

THE ORDER OF THE PRESIDENT OF GEORGIA № 380
June 21, 2007 Tbilisi

**On establishing the traffic separation schemes,
separation of sea corridors and maritime special areas
in the territorial sea of Georgia**

With the purpose of safety of navigation, arrangement of rescue of human life at sea and maritime pollution prevention:

1. To approve the Regulations “On establishing the traffic separation scheme, separation of sea corridors and maritime special areas in the territorial sea of Georgia”
2. To publish the President’s Order “On establishing the traffic separation scheme, separation of sea corridors and maritime special areas in the territorial sea of Georgia” in the “Notice to Mariners”, pilot books and other guidelines used for navigation;
3. The Order comes into force on the 30th day from its publication in the “Law Bulletin of Georgia”

M. Saakashvili

**« The Regulations
On establishing the traffic separation scheme,
separation of sea corridors and maritime special areas
in the territorial sea of Georgia»**

Chapter 1. General.

Article. 1. General.

1. For providing safety of navigation in the responsible zone of Georgia on the base of Art. 22 of UN Convention “On Maritime Law” -1982 sea corridors and traffic separation schemes have been established.
2. The Regulations “On establishing the traffic separation schemes, separation of sea corridors and maritime special areas in the territorial sea of Georgia” (hereinafter referred as – “the Regulations”) have been developed on the ground of the Law “On Maritime Areas of Georgia”, which determines navigation rules in the territorial sea of Georgia.
3. The established sea corridors and traffic separation schemes regulate the navigational regime in the responsible zone of Georgia and apply to all the vessels in the responsible zone of Georgia.
4. The vessels sailing in the responsible zone of Georgia must notify appropriately the MRCC-Georgia in accordance with the requirements of **GEOREP** System, as it is stipulated for by the Circular IMO SN/Circ. 230. 20.02.2003.

| latitude N | longitude E | latitude N | longitude E |
|-------------------------------------|-----------------------------|-------------------------------------|------------------------------|
| A φ =43 ⁰ 23.00'N | λ =040 ⁰ 00.50'E | E φ =42 ⁰ 02.00'N | λ = 040 ⁰ 26.00'E |
| B φ =42 ⁰ 24.00'N | λ =038 ⁰ 41.00'E | F φ =41 ⁰ 57.00'N | λ =040 ⁰ 42.00'E |
| C φ =42 ⁰ 20.15'N | λ =039 ⁰ 00.13'E | G φ =41 ⁰ 35.50'N | λ =041 ⁰ 16.50'E |
| D φ =42 ⁰ 08.00'N | λ =039 ⁰ 50.50'E | H φ =41 ⁰ 31.00'N | λ =041 ⁰ 33.00'E |

5. Sailing on roads and in the ports of Georgia is regulated by “Port Rules”, the Order of Chairman of Georgian Maritime Administration №53 dd. 12.12.2003.
6. The information regarding changes in the regime of navigation is distributed to mariners via navigational notices and navigational warnings in the areas in accordance with the existing international system - NAVAREA.
7. All the vessels sailing in the responsible zone of Georgia or being at anchor are obliged to use radio communication in accordance with the requirements of “Regulations of International Maritime Radio Communication”
8. The geographical coordinates as mentioned in the present Regulations and on the chart enclosed are showed in the coordinate system WGS- 1984
9. The following numeration of the specified and marked navigation routes and areas is applied in the present Regulations and on the chart enclosed in accordance with the maritime practice:
 - a) Former minefield areas – 1 – 10
 - b) Explosive dumping ground areas – 11 – 20
 - c) The restricted areas– 21 - 30
 - d) The temporarily restricted areas 31 – 40
 - e) Dump ground areas – 41 – 50
 - f) Military restricted areas– **GG 001 – GG 009**;
 - g) The recommended two-way coastal navigation tracks of approaching to the ports of Georgia (approaching points **G 01** and **G05**) – 1 - 10
 - h) The recommended two-way coastal navigation tracks between the ports of Georgia – 01 – 09
10. In the case of non-observance of the requirements of the present Regulations the Masters of the vessels bear the responsibility in accordance with Georgian legislation.

Article 2. Definitions.

1. **Navigation regime** – is the set order and rules of navigation, establishing the recommended navigation routes, restricted areas and the precautionary areas.
2. **Traffic separation line** – is the line, separating traffic flows, in which vessels follow in the opposite, or almost opposite directions, keeping right. Vessels cannot cross the line. The crossing of the line is admissible in special cases and should be carried out orthogonally.
3. **The precautionary area**– is the area assigned for providing safety of navigation in the areas of heavy traffic. The area consists of separation zone and roundabout traffic separation scheme. The vessels should keep maximum caution and follow Art. 10 of COLREG-71. Stop of vessels, anchorage, fishery and crossing the zone are prohibited.
4. **Roundabout traffic separation scheme** – the area including the point or a roundabout traffic separation zone into the roundabout flow in the certain limits. The navigation in the roundabout is performed anticlockwise around the point or roundabout traffic separation zone.
5. **Separation zone** – the zone separating traffic flows in which vessels follow in the opposite or almost opposite directions, keeping right in accordance with Art. 10 of COLREG-72. Stop of vessels, anchorage, fishery and crossing the zone are prohibited.
6. **Recommended route** – is a specially examined route to guarantee, as much as possible, that it is free of danger and which is recommended for vessels to follow.
7. **Two-way recommended track** – is a route with definite limits, on which two-way traffic is set for providing safety of pass of vessels.
8. **Former minefield areas** – are the sea aquatories, where sweep was carried out after placing mines. In these areas anchorage is not recommended rather than at recommended anchorage places. It is necessary to consider the possible presence of mines or other explosives on the ground when doing fishery with sea-floor fishery equipment or when carrying out the jobs involving touching the ground.

9. **Explosive dumping ground areas** – are the sea aquatories where explosives were dumped. In these areas anchorage, fishery with sea-floor fishery equipment as well as carrying out other ground jobs is prohibited. Navigation in these areas should be carried out with a maximum caution.

10. **The restricted areas** –the areas where navigation of vessels and other floating means, stop, anchorage, fishery and performing other jobs are prohibited due to different reasons.

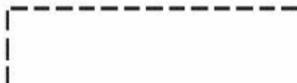
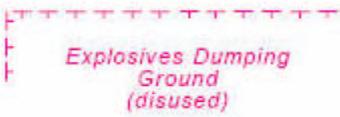
11. **The temporarily restricted areas** - are the aquatories in the inland waters, territorial sea and exclusive economic zone, where navigation is temporarily prohibited for performing some definite actions or purposes.

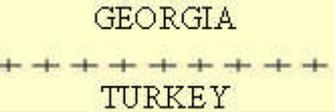
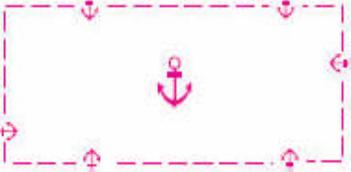
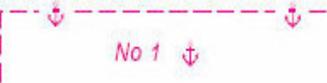
12. **Military restricted areas** – are the aquatories in the inland waters, territorial sea and exclusive economic zone, which are dangerous for navigation for the period of performing dangerous actions in their limits (military exercises carried out by the Ministry of Defense, special jobs etc.) All vessels and aircrafts are prohibited to entry these aquatories, interfere in the actions of warships, participating in the military exercises. All vessels and aircrafts must notice the warning signals and act according to them. Navigation notice regarding military exercises or dangerous actions in the certain aquatories should be forwarded 5 days prior to their beginning and are repeated in the scheduled time until the completion of the actions.

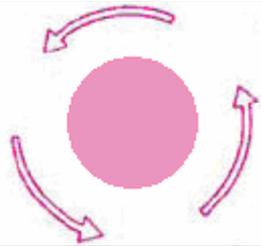
13. **Navigation aids** – means the engineering structures ashore or offshore, including lighthouses, buoys, beacons, marks, leading lines and others, assigned for providing of safety of navigation.

Article 3. Reference designations.

Reference designations and their names as used in the present Regulations and the chart enclosed.

| № | reference designation | title |
|---|---|--|
| 1 |  | Special maritime area (to be avoided) |
| 2 |  | Maritime limit, in general |
| 3 |  | Limit of restricted areas into which entry is prohibited |
| 4 |  | Limit of temporary restricted area |
| 5 |  | Explosives Dumping ground areas |
| 6 |  | Firing danger area |

| | | |
|----|---|---|
| 7 |  | Military restricted area into which entry is prohibited |
| 8 |  | Former minefields areas |
| 9 |  | International boundary on land |
| 10 |  | International maritime boundary |
| 11 |  | Anchorage area |
| 12 |  | Numbered anchorage area |
| 13 |  | Tanker anchorage area |
| 14 |  | Traffic separation scheme |
| 15 |  | Established direction of traffic flow |
| 16 |  | Recommended direction of traffic flow |
| 17 |  | Traffic separation line |
| 18 |  | Separation zone |

| | | |
|----|---|---|
| 19 |  | Traffic separation scheme, roundabout |
| 20 |  | Precautionary area |
| 21 |  | One-way recommended track combined with routening element |
| 22 |  | Two-way recommended track combined with routening element |

2. A brief index of abridgements used in the present Regulations

- ϕ – Latitude
- λ – Longitude
- N** – North
- E** – East
- S** – South
- W** – West
- GEOREP** – The system of reporting in the responsible zone of Georgia

Chapter 2. Sea Corridors and traffic separation schemes

Article 4. Traffic establishment.

1. Navigation regime in the responsible zone of Georgia is performed in accordance with recommended routes, which are indicated on the charts, pilot books, the present regulations according to the following principles:
 - a) vessels perform navigation on recommended routes till the precautionary areas of ports;
 - b) navigation in the precautionary areas is performed with maximum caution. All vessels should keep right side;
2. Fishing vessels and boats should keep aloof from the precautionary areas and not to disturb the vessels trading in international waters.
3. In the precautionary areas stop, anchorage, fishery, crossing the zone and performing of other jobs is prohibited. The crossing of the zone is permitted only in special cases and orthogonally.

Article 5. Recommended two-way track from the river Psou to the port of Poti.

From the river Psou to the port of Poti navigation should be carried out in accordance with recommended route № 1, the separate line of which is laid through the following points:

Recommended two-way track №1

| Number or name of the | Coordinates of the points | | Direction of the way between | Navigation, miles |
|-----------------------|---------------------------|-------------|------------------------------|-------------------|
| | Latitude N | Longitude E | | |
| | | | | |

| | | | | |
|-------------|-----------------------------|-----------------------------|-----------------------------|-----|
| point | | | the points | |
| G 01 | $\varphi=42^{\circ}18.80'N$ | $\lambda=41^{\circ}19.43'E$ | | |
| | | | $306^{\circ} - 126^{\circ}$ | 7,6 |
| P 04 | $\varphi=42^{\circ}14.40'N$ | $\lambda=41^{\circ}27.80'E$ | | |

Article 6. Recommended two-way track of the Euro-Asian Transport Corridor

Navigation should be carried out in accordance with recommended two-way route from the port of Poti through Euro-Asian Transport Corridor.

Recommended two-way track №3

| Number or name of the point | Coordinates of the points | | Direction of the way between the points | Navigation, miles |
|-----------------------------|------------------------------|-----------------------------|---|-------------------|
| | Latitude N | Longitude E | | |
| G02 | $\varphi=42^{\circ}14.22'N$ | $\lambda=41^{\circ}17.98'E$ | | |
| | | | $110^{\circ}- 290^{\circ}$ | 6,6 |
| P03 | $\varphi=42^{\circ}12.097'N$ | $\lambda=41^{\circ}26.39'E$ | | |

Article 7. Humanitarian Corridor from the port of Poti to the port of Sukhumi.

The vessels with humanitarian cargo onboard, having a special permission from the appropriate Georgian authorities should follow the humanitarian corridor to the port of Sukhumi by the recommended route from the point **G-01** to the point **A-02**, and then from the point **A-02** to the point – **A-01**.

Recommended two-way track №05

| Number or name of the point | Coordinates of the points | | Direction of the way between the points | Navigation, miles |
|-----------------------------|-----------------------------|-----------------------------|---|-------------------|
| | Latitude N | Longitude E | | |
| G01 | $\varphi=42^{\circ}18.80'N$ | $\lambda=41^{\circ}19.43'E$ | | |
| | | | $320^{\circ},5-140^{\circ},5$ | 34,0 |
| A02 | $\varphi=42^{\circ}45.10'N$ | $\lambda=40^{\circ}50.05'E$ | | |
| | | | $213^{\circ},5-33^{\circ},5$ | 12,2 |
| A01 | $\varphi=42^{\circ}55.26'N$ | $\lambda=40^{\circ}59.22'E$ | | |

Article 8. Recommended two-way track from the port of Kulevi (under construction) to the port of Poti.

From the port of Kulevi (under construction) to the port of Poti navigation should be carried out in accordance with two-way recommended track, the separate line of which is laid through the following points:

Recommended two-way track №02

| Number or name of the point | Coordinates of the points | | Direction of the way between the points | Navigation, miles |
|-----------------------------|-----------------------------|-----------------------------|---|-------------------|
| | Latitude N | Longitude E | | |
| K01 | $\varphi=42^{\circ}18.78'N$ | $\lambda=41^{\circ}32.97'E$ | | |
| | | | 186-06 | 4,2 |
| P01 | $\varphi=42^{\circ}14.63'N$ | $\lambda=41^{\circ}32.36'E$ | | |

Article 9. Precautionary area in the port of Poti

Precautionary area in the port of Poti is a roundabout area, which includes northern, eastern, southern, western and north-western separation zones (**PAPA**)

1. The roundabout area includes roundabout traffic separation zone with diameter of **0.5** m with the centre in the point $\varphi = 42^{\circ}12.102'N$; $\lambda = 41^{\circ}32.100'E$ and roundabout flow with the width of **1,5** m.

The set direction of the traffic flow is anticlockwise around the roundabout zone.

2. **Northern Separation Zone** – includes two traffic lanes and traffic separation zone, the axis of which is laid through the following points:

a) $\varphi = 42^{\circ}14.645'N$ $\lambda = 41^{\circ}32.357'E$

b) $\varphi = 42^{\circ}13.652'N$ $\lambda = 41^{\circ}32.240'E$

The width of traffic separation zone is – **0.2** m

The outer limit of traffic lane into the port of Poti is laid through the following points:

a) $\varphi = 42^{\circ}14.683'N$ $\lambda = 41^{\circ}31.619'E$

b) $\varphi = 42^{\circ}13.571'N$ $\lambda = 41^{\circ}31.470'E$

The set direction of the traffic flow is **186**⁰

The outer limit of traffic lane from the port of Poti is laid through the following points:

a) $\varphi = 42^{\circ}13.452'N$ $\lambda = 41^{\circ}33.000'E$

b) $\varphi = 42^{\circ}14.772'N$ $\lambda = 41^{\circ}33.140'E$

The set direction of the traffic flow is **6**⁰

3. **Eastern Separation Zone** – includes two traffic lanes (approach to the port of Poti and exit from the port of Poti) and two traffic separation zones.

1. Traffic separation zone 1 the axis of which is laid through the following points:

a) $\varphi = 42^{\circ}11.502'N$ $\lambda = 41^{\circ}33.90'E$

b) $\varphi = 42^{\circ}10.872'N$ $\lambda = 41^{\circ}35.750'E$

The width of traffic separation zone is – **0.2** m

2. Traffic separation zone 2 the axis of which is laid through the following points:

c) $\varphi = 42^{\circ}10.542'N$ $\lambda = 41^{\circ}36.420'E$

d) $\varphi = 42^{\circ}10.722'N$ $\lambda = 41^{\circ}36.540'E$

e) $\varphi = 42^{\circ}10.222'N$ $\lambda = 41^{\circ}37.720'E$

The outer limit of traffic lane into the port of Poti is laid through the following points:

1. $\varphi = 42^{\circ}10.882'N$ $\lambda = 41^{\circ}33.200'E$

2. $\varphi = 42^{\circ}10.362'N$ $\lambda = 41^{\circ}35.800'E$

3. $\varphi = 42^{\circ}09.782'N$ $\lambda = 41^{\circ}37.310'E$

4. $\varphi = 42^{\circ}09.612'N$ $\lambda = 41^{\circ}38.740'E$

- **108**⁰

The outer limit of traffic lane from the port of Poti is laid through the following points:

1. $\varphi = 42^{\circ}09.721'N$ $\lambda = 41^{\circ}38.970'E$

2. $\varphi = 42^{\circ}10.452'N$ $\lambda = 41^{\circ}37.900'E$

3. $\varphi = 42^{\circ}11.372'N$ $\lambda = 41^{\circ}35.500'E$

4. $\varphi = 42^{\circ}12.212'N$ $\lambda = 41^{\circ}34.060'E$

The set direction of the traffic flow is - **298**⁰

4. **Southern Separation Zone**– includes two traffic lanes and traffic separation zone, the axis of which is laid through the following points:

a) $\varphi = 42^{\circ}10.612'N$ $\lambda = 41^{\circ}32.240'E$

b) $\varphi = 42^{\circ}09.122'N$ $\lambda = 41^{\circ}32.460'E$

The width of traffic separation zone is – **0.3** m

The outer limit of traffic lane into the port of Poti is laid through the following points:

a) $\varphi = 42^{\circ}09.222'N$ $\lambda = 41^{\circ}33.350'E$

b) $\varphi = 42^{\circ}10.802'N$ $\lambda = 41^{\circ}33.100'E$

The set direction of the traffic flow is - 354⁰

The outer limit of traffic lane from the port of Poti is laid through the following points:

a) $\varphi = 42^{\circ}10.702'N$ $\lambda = 41^{\circ}31.300'E$

b) $\varphi = 42^{\circ}09.082'N$ $\lambda = 41^{\circ}31.570'E$

The set direction of the traffic flow is - 174⁰

5. Western Separation Zone – includes two traffic lanes and traffic separation zone, the axis of which is laid through the following points:

a) $\varphi = 42^{\circ}12.102'N$ $\lambda = 41^{\circ}30.000'E$

b) $\varphi = 42^{\circ}12.102'N$ $\lambda = 41^{\circ}27.920'E$

The width of traffic separation zone is 0.25 m

The outer limit of traffic lane into the port of Poti is laid through the following points:

a) $\varphi = 42^{\circ}11.632'N$ $\lambda = 41^{\circ}27.920'E$

b) $\varphi = 42^{\circ}11.632'N$ $\lambda = 41^{\circ}30.110'E$

The set direction of the traffic flow is - 90⁰

The outer limit of traffic lane from the port of Poti is laid through the following points:

a) $\varphi = 42^{\circ}12.632'N$ $\lambda = 41^{\circ}30.110'E$

b) $\varphi = 42^{\circ}12.632'N$ $\lambda = 41^{\circ}27.920'E$

The set direction of the traffic flow is - 270⁰

6. North-western Separation Zone – includes two traffic lanes and traffic separation zone, the axis of which is laid through the following points:

a) $\varphi = 42^{\circ}13.012'N$ $\lambda = 41^{\circ}30.380'E$

b) $\varphi = 42^{\circ}13.892'N$ $\lambda = 41^{\circ}28.790'E$

The width of traffic separation zone is 0.2 m

The outer limit of traffic lane into the port of Poti is laid through the following points

a) $\varphi = 42^{\circ}13.542'N$ $\lambda = 41^{\circ}28.420'E$

b) $\varphi = 42^{\circ}12.632'N$ $\lambda = 41^{\circ}30.110'E$

The set direction of the traffic flow is - 126⁰

The outer limit of traffic lane from the port of Poti is laid through the following points:

a) $\varphi = 42^{\circ}13.279'N$ $\lambda = 41^{\circ}30.797'E$

b) $\varphi = 42^{\circ}14.232'N$ $\lambda = 41^{\circ}29.060'E$

The set direction of the traffic flow is 306⁰

7. The vessels going to the northern anchorage (200) of the port of Poti and back from the northern anchorage into the port of Poti should follow the set direction of the traffic flow - 25⁰ – 205⁰.

Article 10 Recommended two-way track from the port of Poti to the port of Batumi.

From the port of Poti to the port of Batumi navigation should be carried out in accordance with two-way recommended track with crossing the precautionary area of the port of Supsa, the separate line of which is laid through the following points:

Recommended two-way track №01

| Number or name of the point | Coordinates of the points | | Direction of the way between the points | Navigation, miles |
|-----------------------------|------------------------------|------------------------------|---|-------------------|
| | Latitude N | Longitude E | | |
| P02 | $\varphi=42^{\circ}09.122'N$ | $\lambda=41^{\circ}32.460'E$ | | |
| | | | 174 – 354 | 24,3 |
| B01 | $\varphi=41^{\circ}44.922'N$ | $\lambda=41^{\circ}35.930'E$ | | |

Article 11. Recommended two-way track from the port of Poti to the port of Supsa.

From the port of Poti to the port of Supsa navigation should be carried out in accordance with two-way recommended track the separate line of which is laid through the following points:

Recommended two-way track №03

| Number or name of the point | Coordinates of the points | | Direction of the way between the points | Navigation, miles |
|-----------------------------|------------------------------|------------------------------|---|-------------------|
| | Latitude N | Longitude E | | |
| P02 | $\varphi=42^{\circ}09.122'N$ | $\lambda=41^{\circ}32.460'E$ | | |
| | | | 174 – 354 | 4,0 |
| S01 | $\varphi=42^{\circ}05.202'N$ | $\lambda=41^{\circ}33.060'E$ | | |

Article 12. Precautionary area in the port of Supsa.

Precautionary area in the port of Poti is a roundabout area, which includes northern, eastern, southern, and western separation zones: **(SIERRA)**

1. The roundabout area includes roundabout traffic separation zone with diameter of **0.5** m with the centre in the point $\varphi =42^{\circ}02.202'N$; $\lambda =41^{\circ}33.500'E$ and roundabout flow with the width of **1,0** m.

The set direction of the traffic flow is anticlockwise around the roundabout zone.

2. **Northern Separation Zone** – includes two traffic lanes and traffic separation zone, the axis of which is laid through the following points:

a) $\varphi =42^{\circ}05.202'N$ $\lambda = 41^{\circ}33.060'E$

b) $\varphi =42^{\circ}03.202'N$ $\lambda = 41^{\circ}33.250'E$

The width of traffic separation zone is 0.3 m

The outer limit of traffic lane into the port of Supsa is laid through the following points:

a) $\varphi =42^{\circ}05.132'N$ $\lambda = 41^{\circ}32.230'E$

b) $\varphi =42^{\circ}02.902'N$ $\lambda = 41^{\circ}32.550'E$

The set direction of the traffic flow is **174⁰**

The outer limit of traffic lane from the port of Supsa is laid through the following points:

a) $\varphi =42^{\circ}03.052'N$ $\lambda = 41^{\circ}34.250'E$

б) $\varphi =42^{\circ}05.252'N$ $\lambda = 41^{\circ}33.940'E$

The set direction of the traffic flow is **354⁰**

3. **Eastern Separation Zone** – includes two traffic lanes (approach to the port of Supsa and exit from the port of Supsa) and traffic separation zone, the axis of which is laid through the following points:

a) $\varphi =42^{\circ}02.152'N$ $\lambda = 41^{\circ}34.840'E$

b) $\varphi =42^{\circ}01.962'N$ $\lambda = 41^{\circ}40.000'E$

The width of traffic separation zone is **0.3** m

The outer limit of traffic lane into the port of Supsa is laid through the following points:

a) $\varphi =42^{\circ}01.532'N$ $\lambda = 41^{\circ}34.450'E$

b) $\varphi =42^{\circ}01.302'N$ $\lambda = 41^{\circ}40.000'E$

The set direction of the traffic flow is **93⁰**

The outer limit of traffic lane from the port of Supsa is laid through the following points:

a) $\varphi =42^{\circ}02.602'N$ $\lambda = 41^{\circ}40.000'E$

b) $\varphi =42^{\circ}02.822'N$ $\lambda = 41^{\circ}34.550'E$

The set direction of the traffic flow is **273⁰**

4. **Southern Separation Zone**– includes two traffic lanes and traffic separation zone, the axis of which is laid through the following points:

a) $\varphi =42^{\circ}01.202'N$ $\lambda = 41^{\circ}33.650'E$

b) $\varphi =41^{\circ}59.024'N$ $\lambda = 41^{\circ}33.900'E$

The width of traffic separation zone is **0.3** m

The outer limit of traffic lane into the port of Supsa is laid through the following points:

a) $\varphi = 41^{\circ}59.282'N$ $\lambda = 41^{\circ}34.720'E$

b) $\varphi = 42^{\circ}01.532'N$ $\lambda = 41^{\circ}34.450'E$

The set direction of the traffic flow is **354**⁰

The outer limit of traffic lane from the port of Supsa is laid through the following points:

a) $\varphi = 42^{\circ}01.382'N$ $\lambda = 41^{\circ}32.740'E$

b) $\varphi = 41^{\circ}59.142'N$ $\lambda = 41^{\circ}33.000'E$

The set direction of the traffic flow is **174**⁰

5. Western Separation Zone– includes two traffic lanes and traffic separation zone, the axis of which is laid through the following points:

a) $\varphi = 42^{\circ}02.252'N$ $\lambda = 41^{\circ}32.170'E$

b) $\varphi = 42^{\circ}02.362'N$ $\lambda = 41^{\circ}29.540'E$

The width of traffic separation zone is **0.3** m

The outer limit of traffic lane into the port of Supsa is laid through the following points:

a) $\varphi = 42^{\circ}01.706'N$ $\lambda = 41^{\circ}29.500'E$

b) $\varphi = 42^{\circ}01.606'N$ $\lambda = 41^{\circ}32.480'E$

The set direction of the traffic flow is **93**⁰

The outer limit of traffic lane from the port of Supsa is laid through the following points:

a) $\varphi = 42^{\circ}02.903'N$ $\lambda = 41^{\circ}32.548'E$

b) $\varphi = 42^{\circ}03.017'N$ $\lambda = 41^{\circ}29.579'E$

The set direction of the traffic flow is **273**⁰

Article 13. The approaching ways to the port of Supsa from the western side of the Black Sea

The vessels approaching the port of Supsa from the western part of the Black Sea should follow the two-way recommended track from the point **G03** to the point **S03**, and from the points **S03** to the precautionary area of the port of Supsa and further to the port of Supsa.

Recommended two-way track №4

| Number or name of the point | Coordinates of the points | | Direction of the way between the points | Navigation, miles |
|-----------------------------|------------------------------|------------------------------|---|-------------------|
| | Latitude N | Longitude E | | |
| G03 | $\varphi=42^{\circ}02.812'N$ | $\lambda=41^{\circ}18.122'E$ | | |
| | | | 093 – 273 | 7,5 |
| S03 | $\varphi=42^{\circ}02.422'N$ | $\lambda=41^{\circ}28.188'E$ | | |

Article 14. Recommended two-way track from the port of Supsa to the port of Batumi.

From the port of Supsa to the port of Batumi navigation should be carried out in accordance with two-way recommended track the separate line of which is laid through the following points:

Recommended two-way track №04

| Number or name of the point | Coordinates of the points | | Direction of the way between the points | Navigation, miles |
|-----------------------------|------------------------------|------------------------------|---|-------------------|
| | Latitude N | Longitude E | | |
| S02 | $\varphi=41^{\circ}59.131'N$ | $\lambda=41^{\circ}33.902'E$ | | |
| | | | 174 – 354 | 14,2 |
| B01 | $\varphi=41^{\circ}44.922'N$ | $\lambda=41^{\circ}35.930'E$ | | |

Article 15. Precautionary area in the port of Batumi

Precautionary area in the port of Poti is a roundabout area, which includes northern, western, southern, eastern and south-eastern separation zones (**BRAVO**).

1. The roundabout area includes roundabout traffic separation zone with diameter of **0.5** m with the centre in the point $\varphi = 41^{\circ}42.002'N$; $\lambda = 41^{\circ}36.400'E$ and roundabout flow with the width of **1,0** m.

The set direction of the traffic flow is anticlockwise around the roundabout zone.

2. **Northern Separation Zone** – includes two traffic lanes and traffic separation zone, the axis of which is laid through the following points:

a) $\varphi = 41^{\circ}43.002'N$ $\lambda = 41^{\circ}36.210'E$

b) $\varphi = 41^{\circ}44.922'N$ $\lambda = 41^{\circ}35.930'E$

The width of traffic separation zone is **0.3** m

The outer limit of traffic lane into the port of Batumi is laid through the following points:

a) $\varphi = 41^{\circ}44.892'N$ $\lambda = 41^{\circ}35.100'E$

b) $\varphi = 41^{\circ}42.692'N$ $\lambda = 41^{\circ}35.410'E$

The set direction of the traffic flow is **174**⁰

The outer limit of traffic lane from the port of Batumi is laid through the following points:

a) $\varphi = 41^{\circ}42.792'N$ $\lambda = 41^{\circ}37.120'E$

b) $\varphi = 41^{\circ}45.002'N$ $\lambda = 41^{\circ}36.810'E$

The set direction of the traffic flow is **354**⁰

3. **Eastern Separation Zone** – includes two traffic lanes and traffic separation zone, the axis of which is laid through the following points:

a) $\varphi = 41^{\circ}42.002'N$ $\lambda = 41^{\circ}37.730'E$

b) $\varphi = 41^{\circ}42.002'N$ $\lambda = 41^{\circ}38.860'E$

The width of traffic separation zone is **0.3** m

The outer limit of traffic lane into the port of Batumi is laid through the following points:

a) $\varphi = 41^{\circ}42.622'N$ $\lambda = 41^{\circ}38.860'E$

b) $\varphi = 41^{\circ}42.622'N$ $\lambda = 41^{\circ}37.400'E$

The set direction of the traffic flow is **- 270**⁰

The outer limit of traffic lane from the port of Batumi is laid through the following points:

a) $\varphi = 41^{\circ}41.332'N$ $\lambda = 41^{\circ}37.400'E$

b) $\varphi = 41^{\circ}41.332'N$ $\lambda = 41^{\circ}38.280'E$

The set direction of the traffic flow is **- 90**⁰

4. **South-Eastern Separation Zone** – includes two traffic lanes (approach to the port of Batumi and exit from the port of Batumi) and traffic separation zone, the axis of which is laid through the following points:

a) $\varphi = 41^{\circ}41.072'N$ $\lambda = 41^{\circ}36.890'E$

b) $\varphi = 41^{\circ}41.182'N$ $\lambda = 41^{\circ}37.100'E$

c) $\varphi = 41^{\circ}40.521'N$ $\lambda = 41^{\circ}37.720'E$

The outer limit of traffic lane into the port of Batumi is laid through the following points:

a) $\varphi = 41^{\circ}41.062'N$ $\lambda = 41^{\circ}35.710'E$

b) $\varphi = 41^{\circ}39.442'N$ $\lambda = 41^{\circ}38.530'E$

The set direction of the traffic flow is **130**⁰

The outer limit of traffic lane from the port of Batumi is laid through the following points:

a) $\varphi = 41^{\circ}39.022'N$ $\lambda = 41^{\circ}39.310'E$

b) $\varphi = 41^{\circ}39.912'N$ $\lambda = 41^{\circ}38.860'E$

The set direction of the traffic flow is **330**⁰

5. **Western Separation Zone** – includes two traffic lanes and traffic separation zone, the axis of which is laid through the following points:

a) $\varphi = 41^{\circ}42.002'N$ $\lambda = 41^{\circ}35.100'E$

b) $\varphi = 41^{\circ}42.002'N$ $\lambda = 41^{\circ}32.480'E$

The width of traffic separation zone is **0.3** m

The outer limit of traffic lane into the port of Batumi is laid through the following points:

a) $\varphi = 41^{\circ}41.332'N$ $\lambda = 41^{\circ}32.480'E$

b) $\varphi = 41^{\circ}41.332'N$ $\lambda = 41^{\circ}35.350'E$

The set direction of the traffic flow is **90⁰**

The outer limit of traffic lane from the port of Batumi is laid through the following points:

a) $\varphi = 41^{\circ}42.622'N$ $\lambda = 41^{\circ}35.350'E$

b) $\varphi = 41^{\circ}42.622'N$ $\lambda = 41^{\circ}32.480'E$

The set direction of the traffic flow is **270⁰**

7. The vessels going to the anchorage of the port of Batumi and back from should follow the eastern separation zone.

The vessels going from the anchorage of the port of Batumi (**area 100**) use one-way track, which is limited -

- From the North by the separation zone which is laid through the following points:

a) $\varphi = 41^{\circ}41.332'N$ $\lambda = 41^{\circ}37.400'E$

b) $\varphi = 41^{\circ}41.332'N$ $\lambda = 41^{\circ}38.280'E$

c) $\varphi = 41^{\circ}40.722'N$ $\lambda = 41^{\circ}38.600'E$

- From the South by the approaching buoy (of Batumi port).

The set direction of the traffic flow is **214⁰**

Article 16. The approaching ways to the port of Batumi from the western side of the Black Sea.

The vessels approaching the port of Batumi from the western part of the Black Sea should follow the two-way recommended track from the point **G04** to the point **B02**, and from the point of **B02** to the precautionary area of the port of Batumi and further to the port of Batumi.

Recommended two-way track №5

| Number or name of the point | Coordinates of the points | | Direction of the way between the points | Navigation, miles |
|-----------------------------|------------------------------|------------------------------|---|-------------------|
| | Latitude N | Longitude E | | |
| B02 | $\varphi=41^{\circ}42.002'N$ | $\lambda=41^{\circ}31.200'E$ | | |
| | | | 098 – 278 | 8,3 |
| G04 | $\varphi=41^{\circ}43.150'N$ | $\lambda=41^{\circ}20.253'E$ | | |

Article 17. Recommended two-way coastal navigation track from the port of Batumi to Sarpi (for boats)

The vessels sailing from the port of Batumi to Sarpi should follow the recommended two-way track from the point **B02** to the point of **G05**.

Recommended two-way track №6

| Number or name of the point | Coordinates of the points | | Direction of the way between the points | Navigation, miles |
|-----------------------------|------------------------------|------------------------------|---|-------------------|
| | Latitude N | Longitude E | | |
| B02 | $\varphi=41^{\circ}42.002'N$ | $\lambda=41^{\circ}31.200'E$ | | |
| | | | 225 – 045 | 8,1 |
| G05 | $\varphi=41^{\circ}36.352'N$ | $\lambda=41^{\circ}23.648'E$ | | |

Chapter 3. Maritime Areas of special regime

Article 18. Former minefields areas.

The former minefield areas and their limits:

| № area | Location of the area | Limits of the area | |
|-----------|---|---|--|
| | | latitude | longitude |
| 1 (32) | To the south-east of the Cape Pitsunda | 1. $\varphi = 43^{\circ}05.402'N$ 2. $\varphi = 43^{\circ}01.252'N$ 3. $\varphi = 42^{\circ}58.902'N$ 4. $\varphi = 43^{\circ}03.502'N$ | $\lambda = 40^{\circ}27.000'E$ $\lambda = 40^{\circ}33.250'E$ $\lambda = 40^{\circ}30.200'E$ $\lambda = 40^{\circ}23.400'E$ |
| 2 (34) | To the west of the Cape Anaklia | 1. $\varphi = 42^{\circ}27.422'N$ 2. $\varphi = 42^{\circ}27.422'N$ 3. $\varphi = 42^{\circ}25.942'N$ 4. $\varphi = 42^{\circ}21.552'N$ 5. $\varphi = 42^{\circ}21.532'N$ | $\lambda = 41^{\circ}23.450'E$ $\lambda = 41^{\circ}25.660'E$ $\lambda = 41^{\circ}28.750'E$ $\lambda = 41^{\circ}29.650'E$ $\lambda = 41^{\circ}23.170'E$ |
| 3 (38) | Approaches to the port of Poti from the north. Between the points 1 and 5 is limited by the coast line (except the aquatory of the port of Poti) | 1. $\varphi = 42^{\circ}08.942'N$ 2. $\varphi = 42^{\circ}08.942'N$ 3. $\varphi = 42^{\circ}10.902'N$ 4. $\varphi = 42^{\circ}14.252'N$ 5. $\varphi = 42^{\circ}14.232'N$ | $\lambda = 41^{\circ}38.980'E$ $\lambda = 41^{\circ}36.000'E$ $\lambda = 41^{\circ}35.500'E$ $\lambda = 41^{\circ}35.800'E$ $\lambda = 41^{\circ}38.850'E$ |
| 4 (36) | Green Cape area. The approaches to the port of Batumi. | 1. $\varphi = 41^{\circ}44.432'N$ 2. $\varphi = 41^{\circ}44.432'N$ 3. $\varphi = 41^{\circ}41.752'N$ 4. $\varphi = 41^{\circ}41.321'N$ 5. $\varphi = 41^{\circ}42.041'N$ | $\lambda = 41^{\circ}40.000'E$ $\lambda = 41^{\circ}41.500'E$ $\lambda = 41^{\circ}39.900'E$ $\lambda = 41^{\circ}38.600'E$ $\lambda = 41^{\circ}38.000'E$ |
| 5 (37) | The approaches to the port of Batumi. | 1. $\varphi = 41^{\circ}43.552'N$ 2. $\varphi = 41^{\circ}42.502'N$ 3. $\varphi = 41^{\circ}40.222'N$ 4. $\varphi = 41^{\circ}37.542'N$ 5. $\varphi = 41^{\circ}40.552'N$ | $\lambda = 41^{\circ}30.580'E$ $\lambda = 41^{\circ}34.800'E$ $\lambda = 41^{\circ}36.200'E$ $\lambda = 41^{\circ}31.860'E$ $\lambda = 41^{\circ}28.380'E$ |

Note: the numbers of the areas indicated in brackets are the ex-numbers of the areas, e.g. 1(32), where 1 is a new area number and (32) is the ex-number.

Article 19. Explosive dumping ground areas

| № area | Location of the area | Limits of the area | |
|------------|--|--|--|
| | | latitude | longitude |
| 11 (30) | To the west of the port of Poti | 1. $\varphi = 42^{\circ}15.002'N$ 2. $\varphi = 42^{\circ}15.002'N$ 3. $\varphi = 42^{\circ}11.002'N$ 4. $\varphi = 42^{\circ}11.002'N$ | $\lambda = 41^{\circ}13.400'E$ $\lambda = 41^{\circ}20.000'E$ $\lambda = 41^{\circ}20.000'E$ $\lambda = 41^{\circ}13.400'E$ |
| 12 (40) | The area of the port of Poti to the west | 1. $\varphi = 42^{\circ}10.902'N$ 2. $\varphi = 42^{\circ}13.802'N$ 3. $\varphi = 42^{\circ}13.802'N$ 4. $\varphi = 42^{\circ}10.902'N$ | $\lambda = 41^{\circ}25.800'E$ $\lambda = 41^{\circ}25.800'E$ $\lambda = 41^{\circ}29.900'E$ $\lambda = 41^{\circ}29.900'E$ |
| 13 | To the north-west of the port of | 1. $\varphi = 41^{\circ}52.002'N$ | $\lambda = 41^{\circ}29.500'E$ |

| | | | |
|------|--------|---|---|
| (50) | Batumi | 2. $\varphi=41^{\circ}52.002'N$ 3. $\varphi=41^{\circ}48.002'N$ 4. $\varphi=41^{\circ}48.002'N$ | $\lambda= 41^{\circ}34.000'E$ $\lambda = 41^{\circ}34.000'E$ $\lambda = 41^{\circ}29.500'E$ |
|------|--------|---|---|

Article 20. Dump ground areas.

| № area | Location of the area | Limits of the area | |
|------------|-------------------------|--|--|
| | | latitude | longitude |
| 41 (30) | The area of Otchamchira | 1. $\varphi=42^{\circ}44.201'N$ 2. $\varphi=42^{\circ}44.922'N$ 3. $\varphi=42^{\circ}44.332'N$ 4. $\varphi=42^{\circ}44.052'N$ | $\lambda= 41^{\circ}26.000'E$ $\lambda= 41^{\circ}26.200'E$ $\lambda= 41^{\circ}26.309'E$ $\lambda= 41^{\circ}26.520'E$ |
| 42 (20) | Port of Poti | 1. $\varphi=42^{\circ}08.422'N$ 2. $\varphi=42^{\circ}09.002'N$ 3. $\varphi=42^{\circ}09.002'N$ 4. $\varphi=42^{\circ}08.422'N$ | $\lambda= 41^{\circ}38.330'E$ $\lambda= 41^{\circ}38.330'E$ $\lambda= 41^{\circ}38.540'E$ $\lambda= 41^{\circ}38.540'E$ |
| 43 (10) | Port of Batumi | 1. $\varphi=41^{\circ}39'42.0''N$ 2. $\varphi=41^{\circ}39'54.0''N$ 3. $\varphi=41^{\circ}39'54.0''N$ 4. $\varphi=41^{\circ}39'42.0''N$ | $\lambda= 41^{\circ}39'16.0''E$ $\lambda= 41^{\circ}39'16.0''E$ $\lambda = 41^{\circ}39'36.5''E$ $\lambda = 41^{\circ}39'36.5''E$ |

Article 21. Restricted areas.

| № area | Location of the area | Limits of the area | |
|--------|----------------------|--|--|
| | | latitude | longitude |
| 21 | PSOU | 1. $\varphi=43^{\circ}23.002'N$ 2. $\varphi=43^{\circ}14.376'N$ 3. $\varphi=43^{\circ}14.080'N$ 4. $\varphi=43^{\circ}22.948'N$ | $\lambda=40^{\circ}00.500'E$ $\lambda=39^{\circ}48.765'E$ $\lambda=39^{\circ}50.325'E$ $\lambda=40^{\circ}02.056'E$ |
| 22 | POTI | 1. $\varphi=42^{\circ}09.172'N$ 2. $\varphi=42^{\circ}09.272'N$ 3. $\varphi=42^{\circ}09.272'N$ 4. $\varphi=42^{\circ}09.172'N$ | $\lambda=41^{\circ}38.320'E$ $\lambda=41^{\circ}38.320'E$ $\lambda=41^{\circ}38.450'E$ $\lambda=41^{\circ}38.450'E$ |
| 23 | SARPI | 1. $\varphi=41^{\circ}32.093'N$ 2. $\varphi=41^{\circ}34.046'N$ 3. $\varphi=41^{\circ}33.100'N$ 4. $\varphi=41^{\circ}31.053'N$ | $\lambda=41^{\circ}33.175'E$ $\lambda=41^{\circ}25.763'E$ $\lambda=41^{\circ}25.306'E$ $\lambda=41^{\circ}32.815'E$ |

1. Georgia announces the following sanitary areas:

a) *Sea reserved area* - the coastal zone of the territorial sea of Georgia along coast of a mouth of the river Rioni north up to the settlement Anaklia, of width 5 nautical miles - is forbidden for fishing, navigation is allowed only in emergency cases. To this reserved area a protection zone of the width of 2 nautical miles is adjacent.

b) *1-st sanitary area* (water use area) - internal seawaters and the coastal line of the territorial sea of width 12 nautical miles - is forbidden for dump any oily mixes, ship wastes, bilge water from all vessels and clean ballast from tankers;

c) *2-nd sanitary area* - the coastal zone, of width 50 nautical miles - is forbidden for dump any oily waters and clean ballast, excepting the cases, when the appropriate conditions of the Convention MARPOL - 73/78 are simultaneously met.

Article 22. Temporarily restricted areas

1. The temporarily restricted areas :

| № area | Location of the area | Limits of the area | |
|--------|----------------------|--|--|
| | | latitude | longitude |
| 31 | MALTAKVA | 1. $\varphi=42^{\circ}06.467'N$ 2. $\varphi=42^{\circ}06.192'N$ 3. $\varphi=42^{\circ}07.122'N$ 4. $\varphi=42^{\circ}07.572'N$ | $\lambda=41^{\circ}40.360'E$ $\lambda=41^{\circ}39.360'E$ $\lambda=41^{\circ}38.270'E$ $\lambda=41^{\circ}39.390'E$ |
| 32 | SUPSA | 1. $\varphi=42^{\circ}03.202'N$ 2. $\varphi=42^{\circ}03.202'N$ 3. $\varphi=42^{\circ}00.502'N$ 4. $\varphi=42^{\circ}00.502'N$ | $\lambda=41^{\circ}43.800'E$ $\lambda=41^{\circ}40.000'E$ $\lambda=41^{\circ}40.200'E$ $\lambda=41^{\circ}45.600'E$ |
| 33 | BURUN-TABIA | 1. $\varphi=41^{\circ}37.852'N$ 2. $\varphi=41^{\circ}40.122'N$ 3. $\varphi=41^{\circ}40.122'N$ 4. $\varphi=41^{\circ}39.032'N$ | $\lambda=41^{\circ}36.000'E$ $\lambda=41^{\circ}36.000'E$ $\lambda=41^{\circ}37.530'E$ $\lambda=41^{\circ}37.530'E$ |

2. On the base of the Order №313 of 03.08.2004 of the President of Georgia “On Maritime area Abkhazia of Maritime area of Georgia with the purpose of protection of rights, territorial integrity, sovereignty and safety of Georgia” **area №34** of the northern part of territorial sea with the following coordinates is temporarily restricted:

| № area | Location of the area | Limits of the area | |
|--------|---|---|--|
| | | latitude | longitude |
| 34 | Northern part of the territorial sea of Georgia | 1. $\varphi=43^{\circ}23.08'N$ 2. $\varphi=43^{\circ}14.42'N$ 3. $\varphi=43^{\circ}12.002'N$ 4. $\varphi=43^{\circ}05.422'N$ 5. $\varphi=43^{\circ}02.002'N$ 6. $\varphi=42^{\circ}59.062'N$ 7. $\varphi=42^{\circ}58.062'N$ 8. $\varphi=42^{\circ}55.302'N$ 9. $\varphi=42^{\circ}54.362'N$ 10. $\varphi=42^{\circ}54.002'N$ 11. $\varphi=42^{\circ}52.242'N$ 12. $\varphi=42^{\circ}49.002'N$ 13. $\varphi=42^{\circ}43.242'N$ 14. $\varphi=42^{\circ}39.242'N$ 15. $\varphi=42^{\circ}37.242'N$ 16. $\varphi=42^{\circ}36.242'N$ 17. $\varphi=42^{\circ}35.242'N$ 18. $\varphi=42^{\circ}31.062'N$ 19. $\varphi=42^{\circ}23.069'N$ 20. $\varphi=42^{\circ}24.298'N$ | $\lambda=40^{\circ}00.36'E$ $\lambda=39^{\circ}48.54'E$ $\lambda=40^{\circ}00.240'E$ $\lambda=40^{\circ}04.240'E$ $\lambda=40^{\circ}09.000'E$ $\lambda=40^{\circ}14.480'E$ $\lambda=40^{\circ}23.360'E$ $\lambda=40^{\circ}28.480'E$ $\lambda=40^{\circ}35.120'E$ $\lambda=40^{\circ}43.480'E$ $\lambda=40^{\circ}46.000'E$ $\lambda=40^{\circ}51.300'E$ $\lambda=40^{\circ}55.000'E$ $\lambda=40^{\circ}59.360'E$ $\lambda=41^{\circ}05.240'E$ $\lambda=41^{\circ}13.000'E$ $\lambda=41^{\circ}15.180'E$ $\lambda=41^{\circ}17.000'E$ $\lambda=41^{\circ}18.233'E$ $\lambda=41^{\circ}33.229'E$ |

3. On the base of the Order №313 of 03.08.2004 of the President of Georgia “On Maritime area Abkhazia of Maritime area of Georgia with the purpose of protection of rights, territorial integrity, sovereignty and safety of Georgia” and in accordance with the Art. 33 (adjacent zone) UN Convention “On Maritime Law” -1982 Georgia performs strict control of implementation of fiscal, immigration, sanitary and customs norms in the adjacent zone of 12 nautical miles.

4. The vessels with humanitarian cargo, having received a special single permission from the competent authorities of Georgia are permitted to call the port of Sukhumi as per the set order (the Order №622 of 22.07.2005 of the President of Georgia “On approval of the provisional regulations of the vessels with humanitarian cargo to the Abkhaz Autonomous Republic”).

5. The humanitarian vessels which are sailing to the port of Sukhumi and departing from the port of Sukhumi should be checked at the inspection areas – anchorage areas of the **port of Poti №200, №300**

Article 23. Military restricted areas

| № area | Location of the area | Limits of the area | |
|---------------|---|--|--|
| | | latitude | longitude |
| GG 001 | BSF | 1. $\varphi=42^{\circ}11.002'N$ 2. $\varphi=42^{\circ}50.002'N$ 3. $\varphi=42^{\circ}24.002'N$ 4. $\varphi=41^{\circ}46.002'N$ | $\lambda=41^{\circ}04.999'E$ $\lambda=39^{\circ}47.999'E$ $\lambda=39^{\circ}45.000'E$ $\lambda=41^{\circ}08.000'E$ |
| GG 002 | BSF | 1. $\varphi=42^{\circ}33.002'N$ 2. $\varphi=42^{\circ}11.002'N$ 3. $\varphi=42^{\circ}26.002'N$ 4. $\varphi=42^{\circ}44.002'N$ | $\lambda=41^{\circ}02.000'E$ $\lambda=41^{\circ}05.000'E$ $\lambda=39^{\circ}28.000'E$ $\lambda=39^{\circ}29.000'E$ |
| GG 003 | ANAKLIA | 1. $\varphi=42^{\circ}20.002'N$ 2. $\varphi=42^{\circ}19.361'N$ 3. $\varphi=42^{\circ}21.802'N$ 4. $\varphi=42^{\circ}22.402'N$ | $\lambda=41^{\circ}36.748'E$ $\lambda=41^{\circ}26.881'E$ $\lambda=41^{\circ}25.600'E$ $\lambda=41^{\circ}35.200'E$ |
| GG 004 | The area of military exercises of Georgian Navy | 1. $\varphi=42^{\circ}23.027'N$ 2. $\varphi=42^{\circ}13.027'N$ 3. $\varphi=42^{\circ}52.727'N$ 4. $\varphi=43^{\circ}12.028'N$ | $\lambda=41^{\circ}14.705'E$ $\lambda=41^{\circ}06.705'E$ $\lambda=39^{\circ}48.205'E$ $\lambda=39^{\circ}50.705'E$ |