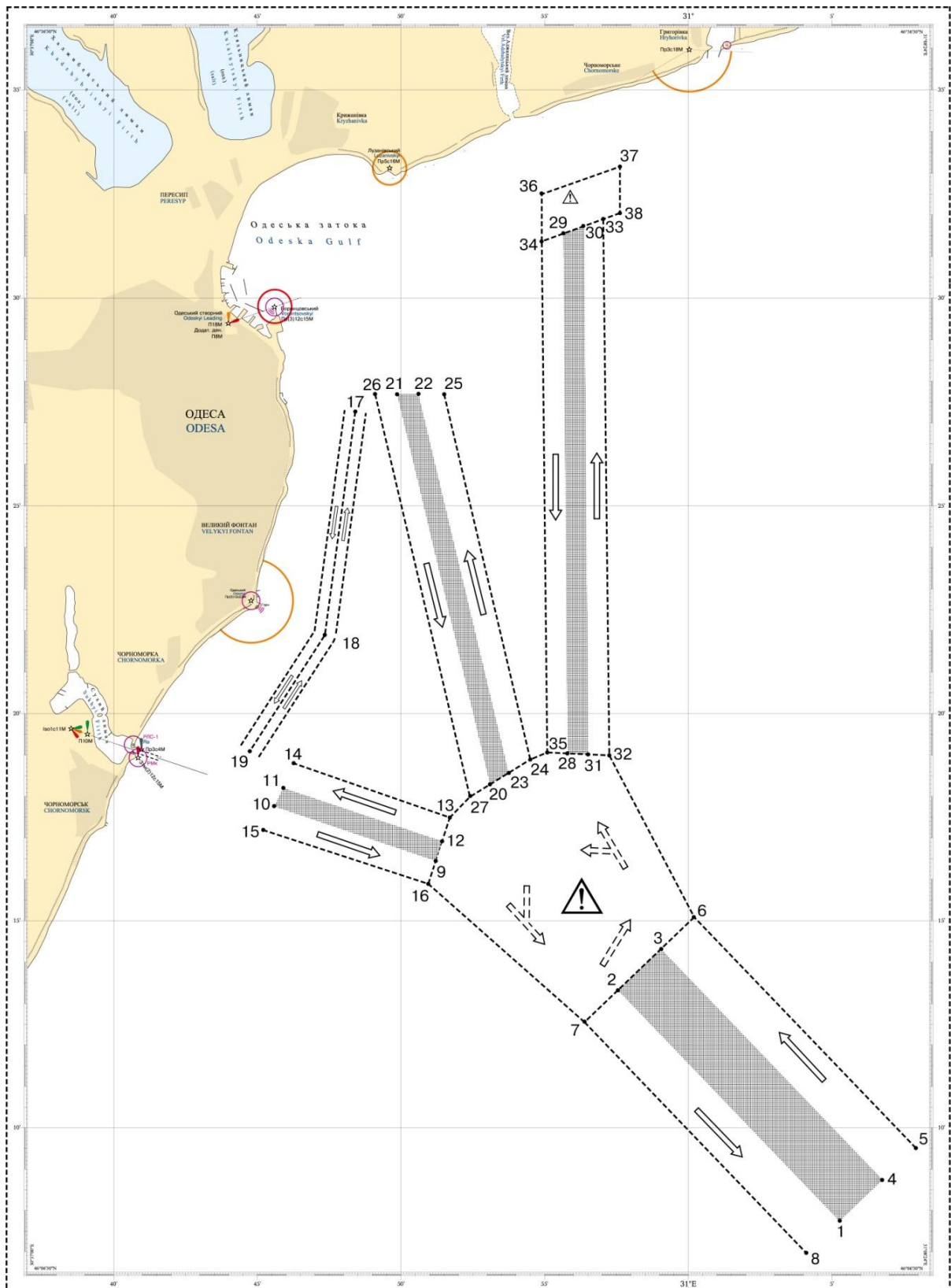
- (a) A precautionary area is bounded by lines connecting the following geographical positions:

(34) 46°31'.36 N, 030°54'.90 E

(36) 46°32'.50 N, 030°54'.90 E

(37) 46°33'.16 N, 030°57'.62 E

(38) 46°32'.04 N, 030°57'.62 E



Note: This figure is intended to indicate the recommended directions of traffic flow at counterclockwise direction within the precautionary area in part II.

ANNEX 2

**AMENDMENTS TO THE TRAFFIC SEPARATION SCHEME
"IN THE SANTA BARBARA CHANNEL"**

In the Santa Barbara Channel

(Reference charts: United States 18700, 2013 edition; 18720, 2020 edition; and 18721, 2009 edition.

Note: These charts are based on North American 1983 datum)

Part II

Between Point Conception and Point Arguello

The description of the traffic separation scheme in part II "Between Point Conception and Point Arguello" is replaced by the following:

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

(1) 34°20'.84 N, 120°30'.28 W (13) 34°29'.15 N, 121°06'.94 W
(6) 34°19'.88 N, 120°30'.59 W (14) 34°28'.19 N, 121°07'.26 W

(b) A traffic lane for westbound traffic is established between the separation zone and a line connecting the following geographical positions:

(7) 34°21'.80 N, 120°29'.96 W (15) 34°30'.11 N, 121°06'.63 W

(c) A traffic lane for eastbound traffic is established between the separation zone and a line connecting the following geographical positions:

(12) 34°18'.92 N, 120°30'.91 W (16) 34°27'.23 N, 121°07'.57 W