

**U.S. Coast Guard**  
**Vessel Traffic Service**  
**Prince William Sound**  
**User's Manual**

Ninth Edition  
October 2010

## Notes

**Vessel Traffic Service  
Prince William Sound**

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## **Introduction**

Welcome to Vessel Traffic Service Prince William Sound (VTSPWS) and thank you for taking the time to read our User Manual. It contains information that will help you use our service to best advantage. Carrying this manual also satisfies the requirement to keep a copy of the Vessel Traffic Service rules, 33 CFR 161, on board when operating in the VTSPWS Area. All mariners are encouraged to read this manual prior to participating in the VTS.

Our goal at VTS Prince William Sound is to help you transit the area safely and with minimal delay. Comments and suggestions for improving our service or this manual are always welcome. Please call us any time at (907) 835-7205 if we can be of assistance. We look forward to working with you.

This version of the User Manual supersedes all previous editions, and copies are available free of charge online at the U.S. Coast Guard Homeport web site.

**Caution: Information provided by VTS Prince William Sound is, to a large extent, based upon reports from participating vessels and can be no more accurate than the information received. The Coast Guard may not be aware of all hazardous circumstances within the VTS Area, and unreported hazards may confront the mariner at any time.**

## **Points of Contact**

### **VTS Prince William Sound and MSU Valdez**

**Address:** P.O. Box 486  
105 Clifton Drive  
Valdez, AK 99686

**Telephone:** (907) 835-7205 (24 hours)

**Fax:** (907) 835-7286

**Radio:** VHF-FM Channel 13

### **Coast Guard Sector Anchorage**

**Telephone:** (907) 271-6700 (24 hours)

**Radio:** VHF-FM Channel 16

### **Seventeenth Coast Guard District**

**Address:** Commander (dpw)  
Seventeenth Coast Guard District  
P.O. Box 25517  
Juneau, AK 99802-5517

### **Coast Guard Regional Examination Center**

**Telephone:** (907) 271-6730

### **National Response Center**

**Telephone:** 1-800-424-8802 (24 hours)

## **Purpose of this Manual**

With the implementation of Vessel Traffic management regulations contained in Title 33, Code of Federal Regulations, effective October 13, 1994, a user's manual became necessary for Prince William Sound. This manual provides the VTS user with:

- An understanding of the regulations governing Vessel Traffic Services contained in 33 CFR 161 and 165.
- A description of the traffic management measures employed and services provided by VTSPWS.
- A quick reference guide that describes the requirements and procedures for participating in Vessel Traffic Service Prince William Sound.
- A copy of 33 CFR 161: Vessel Traffic Management Regulations.

## **About VTS Regulations**

The Ports and Waterways Safety Act of 1972 (PWSA), as amended, authorizes the Coast Guard to establish and operate Vessel Traffic Services. The Trans-Alaska Pipeline Authorization Act of 1973 amended the PWSA to specifically require the Coast Guard to establish and operate a Vessel Traffic Service in Prince William Sound.

Requests to deviate from any regulation or measure due to circumstances that develop during or immediately preceding a transit may be made verbally to the Commanding Officer, Marine Safety Unit Valdez (by radio, Channel 13 VHF-FM, or by phone, (907) 835-7205). Requests shall be made as far in advance as possible.

Requests to deviate from any measure or regulation either for an extended period of time or if such need is anticipated prior to the start of a transit must be submitted in writing to:

Commander (dp)  
Marine Safety Unit Valdez  
P.O. Box 486  
Valdez, AK 99686

Upon receipt of the written requests, the Captain of the Port of Prince William Sound may authorize a deviation if it is determined the deviation will not impair the safe navigation of the vessel under anticipated conditions and will not result in a violation of the rules for preventing collisions at sea. The application for deviation must state the need and fully describe the proposed alternative to the required measure or regulation. [33 CFR 164.55]

## **About Vessel Traffic Service Prince William Sound**

Vessel Traffic Service Prince William Sound (VTSPWS) is the waterway manager for the VTSPWS Area. The VTS is a department of Coast Guard Marine Safety Unit Valdez, AK. The Traffic Center is located in the Marine Safety Unit building in Valdez, Alaska, and is staffed 24 hours a day, 7 days a week by Coast Guard personnel. Our Mission is to prevent accidents, loss of life, and damage to

property and the environment. Our primary function is to instill good order and predictability on the waters of the VTS PWS Area. We do this by coordinating vessel movements through the collection, verification, organization, and dissemination of information.

Full participation in VTSPWS as a Vessel Movement Reporting System User (VMRS User) is required of the following vessels [33 CFR 161.16]:

- (a) Every power driven vessel of 40 meters (approximately 131 feet) or more in length, while navigating.
- (b) Every towing vessel of 8 meters (approximately 26 feet) or more in length, while navigating
- (c) Every vessel certificated to carry 50 or more passengers for hire, when engaged in trade.

Full participation requires vessels to make various reports to VTSPWS (Valdez Traffic). [33 CFR 161.18]

However, unless otherwise directed by VTS, the following vessels are exempt from providing position reports and final reports due to the nature of their operations:

- (a) Vessels on a published schedule and route.
- (b) Vessels operating within an area of a radius of three nautical miles or less.
- (c) Vessels escorting another vessel or assisting another vessel in maneuvering procedures.

Those exempted vessels listed above must provide a Sailing Plan at least 5 minutes prior to but no more than 15 minutes prior to navigating within the VMRS Area. If departing from a published schedule by more than 15 minutes, or changing its limited operating area, make Position and Final Reports in addition to Sailing Plan and Sailing Plan Deviation Reports and any other reports directed by the VTS. [33 CFR 161.23]

Vessels that do not meet the criteria of a VMRS User, but fall into one of the following categories (those subject to the Vessel Bridge-to-Bridge Radiotelephone Act [33 CFR 26]), are required to monitor the designated VHF channel as a passive participant and respond if called by VTSPWS:

- (a) Every power driven vessel of 20 meters or more in length, while navigating.
- (b) Every vessel of 100 gross tons and upward and carrying 1 or more passengers for hire, while navigating.
- (c) Every dredge and floating plant engaged in operations in or near a channel or fairway that are likely to restrict the navigation of other vessels, except for an unmanned or intermittently manned floating plant under the control of a dredge.

Together, VMRS Users and vessels that fall into the passive participation category are called VTS Users. Each VTS User must maintain a listening watch on the designated VTS channel (VHF-FM Channel 13). Other vessels underway in the VTS Area may be required to participate to the extent that the VTS considers necessary. [33 CFR 161.2, 161.3, 161.11, 161.12, 26.03 and 26.05]

Vessels that do not meet the criteria of a VTS User (i.e. small recreational vessels) are required to abide by the International Regulations for the Prevention of Collisions at Sea, 1972 (72 COLREGS).



## **Concept of Operations**

The primary components of the VTS are:

- Vessel Traffic Center (VTC) at Marine Safety Unit Valdez.
- Vessel Traffic Service Area (VTSA).
- Traffic Separation Schemes (TSSs).
- A radar system.
- A VHF-FM communications network.
- Automated Identification System (AIS).
- Vessel Movement Reporting System (VMRS), which includes reporting points.
- A video surveillance system.
- Federal Vessel Traffic Management regulations contained in 33 CFR 161 and 165.

The TSSs in Prince William Sound have been adopted by the International Maritime Organization (IMO). Because of this, the TSSs are subject to the provisions of Rule 10 of the International Regulations for Prevention of Collisions at Sea, 1972 (72 COLREGS). The traffic lanes and separation zone, which comprise each TSS, are depicted on nautical charts.

Vessel tracking in the Prince William Sound Vessel Traffic Service Area falls into four categories:

- a) Vessels in the radar coverage area.
- b) AIS equipped vessels in the radar coverage area.
- c) Vessels outside the radar coverage area.
- d) AIS equipped vessels outside the radar coverage area.

Vessels in the radar coverage area are tracked by their radar returns and by their voice reports. AIS equipped vessels in the radar coverage area are tracked by their AIS transponder updates (accurate to within 10 meters), radar returns, and voice reports. Vessels outside the radar coverage area are tracked by their voice reports only, while AIS equipped vessels outside radar coverage are tracked by their transponder updates.

## **Quick Reference Guide**

**This section is for quick reference only. Information provided here is not intended to modify the regulations in any respect. The corresponding regulation, given in brackets after the information, should be referenced for more detailed information.**

- **What is the “Vessel Movement Reporting System?”**

The VMRS is a system used to manage and track vessel movements within the VTS Area. This is done with information provided by vessels according to procedures established by 33 CFR 161, or as directed by VTS PWS.

- **Where am I required to participate?**

VTS Users, whether underway or at anchor, are required to participate within a VTS Area. [33 CFR 161.2 and 161.3]

- **Who is required to have AIS?**

- a) Self-propelled vessels of 65 feet or more in length, other than passenger and fishing vessels, in commercial service and on an international voyage.
- b) Passenger vessels, of 150 gross tonnage or more.
- c) Tankers, regardless of tonnage.
- d) Vessels, other than passenger vessels or tankers, of 300 gross tonnage or more.
- e) Self-propelled vessels of 65 feet or more in length, other than fishing vessels and passenger vessels certificated to carry less than 151 passengers-for-hire, in commercial service.
- f) Towing vessels of 26 feet or more in length and more than 600 horsepower, in commercial service.
- g) Passenger vessels certificated to carry more than 150 passengers-for-hire. [33 CFR 164.46]

- **Where is the VTS Area (VTSA)?**

The Prince William Sound VTSA's boundaries encompass the same area as the Regulated Navigation Area. The VTSA (Regulated Navigation Area) is defined as:

"The navigable waters of the U.S., north of a line drawn from Cape Hinchinbrook Light to Schooner Rock Light, comprising that portion of Prince William Sound between 146-30'W and 147-20'W and includes Valdez Arm, Valdez Narrows, and Port Valdez." [33 CFR 161.60 and 165.1704]

\*NOTE 1: See the VTS Area chartlet on page 21.

\*NOTE 2: Although regulatory jurisdiction is limited to the navigable waters of the U.S., certain vessels will be encouraged or may be required, as a condition of entering port, to report beyond this area to improve traffic management within the VTSA. [33 CFR 161.2]

- **Who must carry the VTS rules on board?**

**All VTS Users** are required to carry the VTS rules contained in 33 CFR 161 on board the vessel and maintain them for ready reference. Carrying this User's Manual on board meets that requirement. The VTS rules are also contained in the U.S. Coast Pilot and the Code of Federal Regulations. [33 CFR 161.4]

- **How do I communicate with the VTS?**

VTS PWS's working frequency is Channel 13 VHF-FM (156.65 MHz), which is also the Bridge-To-Bridge navigational frequency. Channel 13 is used because the volume of radio traffic does not warrant use of a separate designated frequency. Vessels unable to call on the radio may contact traffic via telephone at (907) 835-7205. Our call sign is "**Valdez Traffic**," and after communications are established, this may be shortened to "**Traffic**." [33 CFR 26.03, 161.12 and 161.18]

- a) Each VTS User must have radiotelephone equipment on board capable of operation from the vessel's navigational bridge (or a dredge's main control station) and maintain a listening watch on the prescribed VTS frequency (Channel 13, 156.65 MHz). [33 CFR 161.12, 26.03 (b) (f), 26.04, and 161.18]
- b) A VTS User must be able to communicate in the English language. [33 CFR 26.07 and 161.12]
- c) Tankers and tank vessels of 20,000 deadweight tons or more, while navigating in the VTSA, must have at least 2 radiotelephones capable of operating on the VTS frequency, one of which is capable of battery operation. [33 CFR 165.1704 (c) (2)]

**\*NOTE: A single VHF-FM radio capable of scanning, or with "dual watch" capability, will not meet the requirement for two radios.**

- **What information does a VMRS User need to provide to the VTS?**

To avoid congesting radiotelephone frequencies or imposing an undue reporting burden, reports should be limited to any information that is needed to manage and track vessel movements. This information is consolidated into four reports: Sailing Plan, Position Report, Sailing Plan Deviation, and Final Report. The following reporting requirements apply to VMRS Users:

- a) Sailing Plan - Unless otherwise stated, at least 15 minutes before navigating in the VTSA, a VMRS User must report:
  - 1) Vessel name and type.
  - 2) Position.
  - 3) Destination and estimated time of arrival (ETA).
  - 4) Intended route.
  - 5) Time and point of entry into the VTSA.
  - 6) Dangerous cargo on board or in tow as defined by 33 CFR 160.204 and other required information as set out in 33 CFR 160.206, if applicable.
  - 7) Tankers of 20,000 deadweight tons or more must report compliance with the Navigation Safety Regulations contained in 33 CFR 164.

Towing vessels must also provide:

- 1) Length overall (with tow).
- 2) Status of barges (loaded or empty).
- 3) Cargoes.
- 4) Drafts.

**\*NOTE:** All vessels that provide a Sailing Plan to VTSPWS prior to entering the VTSA at Cape Hinchinbrook are encouraged to call 3 hours prior to arrival at Cape Hinchinbrook. Tankers are required to call 3 hours prior to arrival at Cape Hinchinbrook in accordance with the Vessel Escort and Response Plan (VERP). Sailing Plans reported by vessels 3 hours prior to arrival at Cape Hinchinbrook will provide for an opportunity to exchange weather reports, information on ice conditions and anchorages, and to coordinate traffic management at Cape Hinchinbrook and elsewhere in the VTSA.

***Example Report:***

"Valdez Traffic, this is the tanker Polar Resolution, bound for Alyeska Marine Terminal. We are in position 59 degrees, 55 minutes north, 146 degrees, 20 minutes west. ETA to Cape Hinchinbrook is 0200. ETA to Bligh Reef Pilot Station is 0500. The vessel has no impairments. The Master has pilotage. We will be using the traffic lanes. We have a copy of the VTS User's Manual on board and the vessel is in compliance with 33 CFR 164."

b) Position Report - A vessel must report its name and position:

- 1) Upon point of entry into a VMRS Area.
- 2) At designated reporting points as set forth in 33 CFR 161.60.
- 3) When directed by VTSPWS. [33 CFR 161.20]

**\*NOTE:** Notice of temporary reporting points, if established, may be published via general broadcast, Local Notice to Mariners, or the VTS User's Manual.

***Example Reports:***

"Valdez Traffic, this is the tug Nanuq. We are inbound abeam Naked Island."

"Valdez Traffic, this is the Polar Endeavour, inbound abeam Rocky Point."

c) Sailing Plan Deviation Report - A vessel must report:

- 1) When its estimated time of arrival to a destination varies 15 minutes or more from a previously reported ETA.
- 2) Any intention to deviate from a VTS issued measure or vessel traffic routing system.
- 3) Any significant deviation from previously reported information. [33 CFR 161.18]

***Example reports:***

"Valdez Traffic, this is the tanker Seabulk Arctic. Our ETA to Bligh Reef Pilot Station has changed to 0440."

"Valdez Traffic, this is the tanker Kodiak. Our destination has changed and we are now bound for Knowles Head Anchorage to await the availability of Berth 5."

"Valdez Traffic, this is the outbound Alaska State Ferry Aurora. We'd like permission to cross the traffic lanes at Bligh Reef and proceed east of the traffic lanes."

d) Final Report - A vessel must report its name and position:

- 1) On arrival at destination; or
- 2) When leaving the VTS Area. [33 CFR 161.22]

\*NOTE: VTSPWS may also direct a vessel to provide any of the information set forth in the IMO Standard Ship Reporting System, 33 CFR 161.18, on page 43 of this manual. [33 CFR 161.15 through 161.23]

- **What are the designated reporting points?**

Reporting points for northbound vessels are:

- 1A – Cape Hinchinbrook
- 2A – Naked Island
- 3A – Bligh Reef (pilot embarkation point)
- 4A – Rocky Point
- 5 – Entrance Island

Reporting points for southbound vessels are:

- 5 – Entrance Island
- 4B – Rocky Point
- 3B – Bligh Reef (pilot debarkation point)
- 2B – Naked Island
- 1B – Schooner Rock

\*NOTE 1: For exact positions of the above locations, see table 33 CFR 161.60 (d) and the chartlet on page 24 of this manual.

\*NOTE 2: Vessels not equipped with AIS are requested to make positional calls when passing those points listed above.

Vessels equipped with operating Automated Identification System (AIS) are not required to make voice radio position reports at designated reporting points as required by 33 CFR 161.21, unless otherwise directed by the VTS PWS. [33 CFR 161.21 and 165.1704]

Whenever AIS becomes non-operational as described in 33 CFR 164.53, a vessel must:

- a) Make required voice radio position reports at designated reporting points.
- b) Make other voice radio reports as directed. [33 CFR 161.21]

- **What other types of information must a vessel provide to the VTS?**

VTSPWS may request other information from vessels from time to time, including, but not limited to:

- a) Weather reports.
- b) Ice conditions.
- c) Traffic conditions.

\*NOTE: Position and extent of ice should be given in terms of geography and ease of navigation by a tanker.

*Example reports:*

“Valdez Traffic, this is the tug Tan’erliq. There’s a moderate concentration of growlers, bergy bits, and brash from Point Freemantle to Finski Pt, crossing all lanes down to the Precautionary area. Easily navigable [by a tanker].”

As soon as possible, a VTS User shall notify the VTS of any of the following:

- a) A marine casualty defined in 46 CFR 4.05-1.
- b) Involvement in an allision or collision with a fixed or floating object.
- c) A pollution incident as defined in 33 CFR 151.15.
- d) A defect or discrepancy in an aid to navigation.
- e) A hazardous condition that may adversely affect the safety of a vessel, bridge, structure, shore area, or the environment of any navigable waters of the United States as defined in 33 CFR 160.204.
- f) Improper operation of vessel equipment required by 33 CFR 164.
- g) A situation or incident involving hazardous materials as defined in 49 CFR 176.48.
- h) A hazardous vessel operating condition as defined in 33 CFR 161.2. [33 CFR 161.12 (c)]

### • **What if a vessel’s AIS is inoperative?**

Whenever a vessel’s AIS becomes non-operational before entering or while underway in the VTS Area, a vessel must:

- a) Notify the VTC.
- b) Make required voice radio position reports at designated reporting points.
- c) Make other voice radio reports as directed.
- d) Restore the AIS to operating condition as soon as possible. [33 CFR 161.21, 164.43, and 165.1704]

If AIS equipment on a vessel described above becomes non-operational before getting underway in the VTS Area and repairs have not been made, permission to get underway must be obtained from the Prince William Sound COTP. [33 CFR 165.1704]

Whenever a vessel's AIS becomes non-operational due to a loss of position correction information (i.e. the Coast Guard's DGPS system cannot provide error correction messages), that vessel must make reports as described above. [33 CFR 165.1704]

### • **What services will be provided by the VTS?**

VTSPWS may issue advisories or provide information upon request on reported conditions within the VTS Area, such as:

- a) Hazardous conditions or circumstances.
- b) Traffic density.
- c) Environmental conditions.
- d) Status of aids to navigation.
- e) Anticipated vessel encounters, including vessel name, type, position, hazardous vessel operating conditions if applicable, and its intended navigation movements, as reported.
- f) Temporary measures in effect (i.e. port closure info).
- g) A description of local harbor operations and conditions, such as transiting ferries or dredging.
- h) Anchorage availability and berth or pilot station information.
- i) Other information or notification of special circumstances. [33 CFR 161.10]

- **Where are the VTS Special Areas?**

Within the VTSA are VTS Special Areas, where special operating requirements apply. The two VTS Special Areas are the Valdez Narrows VTS Special Area and the Valdez Arm VTS Special Area.

The Valdez Narrows VTS Special Area consists of the waters northeast of a line bearing 307° true from Tongue Point (61°02'06"N, 146°40'00"W) and southwest of a line bearing 307° true from Entrance Island Light (61°05'06"N, 146°36'42"W). [33 CFR 161.60 and 165.1704]

\*NOTE: Also see chartlet on page 22 of this manual. [33 CFR 161.2]

The Valdez Arm VTS Special Area consists of the waters southwest of a line bearing 307° true from Tongue Point (61°02.10'N, 146°40.00'W) to the northern boundary of the Blich Reef Precautionary Area, which is comprised of a 1.5 nautical mile radius centered upon geographical position 60°49.63'N, 147°01.33'W.

\*NOTE: Also see chartlet on page 23 of this manual. [33 CFR 161.60]

- **What operating requirements apply in a VTS Special Area?**

A VTS User shall, if towing astern, do so with as short a hawser as safety and good seamanship permit.

A VMRS User shall:

- a) Not enter or get underway in the Special Area without prior approval from VTSPWS.
- b) Not enter a VTS Special Area if a hazardous vessel operating condition or circumstance exists.
- c) Not meet, cross, or overtake any other VMRS User in the Special Area without prior approval of the VTS.
- d) Before meeting, crossing or overtaking any other VMRS User in the Area, make safe passing arrangements on Channel 13. This requirement does not relieve a vessel of any duty prescribed by the International Regulations for Prevention of Collisions at Sea, 1972 (72 COLREGS). [33 CFR 161.13]

- **What additional operating requirements apply in the Valdez Narrows VTS Special Area?**

At all times, no VMRS User shall proceed north of 61°00'N without prior approval from VTSPWS. [33 CFR 161.60 (d) (1)]

Whenever a tank barge or tanker over 20,000 deadweight tons is navigating in the Valdez Narrows VTS Special Area:

- a) A northbound vessel shall remain south of 61°00'N until the VTS has granted permission to proceed.
- b) A southbound vessel shall remain in Port Valdez east of 146°35'W and north of 61°06'N until the VTS has granted permission to proceed. [33 CFR 161.60 (d)]
- c) If unladen, that tank vessel shall limit its speed to 12 knots. [33 CFR 165.1704]
- d) If laden, that tank vessel shall limit its speed to 6 knots between Middle Rock and Potato Point, and 12 knots elsewhere in the Special Area. [33 CFR 165.1704]

This does not apply to:

- a) A vessel less than 1600 gross tons.
- b) A towing vessel less than 8 meters in length.
- c) A vessel performing duties as a vessel escort as described in 33 CFR 168.

- **What additional operating requirements apply in the Valdez Arm VTS Special Area?**

At all times, no VMRS User shall enter the Valdez Arm VTS Special Area Traffic Separation Scheme (TSS), during periods of ice routing measures when another VMRS User is transiting the Valdez Arm Special Area.

During periods of closure due to excessive ice inside the Valdez Arm VTS Special Area, no tank vessel shall transit the Special Area until the Valdez Arm is reopened by VTSPWS.

With permission from VTSPWS, users may deviate from the lanes as necessary to avoid ice (this permission is automatically granted when ice routing measures are in place. Users are to remain inside the boundaries of the TSS. Should it become necessary to leave the TSS, VTSPWS must be notified.

**\*NOTE: The Prince William Sound Vessel Escort Response Plan (VERP) contains additional tanker speed limits agreed upon by local agencies. See the current VERP for these speed restrictions.**

- **What is a Safety Zone?**

A Safety Zone is a water area, shore area, or water and shore area to which, for safety or environmental purposes, access is limited to authorized persons, vehicles, or vessels. It may be stationary and described by fixed limits or it may be described as a zone around a vessel in motion. [33 CFR 165.20]

- **What rules apply in a Safety Zone?**

No person, vehicle, vessel or object may enter or remain in a Safety Zone unless authorized by the Captain of the Port or the District Commander. [33 CFR 165.23]

Each person in a Safety Zone who has notice of a lawful order or direction shall obey the order or direction of the Captain of the Port or the District Commander issued to carry out the purposes of 33 CFR 165, Subpart A, Regulated Navigation Areas and Limited Access Areas. [33 CFR 165.23]

- **Where are the Safety Zones in Prince William Sound?**

The area within 200 yards of any waterfront facility at the Trans-Alaska Pipeline Valdez Terminal complex or vessels moored or anchored at the Trans-Alaska Pipeline Valdez Terminal complex. [33 CFR 165.1701]

The water within the following boundaries is a safety zone—the area within a radius of 1330 yards of Ammunition Island, centered on latitude 61°07'28" N, longitude 146°18'29" W, (NAD 83) and the vessel moored or anchored at Ammunition Island.



The area 200 yards off the vessel navigating the Vessel Traffic system from abeam of Naked Island, maneuvering to approach, moor, unmoor at Ammunition Island, or the departure of the vessel from Ammunition Island. [33 CFR 165.1703]

- **What is a Security Zone?**

A Security Zone is an area of land, water, or land and water which is so designated by the Captain of the Port or District Commander for such time as is necessary to prevent damage or injury to any vessel or waterfront facility, to safeguard ports, harbors, territories, or waters of the United States or to secure the observance of the rights and obligations of the United States. [33 CFR 165.30]

- **What rules apply in a Security Zone?**

The purpose of a security zone is to safeguard from destruction, loss, or injury from sabotage or other subversive acts, accidents, or other causes of a similar nature:

- a) Vessels,
- b) Harbors,
- c) Ports, and
- d) Waterfront facilities

in the United States and all territory and water, continental or insular, that is subject to the jurisdiction of the United States. [33 CFR 165.30]

Unless otherwise provided in the special regulations of 33 CFR 165 subpart F:

- a) No person or vessel may enter or remain in a security zone without the permission of the Captain of the Port.
- b) Each person and vessel in a security zone shall obey any direction or order of the Captain of the Port.
- c) The Captain of the Port may take possession and control of any vessel in the security zone.
- d) The Captain of the Port may remove any person, vessel, article, or thing from a security zone.
- e) No person may board, or take or place any article or thing on board, any vessel in a security zone without the permission of the Captain of the Port.
- f) No person may take or place any article or thing upon any waterfront facility in a security zone without the permission of the Captain of the Port. [33 CFR 165.33]

- **Where are the Security Zones in Prince William Sound?**

- a) Valdez Marine Terminal: All waters enclosed within a line marked by yellow buoys and daybeacons, as follows:
  - 1) Security Zone Lighted Buoy A: 61°06'00"N, 146°25'42"W, 2.5 second flashing yellow light.
  - 2) Security Zone Daybeacon A: 61°05'04"N, 146°25'42"W, yellow marker on single pile.
  - 3) Security Zone Lighted Buoy B: 61°06'00"N, 146°21'30"W, 2.5 second flashing yellow light.
  - 4) Security Zone Daybeacon B: 61°05'06"N, 146°21'30"W, yellow marker on single pile.
- b) Tank Vessels: All waters within 200 yards of any tank vessel maneuvering to approach, moor, unmoor, or depart the VMT or transiting, maneuvering, laying to or anchored within the boundaries of the Prince William Sound COTP Zone.

- c) Valdez Narrows: All waters 200 yards to either side of the Tanker Optimum Trackline. [33 CFR 165.1710]

• **Does the VTS have the authority to direct vessel movements?**

VTSPWS may issue directions or measures to enhance navigation or vessel safety, or to protect the marine environment. Examples:

- a) Designating temporary reporting points and procedures.
- b) Imposing vessel operating requirements.
- c) Establishing vessel traffic routing schemes.
- d) During conditions of vessel congestion, restricted visibility, adverse weather, or other hazardous circumstances, the VTS may control, supervise, or otherwise manage traffic, by specifying times of entry, movement, or departure to, from, or within the VTS Area. [33 CFR 161.11]

**\*NOTE: The owner, operator, charterer, master, or person directing the movement of a vessel is responsible at all times for the operation and safe navigation of his/her vessel under all circumstances. Compliance with VTS rules or with direction of the VTS is contingent upon the exigencies of safe navigation. [33 CFR 161.1(c)]**

• **When may a vessel deviate from VTS measures or directions?**

Subject to the demands of safe navigation, a VTS User shall comply with all measures established or directions issued by the VTS. If, in a specific circumstance, a VTS User is unable to safely comply with a measure or direction issued by VTSPWS, the VTS User may deviate only to the extent necessary to avoid endangering persons, property or the environment. The deviation shall be reported to the VTS as soon as practicable. [33 CFR 161.19]

• **What are the rules for anchoring at Knowles Head Anchorage?**

Knowles Head Anchorage is for the temporary use of vessels during:

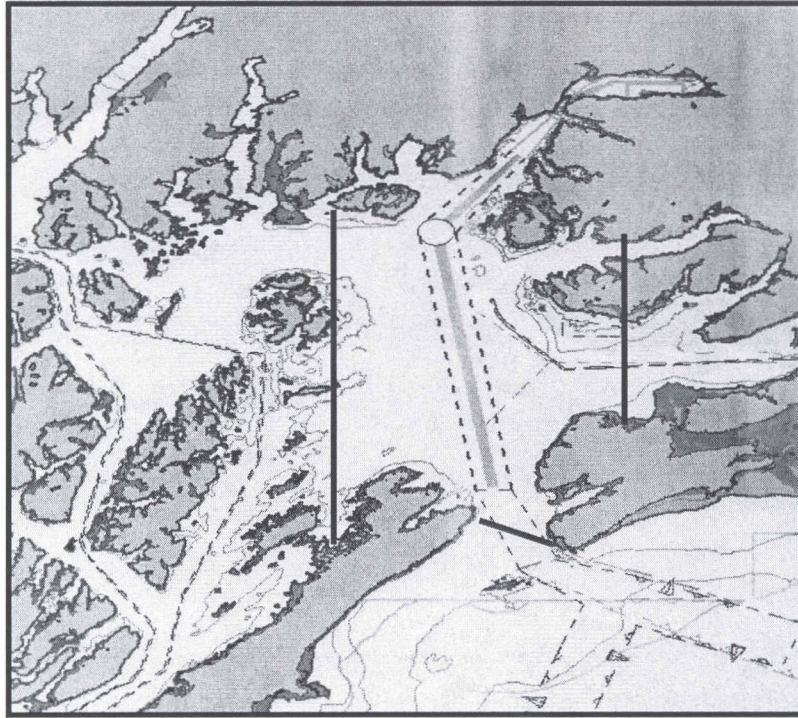
- a) Adverse weather or tidal conditions.
- b) Vessel equipment failure.
- c) Delays in Port Valdez.

No vessel may anchor in this anchorage without notifying VTSPWS and each anchored vessel shall notify VTSPWS when it weighs anchor. The anchorage grounds in Prince William Sound are bounded by a line beginning at 60°40'00" N, 146°40'00" W, thence proceeding south to 60°38'00" N, 146°40'00" W, thence proceeding east to 60°38'00" N, 146°30'00" W, thence proceeding north to 60°39'00" N, 146°30'00" W, thence proceeding northwesterly to the beginning point. [33 CFR 110.233]

**\*NOTE: Upon anchoring at Knowles Head Anchorage, the VTS will request the vessel's true bearing and range from Red Head and number of shots used. This information will be passed to other vessels bound for the anchorage and local agencies that require it. For Federal Anchorage Regulations, see 33 CFR 110.**

## **Reference Chartlets**

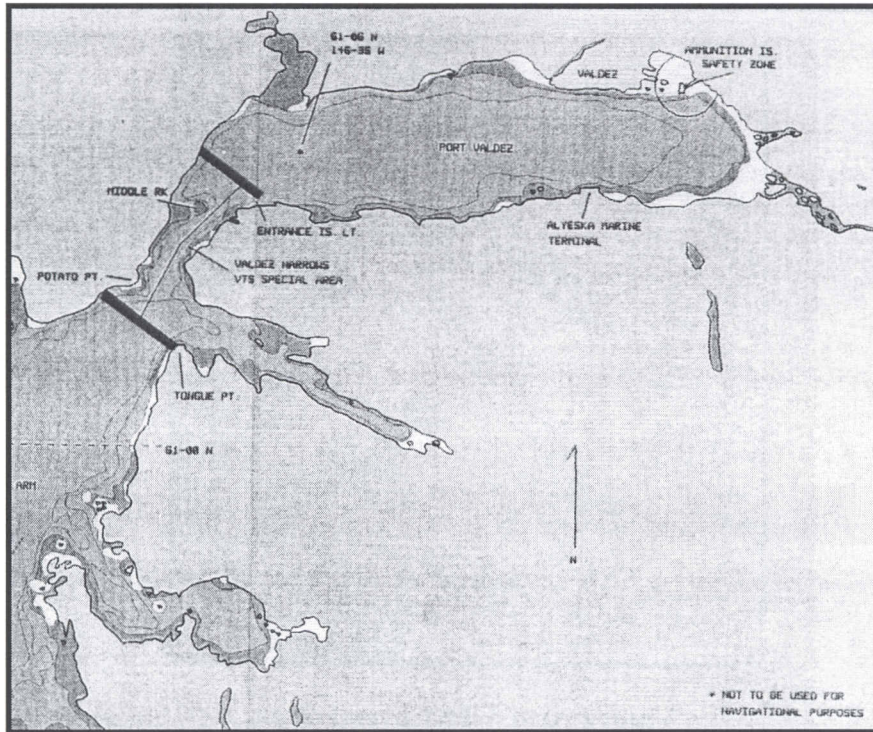
- **VTS Area / Regulated Navigation Area**
- **VTS Special Areas**
- **Reporting Points**



### Prince William Sound VTS Area

The Prince William Sound VTS Area (PWSVTSA) encompasses the same area as the Regulated Navigation Area. The VTSA and the Regulated Navigation Area are defined as:

“The navigable waters of the U.S., north of a line drawn from Cape Hinchinbrook Light to Schooner Rock light, comprising that portion of Prince William Sound between 146°30'W and 147°20'W and includes Valdez Arm, Valdez Narrows, and Port Valdez.” [33 CFR 161.2 and 165.1704]

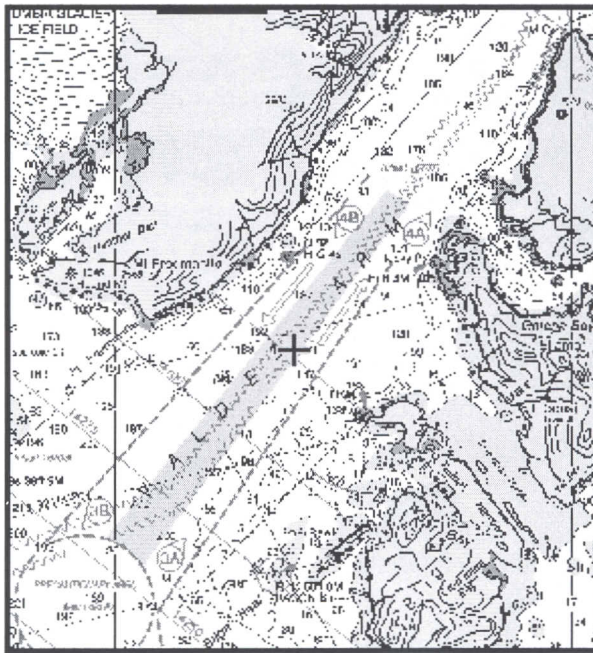


### Valdez Narrows VTS Special Area

Special operating requirements apply in a VTS Special Area and there are two in Prince William Sound: the Valdez Narrows VTS Special Area and the Valdez Arm VTS Special Area.

The Valdez Narrows VTS Special Area is described as the waters northeast of a line bearing  $307^{\circ}$  true from Tongue Point at  $61^{\circ}02'06''N$ ,  $146^{\circ}40'00''W$  and southwest of a line bearing  $307^{\circ}$  true from Entrance Island Light at  $61^{\circ}05'06''N$ ,  $146^{\circ}36'42''W$ . [33 CFR 161.60 and 165.1704]

For further Special Area regulations see 33 CFR 161.13 and 161.60.

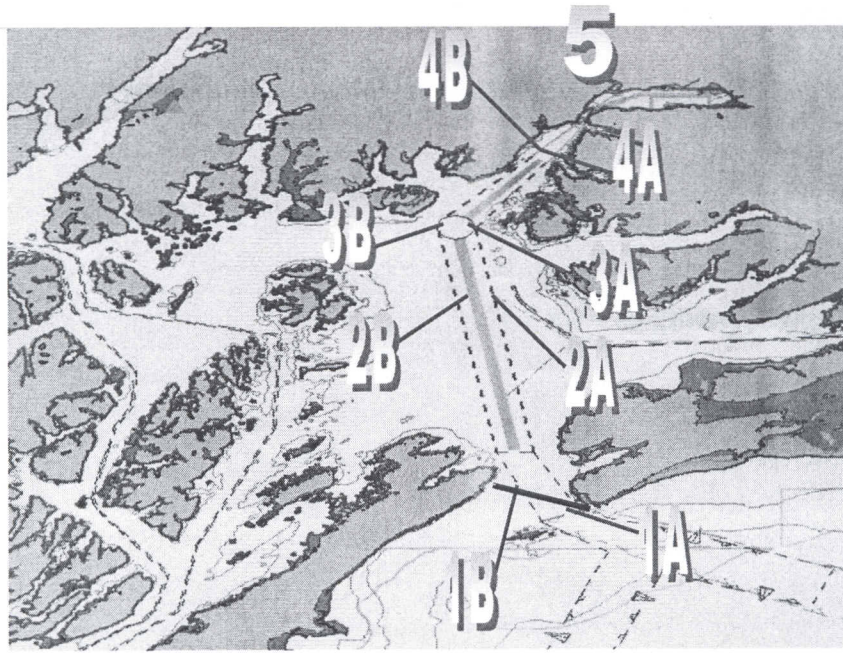


### Valdez Arm VTS Special Area

The Valdez Arm VTS Special Area consists of those waters of the Valdez Arm Traffic Separation Scheme as defined in 33CFR167 and those waters northeast of a line drawn from shoreline to shoreline through the points 60°58.04'N, 146°46.52'W and 60°58.93'N, 146°48.86'W and southeast of a line bearing 307° true from Tongue Point at 61°02.10'N, 146°40.00'W.

Additional definition: The Valdez Arm VTS Special Area consists of an area south of a line bearing 307° true from Tongue Point, 61°02.10'N, 146°40.00'W, to the Northern Boundary of the Bligh Reef Precautionary Area, which consists of a 1.5 mile radius centered upon geographical position 60°49.63'N, 147°01.33'W.

For information concerning the Valdez Arm Traffic Separation Scheme as defined in 33 CFR 167, see page 41.



### VTS Prince William Sound Reporting Points

1A - Cape Hinchinbrook (Northbound only)	60°16'18"N, 146°45'30"W.
1B - Schooner Rock (Southbound only)	60°18'42"N, 146°51'36"W.
2A - Naked Island (Northbound only)	60°40'00"N, 146°56'00"W.
2B - Naked Island (Southbound only)	60°40'00"N, 147°00'00"W.
3A - Bligh Reef (Northbound only)	60°50'36"N, 146°57'30"W.
3B - Bligh Reef (Southbound only)	60°51'00"N, 147°01'24"W.
4A - Rocky Point (Northbound only)	60°57'48"N, 146°47'30"W.
4B - Rocky Point (Southbound only)	60°57'48"N, 146°50'00"W.
5 - Entrance Island	60°05'24"N, 146°37'30"W.

\*NOTE: For additional information on reporting points, see 33 CFR 161.60 and 165.1704.

## **Federal Regulations**

- **33 CFR Part 26: Vessel Bridge to Bridge Radiotelephone Regulations**
- **33 CFR Part 161: Vessel Traffic Management**
- **IMO Rule 10**
- **IMO Standard Ship Reporting System**



## **33 CFR Part 26: Vessel Bridge to Bridge Radiotelephone Regulations**

### **26.01 Purpose.**

(a) The purpose of this part is to implement the provisions of the Vessel Bridge-to-Bridge Radiotelephone Act. This part:

- 1) Requires the use of the vessel bridge-to-bridge radiotelephone.
- 2) Provides the Coast Guard's interpretation of the meaning of important terms in the Act.
- 3) Prescribes the procedures for applying for an exemption from the Act and the regulations issued under the Act and a listing of exemptions.

(b) Nothing in this part relieves any person from the obligation of complying with the navigation rules and the applicable pilot rules.

### **26.02 Definitions.**

For the purpose of this part and interpreting the Act:

*Act* means the "Vessel Bridge-to-Bridge Radiotelephone Act," 33 U.S.C. sections 1201–1208;

*Length* is measured from end to end over the deck excluding sheer;

*Power-driven vessel* means any vessel propelled by machinery;

*Secretary* means the Secretary of the Department in which the Coast Guard is operating;

*Territorial sea* means all waters as defined in §2.22(a)(1) of this chapter;

*Towing vessel* means any commercial vessel engaged in towing another vessel astern, alongside, or by pushing ahead.

*Vessel Traffic Service (VTS)* means a service implemented under Part 161 of this chapter by the United States Coast Guard designed to improve the safety and efficiency of vessel traffic and to protect the environment. The VTS has the capability to interact with marine traffic and respond to traffic situations developing in the VTS area.

*Vessel Traffic Service Area* or *VTS Area* means the geographical area encompassing a specific VTS area of service as described in Part 161 of this chapter. This area of service may be subdivided into sectors for the purpose of allocating responsibility to individual Vessel Traffic Centers or to identify different operating requirements.

**\*NOTE: Although regulatory jurisdiction is limited to the navigable waters of the United States, certain vessels will be encouraged or may be required, as a condition of port entry, to report beyond this area to facilitate traffic management within the VTS area.**

[Rule 1, International Regulations for Preventing Collisions at Sea, 1972 (as ratified); EO 11964 (14 U.S.C. 2); 49 CFR 1.46 (b), CGD 71–114R, 37 FR 12720, June 28, 1972, as amended by CGD 77–118a,

42 FR 35784, July 11, 1977; CGD 90-020, 59 FR 36322, July 15, 1994; USCG-2001-9044, 68 FR 42601, July 18, 2003]

### **26.03 Radiotelephone required.**

a) Unless an exemption is granted under §26.09 and except as provided in paragraph (a) (4) of this section, this part applies to:

- 1) Every power-driven vessel of 20 meters or more in length while navigating.
- 2) Every vessel of 100 gross tons or more carrying one or more passengers for hire while navigating.
- 3) Every towing vessel of 26 feet or more in length while navigating.
- 4) Every dredge and floating plant in or near a channel or fairway engaged in operations likely to restrict or affect navigation of other vessels except for an unmanned or intermittently manned floating plant under the control of a dredge.

b) Every vessel, dredge, or floating plant described in paragraph (a) of this section must have a radiotelephone on board capable of operation from its navigational bridge, or in the case of a dredge, from its main control station, and capable of transmitting and receiving on the frequency or frequencies within the 156-162 Megahertz band using the classes of emissions designated by the Federal Communications Commission for the exchange of navigational information.

c) The radiotelephone required by paragraph (b) of this section must be carried on board the described vessels, dredges, and floating plants upon the navigable waters of the United States.

d) The radiotelephone required by paragraph (b) of this section must be capable of transmitting and receiving on VHF FM channel 22A (157.1 MHz).

**\*NOTE: A single VHF-FM radio capable of scanning or sequential monitoring (often referred to as "dual watch" capability) will not meet the requirements for two radios.**

[CGD 91-046, 57 FR 14485, Apr. 21, 1992; 57 FR 21740, May 22, 1992, as amended by CGD 90-020, 59 FR 36322, July 15, 1994; CGD 95-033, 60 FR 28328, May 31, 1995; CGD 92-052, 61 FR 45325, Aug. 29, 1996; CGD-1999-6141, 64 FR 69635, Dec. 14, 1999; USCG-2003-14757, 68 FR 39364, July 1, 2003]

### **26.04 Use of the designated frequency.**

a) No person may use the frequency designated by the Federal Communications Commission under section 8 of the Act, 33 U.S.C. 1207(a), to transmit any information other than information necessary for the safe navigation of vessels or necessary tests.

b) Each person who is required to maintain a listening watch under section 5 of the Act shall, when necessary, transmit and confirm, on the designated frequency, the intentions of his vessel and any other information necessary for the safe navigation of vessels.

c) Nothing in these regulations may be construed as prohibiting the use of the designated frequency to communicate with shore stations to obtain or furnish information necessary for the safe navigation of vessels.

d) On the navigable waters of the United States, channel 13 (156.65 MHz) is the designated frequency required to be monitored in accordance with §26.05 (a), except that in the area prescribed in §26.03 (e), channel 67 (156.375 MHz) is the designated frequency.

e) On those navigable waters of the United States within a VTS area, the designated VTS frequency is an additional designated frequency required to be monitored in accordance with §26.05.

(85 Stat. 164; 33 U.S.C. 1201–1208; 49 CFR 1.46 (n) (2))

[CGD 71–114R, 37 FR 12720, June 28, 1982, as amended by CGD 83–036, 48 FR 30107, June 30, 1983; CGD 91-046, 57 FR 14486, Apr. 21, 1992; 57 FR 21741, May 22, 1992; CGD 90–020, 59 FR 36323, July 15, 1994; CGD 95–033, 60 FR 28329, May 31, 1995]

### **26.05 Use of radiotelephone.**

Section 5 of the Act states that the radiotelephone required by this Act is for the exclusive use of the master or person in charge of the vessel, or the person designated by the master or person in charge to pilot or direct the movement of the vessel, who shall maintain a listening watch on the designated frequency. Nothing herein shall be interpreted as precluding the use of portable radiotelephone equipment to satisfy the requirements of this act. [CGD 93–072, 59 FR 39963, Aug. 5, 1994]

### **26.06 Maintenance of radiotelephone; failure of radiotelephone.**

Section 6 of the Act states:

a) Whenever radiotelephone capability is required by this Act, a vessel's radiotelephone equipment shall be maintained in effective operating condition. If the radiotelephone equipment carried aboard a vessel ceases to operate, the master shall exercise due diligence to restore it or cause it to be restored to effective operating condition at the earliest practicable time. The failure of a vessel's radiotelephone equipment shall not, in itself, constitute a violation of this Act, nor shall it obligate the master of any vessel to moor or anchor his vessel; however, the loss of radiotelephone capability shall be given consideration in the navigation of the vessel.

### **26.07 Communications.**

No person may use the services of, and no person may serve as, a person required to maintain a listening watch under section 5 of the Act, 33 U.S.C. 1204, unless the person can communicate in the English language.

### **26.08 Exemption procedures.**

a) The Commandant has redelegate to the Assistant Commandant for Marine Safety, Security and Environmental Protection, U.S. Coast Guard Headquarters, with the reservation that this authority shall not be further redelegate, the authority to grant exemptions from provisions of the Vessel Bridge-to-Bridge Radiotelephone Act and this part.

b) Any person may petition for an exemption from any provision of the Act or this part.

c) Each petition must be submitted in writing to Assistant Commandant for Marine Safety, Security and Stewardship (CG-5), U.S. Coast Guard Headquarters, 2100 Second Street SW., Washington, DC 20593,

and must state:

- 1) The provisions of the Act or this part from which an exemption is requested.
- 2) The reasons why marine navigation will not be adversely affected if the exemption is granted and if the exemption relates to a local communication system how that system would fully comply with the intent of the concept of the Act but would not conform in detail if the exemption is granted.

[CGD 71-114R, 37 FR 12720, June 28, 1972, as amended by CGD 73-256, 39 FR 9176, Mar. 8, 1974; CGD 88-052, 53 FR 25119, July 1, 1988; CGD 95-057, 60 FR 34150, June 30, 1995; CGD 96-026, 61 FR 33663, June 28, 1996; CGD 97-023, 62 FR 33362, June 19, 1997; USCG-2002-12471, 67 FR 41331, June 18, 2002]

CGD 90-020, 59 FR 36323, July 15, 1994, as amended by CGD 95-033, 60 FR 28329, May 31, 1995]

#### **26.09 List of exemptions.**

**\*NOTE: Does not apply to Prince William Sound.**

## **33 CFR Part 161: Vessel Traffic Management**

### **Subpart A: Vessel Traffic Services**

#### ***General Rules***

- 161.1 Purpose and intent
- 161.2 Definitions
- 161.3 Applicability
- 161.4 Requirement to carry the Rules
- 161.5 Deviations from the rules

#### ***Services, VTS Measures, and Operating Requirements***

- 161.10 Services
- 161.11 VTS Measures
- 161.12 Vessel operating requirements
- 161.13 VTS Special Area operating requirements

### **Subpart B: Vessel Movement Reporting System (VMRS)**

- 161.15 Purpose and intent
- 161.16 Applicability
- 161.17 Definitions
- 161.18 Reporting requirements
- 161.19 Sailing Plan (SP)
- 161.20 Position Report (PR)
- 161.21 Automated Reporting
- 161.22 Final Report (FR)
- 161.23 Reporting Exemptions

### **Subpart C: Vessel Traffic Service Areas, Vessel Traffic Service Special Areas, and Reporting Points**

- 161.60 Vessel Traffic Service Prince William Sound

Authority: 33 USC 1231; 33 USC 1223; 49 CFR 1.46

Source: CGD 90-020, 59 FR 36324, July 15, 1994, as amended by CGE 97-023, 62 FR 33364 June 19, 1997; USCG-2003-14757, 68 FR39364 July 1, 2003, unless otherwise indicated.

## Subpart A: Vessel Traffic Services

### General Rules

#### 161.1 Purpose and Intent

- a) The purpose of this part is to promulgate regulations implementing and enforcing certain sections of the Ports and Waterways Safety Act (PWSA) setting up a national system of Vessel Traffic Services that will enhance navigation, vessel safety, and marine environmental protection, and promote safe vessel movement by reducing the potential for collisions, rammings, and groundings, and the loss of lives and property associated with these incidents within VTS areas established hereunder.
- b) Vessel Traffic Services provide the mariner with information related to the safe navigation of a waterway. This information, coupled with the mariner's compliance with the provisions set forth in this part, enhances the safe routing of vessels through congested waterways or waterways of particular hazard. Under certain circumstances, a VTS may issue directions to control the movement of vessels in order to minimize the risk of collision between vessels, or damage to property or the environment.
- c) The owner, operator, charterer, master, or person directing the movement of a vessel remains at all times responsible for the manner in which the vessel is operated and maneuvered, and is responsible for the safe navigation of the vessel under all circumstances. Compliance with these rules or with a direction of the VTS is at all times contingent upon the exigencies of safe navigation.
- d) Nothing in this part is intended to relieve any vessel, owner, operator, charterer, master, or person directing the movement of a vessel from the consequences of any neglect to comply with this part or any other applicable law or regulation (e.g., the International Regulations for Prevention of Collisions at Sea, 1972 (72 COLREGS) or the Inland Navigation Rules) or of the neglect of any precaution which may be required by the ordinary practice of seamen, or by the special circumstances of the case.

#### 161.2 Definitions

For the purposes of this part:

*Cooperative Vessel Traffic Services (CVTS)* means the system of vessel traffic management established and jointly operated by the United States and Canada within adjoining waters. In addition, CVTS facilitates traffic movement and anchorages, avoids jurisdictional disputes, and renders assistance in emergencies in adjoining United States and Canadian waters.

*Hazardous Vessel Operating Condition* means any condition related to a vessel's ability to safely navigate or maneuver, and includes, but is not limited to:

- a) The absence or malfunction of vessel operating equipment, such as propulsion machinery, steering gear, radar system, gyrocompass, depth sounding device, automatic radar plotting aid (ARPA), radiotelephone, Automatic Identification System equipment, navigational lighting, sound signaling devices or similar equipment.
- b) Any condition on board the vessel likely to impair navigation, such as lack of current nautical charts and publications, personnel shortage, or similar condition.

c) Vessel characteristics that affect or restrict maneuverability, such as cargo arrangement, trim, loaded condition, under keel clearance, speed, or similar characteristics.

*Navigable waters* means all navigable waters of the United States including the territorial sea of the United States, extending to 12 nautical miles from United States baselines, as described in Presidential Proclamation No. 5928 of December 27<sup>th</sup>, 1988.

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

*Towing Vessel* means any commercial vessel engaged in towing another vessel astern, alongside, or by pushing ahead.

*Vessel Movement Center (VMC)* means the shore-based facility that operates the vessel tracking system for a Vessel Movement Reporting System (VMRS) area or sector within such an area. The VMC does not necessarily have the capability or qualified personnel to interact with marine traffic, nor does it necessarily respond to traffic situations developing in the area, as does a Vessel Traffic Service (VTS).

*Vessel Movement Reporting System (VMRS)* means a mandatory reporting system used to monitor and track vessel movements. This is accomplished by a vessel providing information under established procedures as set forth in this part in the areas defined in Table 161.12(c) (VTS and VMRS Centers, Call Signs/MMSI, Designated Frequencies, and Monitoring Areas).

*Vessel Movement Reporting System (VMRS) User* means a vessel, or an owner, operator, charterer, master, or person directing the movement of a vessel that is required to participate in a VMRS.

*Vessel Traffic Center (VTC)* means the shore-based facility that operates the vessel traffic service for the Vessel Traffic Service area or sector within such an area.

*Vessel Traffic Services (VTS)* means a service implemented by the United States Coast Guard designed to improve the safety and efficiency of vessel traffic and to protect the environment. The VTS has the capability to interact with marine traffic and respond to traffic situations developing in the VTS area.

*Vessel Traffic Service Area* or *VTS Area* means the geographical area encompassing a specific VTS area of service. This area of service may be subdivided into sectors for the purpose of allocating responsibility to individual Vessel Traffic Centers or to identify different operating requirements.

**\*NOTE: Although regulatory jurisdiction is limited to the navigable waters of the United States, certain vessels will be encouraged or may be required, as a condition of port entry, to report beyond this area to facilitate traffic management within the VTS area.**

*VTS Special Area* means a waterway within a VTS area in which special operating requirements apply.

*VTS User* means a vessel, or an owner, operator, charterer, master, or person directing the movement of a vessel that is:

- a) Subject to the Vessel Bridge-to-Bridge Radiotelephone Act.
- b) Required to participate in a VMRS within a VTS area (VMRS User).

*VTS User's Manual* means the manual established and distributed by the VTS to provide the mariner with a description of the services offered and rules in force for that VTS. Additionally, the manual may include chartlets showing the area and sector boundaries, general navigational information about the area, and procedures, radio frequencies, reporting provisions and other information which may assist the mariner while in the VTS area.

[CGD 90-020, 59 FR 36324, July 15, 1994, as amended by CGE 97-023, 62 FR 33364, June 19, 1997; USCG-2003-14757, 68 FR 39364, July 1, 2003]

### **161.3 Applicability.**

The provisions of this subpart shall apply to each VTS User and may also apply to any vessel while underway or at anchor on the navigable waters of the United States within a VTS area, to the extent the VTS considers necessary.

### **161.4 Requirement to carry the rules.**

Each VTS User shall carry on board and maintain for ready reference a copy of these rules.

**\*NOTE: These rules are contained in the U.S. Coast Pilot, the VTS User's Manual which may be obtained by contacting the appropriate VTS, and periodically published in the Local Notice to Mariners. The VTS User's Manual and the World VTS Guide, an International Maritime Organization (IMO) recognized publication, contain additional information which may assist the prudent mariner while in the appropriate VTS area.**

### **161.5 Deviations from the rules.**

- a) Requests to deviate from any provision in this part, either for an extended period of time or if anticipated before the start of a transit, must be submitted in writing to the appropriate District Commander. Upon receipt of the written request, the District Commander may authorize a deviation if it is determined that such a deviation provides a level of safety equivalent to that provided by the required measure or is a maneuver considered necessary for safe navigation under the circumstances. An application for an authorized deviation must state the need and fully describe the proposed alternative to the required measure.
- b) Requests to deviate from any provision in this part due to circumstances that develop during a transit or immediately preceding a transit, may be made verbally to the appropriate VTS Director. Requests to deviate shall be made as far in advance as practicable. Upon receipt of the request, the VTS Director may authorize a deviation if it is determined that, based on vessel handling characteristics, traffic density, radar contacts, environmental conditions, and other relevant information, such a deviation provides a level of safety equivalent to that provided by the required measure or is a maneuver considered necessary for safe navigation under these circumstances.

[CGD 90-020, 59 FR 36324, July 15, 1994, as amended by USCG-2005-21531, 70 FR 36350, June 23, 2005]



## ***Services, VTS measures, and Operating Requirements***

### **161.10 Services.**

To enhance navigation and vessel safety and to protect the marine environment, a VTS may issue advisories or respond to vessel requests for information on reported conditions within the VTS area, such as:

- a) Hazardous conditions or circumstances.
- b) Vessel congestion.
- c) Traffic density.
- d) Environmental conditions.
- e) Aids to navigation status.
- f) Anticipated vessel encounters.
- g) Another vessel's name, type, position, hazardous vessel operating conditions if applicable, and intended navigational movements, as reported.
- h) Temporary measures in effect.
- i) A description of local harbor operations and conditions, such as transiting ferries or dredging.
- j) Anchorage availability.
- k) Other information or special circumstances.

### **161.11 VTS Measures.**

a) A VTS may issue measures or directions to enhance navigation and vessel safety and to protect the marine environment, such as, but not limited to:

- 1) Designating temporary reporting points and procedures.
- 2) Imposing vessel operating requirements.
- 3) Establishing vessel traffic routing schemes.

b) During conditions of vessel congestion, restricted visibility, adverse weather, or other hazardous circumstances, a VTS may control, supervise, or otherwise manage traffic, by specifying times of entry, movement, or departure to, from, or within a VTS area.

### **161.12 Vessel Operating requirements.**

a) Subject to the exigencies of safe navigation, a VTS User shall comply with all measures established or directions issued by a VTS.

b) If, in a specific circumstance, a VTS User is unable to safely comply with a measure or direction issued by the VTS, the VTS User may deviate only to the extent necessary to avoid endangering persons, property or the environment. The deviation shall be reported to the VTS as soon as is practicable.

c) When not exchanging voice communications, a VTS User must maintain a listening watch as required by §26.04 (e) of this chapter on the VTS frequency designated in Table 161.12 (c) (VTS and VMRS Centers, Call Signs/MMSI, Designated Frequencies, and Monitoring Areas). In addition, the VTS User must respond promptly when hailed and communicate in the English language.

\*NOTE: As stated in 47 CFR 80.148(b), a watch on Channel 16 (156.800 MHz) is not required on vessels subject to the Vessel Bridge-to-Bridge Radiotelephone Act and participating in a Vessel Traffic Service (VTS) when the watch is maintained on both the vessel bridge-to-bridge frequency and a designated VTS frequency.

**Table 161.12 (c): VTS and VMRS Centers, Call Signs/MMSI, Designated Frequencies, and Monitoring Areas**

Center MMSI <sup>1</sup> Call Sign	Designated frequency (Channel designation)—purpose <sup>2</sup>	Monitoring area <sup>3,4</sup>
Prince William Sound— <i>Valdez Traffic</i> 003669958	156.650 MHz (Ch. 13)	The navigable waters south of 61°05' N., east of 147°20' W., north of 60°00' N., and west of 146°30' W.; and, all navigable waters in Port Valdez.

\*NOTE 1: The Maritime Mobile Service Identifier (MMSI) is a unique nine digit number that identifies ship stations, ship earth stations, coast stations, coast earth stations, and group calls for use by a digital selective calling (DSC) radio, an INMARSAT ship earth station, or AIS. AIS requirements are set forth in §§161.21 and 164.46 of this subchapter. The requirements set forth in §§161.21 and 164.46 of this subchapter apply in those areas denoted with a MMSI number.

\*NOTE 2: In the event of a communication failure, difficulties, or other safety factors, the Vessel Traffic Center may direct or permit a user to monitor and report on any other designated monitoring frequency or the bridge-to-bridge navigational frequency, 156.650 MHz (Channel 13) or 156.375 MHz (Channel 67), to the extent that doing so provides a level of safety beyond that provided by other means. The bridge-to-bridge navigational frequency, 156.650 MHz (Channel 13), is used in certain monitoring areas where the level of reporting does not warrant a designated frequency.

\*NOTE 3: All geographic coordinates (latitude and longitude) are expressed in North American Datum of 1983 (NAD 83).

\*NOTE 4: Some monitoring areas extend beyond navigable waters. Although not required, users are strongly encouraged to maintain a listening watch on the designated monitoring frequency in these areas. Otherwise, they are required to maintain watch as stated in 47 CFR 80.148.

NOTE for Prince William Sound: 47 CFR 80.148 (b) gives an exception to the requirement to monitor Channel 16 when a radio watch is maintained on both the bridge-to-bridge radio telephone frequency and a separately assigned VTS frequency. The intention of 47 CFR 80.148 (b) is that a vessel participating with VTSPWS monitor two frequencies. Therefore, vessels participating with VTSPWS must monitor the VTS designated frequency/bridge-to-bridge radio telephone frequency and Channel 16.

d) As soon as it is practicable, a VTS User shall notify the VTS of any of the following:

- 1) A marine casualty as defined in 46 CFR 4.05-1.
- 2) Involvement in the ramming of a fixed or floating object.
- 3) A pollution incident as defined in part 151.15 of this chapter.
- 4) A defect or discrepancy in an aid to navigation.
- 5) A hazardous condition as defined in part 160.203 of this chapter.
- 6) Improper operation of vessel equipment required by part 164 of this chapter.
- 7) A situation involving hazardous materials for which a report is required by 49 CFR 176.48.
- 8) A hazardous vessel operating condition as defined in part 161.2 of this chapter.

### 161.13 VTS Special Area Operating Requirements.

The following operating requirements apply within a VTS Special Area:

- a) A VTS User shall, if towing astern, do so with as short a hawser as safety and good seamanship permit.

b) A VMRS User shall:

- 1) Not enter or get underway in the area without prior approval of the VTS.
- 2) Not enter a VTS Special Area if a hazardous vessel operating condition or circumstance exists.
- 3) Not meet, cross, or overtake any other VMRS User in the area without prior approval of the VTS.
- 4) Before meeting, crossing, or overtaking any other VMRS User in the area, communicate on the designated vessel bridge-to-bridge radiotelephone frequency intended navigation movements and any other information necessary in order to make safe passing arrangements. This requirement does not relieve a vessel of any duty prescribed by the International Regulations for Prevention of Collisions at Sea, 1972 (72 COLREGS) or the Inland Navigation Rules.

## **Subpart B: Vessel Movement Reporting System**

### **161.15 Purpose and intent.**

a) A Vessel Movement Reporting System (VMRS) is a system used to monitor and track vessel movements VTS or VMRS area. This is accomplished by requiring that vessels provide information under established procedures as set forth in this part, or as directed by the Center.

b) To avoid imposing an undue reporting burden or unduly congesting radiotelephone frequencies, reports shall be limited to information which is essential to achieve the objectives of the VMRS. These reports are consolidated into three reports (sailing plan, position, and final).

[CGD 90-020, 59 FR 36324, July 15, 1994, as amended by USCG-2003-14757, 68 FR 39366, July 1, 2003]

### **161.16 Applicability.**

Unless otherwise stated, the provisions of this subpart apply to the following vessels and VMRS Users:

- a) Every power-driven vessel of 40 meters (approximately 131 feet) or more in length, while navigating.
- b) Every towing vessel of 8 meters (approximately 26 feet) or more in length, while navigating.
- c) Every vessel certificated to carry 50 or more passengers for hire, while engaged in trade.

[CGD 90-020, 59 FR 36324, July 15, 1994, as amended by USCG-2003-14757, 68 FR 39366, July 1, 2003]

### **161.17 Definitions.**

As used in this subpart:

*Center* means a Vessel Traffic Center or Vessel Movement Center.

*Published* means available in a widely-distributed and publicly available medium (e.g., VTS User's Manual, ferry schedule, Notice to Mariners).

[USCG-2003-14757, 68 FR 39366, July 1, 2003]

### **161.18 Reporting requirements.**

a) A Center may:

- 1) Direct a vessel to provide any of the information set forth in Table 161.18(a) (IMO Standard Ship Reporting System, see page 43).
- 2) Establish other means of reporting for those vessels unable to report on the designated frequency.
- 3) Require reports from a vessel in sufficient time to allow advance vessel traffic planning.

b) All reports required by this part shall be made as soon as is practicable on the frequency designated in Table 161.12 (c) (VTS and VMRS Centers, Call Signs/MMSI, Designated Frequencies, and Monitoring Areas).

c) When not exchanging communications, a VMRS User must maintain a listening watch as described in §26.04 (e) of this chapter on the frequency designated in Table 161.12 (c) (VTS and VMRS Centers, Call Signs/MMSI, Designated Frequencies, and Monitoring Areas). In addition, the VMRS User must respond promptly when hailed and communicate in the English language.

**\*NOTE: As stated in 47 CFR 80.148 (b), a VHF watch on Channel 16 (156.800 MHz) is not required on vessels subject to the Vessel Bridge-to-Bridge Radiotelephone Act and participating in a Vessel Traffic Service (VTS) system when the watch is maintained on both the vessel bridge-to-bridge frequency and a designated VTS frequency.**

d) A vessel must report:

- 1) Any significant deviation from its Sailing Plan, as defined in §161.19, or from previously reported information.
- 2) Any intention to deviate from a VTS issued measure or vessel traffic routing system.

e) When reports required by this part include time information, such information shall be given using the local time zone in effect and the 24-hour military clock system.

[CGD 90-020, 59 FR 36324, July 15, 1994, as amended by USCG-2003-14757, 68 FR 39366, July 1, 2003]

### **161.19 Sailing Plan (SP).**

Unless otherwise stated, at least 15 minutes before navigating a VTS area, a vessel must report the:

- a) Vessel name and type.
- b) Position.
- c) Destination and estimated time of arrival.
- d) Intended route.
- e) Time and point of entry.
- f) Dangerous cargo on board or in its tow, as defined in §160.203 of this chapter, and other required information as set out in §160.211 and §160.213 of this chapter, if applicable.

### **161.20 Position Report (PR).**

A vessel must report its name and position:

- a) Upon point of entry into a VMRS area.
- b) At designated reporting points as set forth in subpart C.
- c) When directed by the Center.

[CGD 90-020, 59 FR 36324, July 15, 1994, as amended by USCG-2003-14757, 68 FR 39366, July 1, 2003]

#### **161.21 Automated reporting.**

- a) Unless otherwise directed, vessels equipped with an Automatic Identification System (AIS) are required to make continuous, all stations, AIS broadcasts, in lieu of voice Position Reports, to those Centers denoted in Table 161.12 (c) of this part.
- b) Should an AIS become non-operational, while or prior to navigating a VMRS area, it should be restored to operating condition as soon as possible, and, until restored a vessel must:
  - 1) Notify the Vessel Traffic Center.
  - 2) Make voice radio Position Reports at designated reporting points as required by 161.20 (b) of this part.
  - 3) Make any other reports as directed by the Vessel Traffic Center.

[USCG-2003-14757, 68 FR 39366, July 1, 2003]

#### **161.22 Final Report (FR).**

A vessel must report its name and position:

- a) On arrival at its destination.
- b) When leaving a VTS area.

#### **161.23 Reporting exemptions.**

- a) Unless otherwise directed, the following vessels are exempted from providing Position and Final Reports due to the nature of their operation:
  - 1) Vessels on a published schedule and route.
  - 2) Vessels operating within an area of a radius of three nautical miles or less.
  - 3) Vessels escorting another vessel or assisting another vessel in maneuvering procedures.
- (b) A vessel described in paragraph (a) of this section must:
  - 1) Provide a Sailing Plan at least 5 minutes but not more than 15 minutes before navigating within the VMRS area.
  - 2) If it departs from its promulgated schedule by more than 15 minutes or changes its limited operating area, make the established VMRS reports, or report as directed.

[CGD 90-020, 59 FR 36324, July 15, 1994, as amended by CGD 97-023, 62 FR 33364, June 19, 1997; USCG-2003-14757, 68 FR 39367, July 1, 2003]

**Subpart C: Vessel Traffic Service Areas, Cooperative Vessel Traffic Service Area, Vessel Traffic Service Special Areas and Reporting Points**

**161.60 Vessel Traffic Service Prince William Sound.**

a) The VTS Area consists of the navigable waters of the United States north of a line drawn from Cape Hinchinbrook Light to Schooner Rock Light, comprising that portion of Prince William Sound between 146°30' W and 147°20' W and includes Valdez Arm, Valdez Narrows and Port Valdez.

b) The Valdez Arm VTS Special Area consists of the waters of the Valdez Arm Traffic Separation Scheme (described in §167.1703 of this chapter), the waters northeast of a line drawn from shoreline to shoreline through the points 60°58.04' N, 146°46.52' W and 60°58.93' N, 146°48.86' W, and southwest of a line bearing 307° true from Tongue Point at 61°02.10' N, 146°40.00' W.

c) The Valdez Narrows VTS Special Area consists of those waters of Valdez Arm, Valdez Narrows, and Port Valdez northeast of a line bearing 307° true from Tongue Point at 61°02'06"N, 146°40' W and southwest of a line bearing 307° true from Entrance Island Light at 61°05'06" N, 146°36'42" W.

d) Additional VTS Special Area Operating Requirements. The following additional requirements are applicable in the Valdez Narrows VTS Special Area:

- 1) No VMRS User shall proceed north of 61° N without prior approval of the VTS.
- 2) For a vessel listed in paragraph (3) of this section:
  - a. Approval to enter this area will not be granted to a vessel when a tank vessel of more than 20,000 deadweight tons is navigating therein.
  - b. A northbound vessel shall remain south of 61° N until the VTS has granted permission to proceed.
  - c. A southbound vessel shall remain in Port Valdez east of 146°35' W and north of 61°06' N until the VTS has granted permission to proceed.
- 3) Paragraph (d) of this section applies to:
  - a. A vessel of 1600 gross tons or more.
  - b. A towing vessel of 8 meters or more in length, except for a vessel performing duties as an escort vessel as defined in 33 CFR 168.

e) Reporting points:

**Table 161.60 (d): VTS Prince William Sound Reporting Points**

<b>Designator</b>	<b>Geographic name</b>	<b>Geographic description</b>	<b>Latitude/longitude</b>	<b>Notes</b>
1A	Cape Hinchinbrook	Cape Hinchinbrook	60°16'18" N; 146°45'30" W	Northbound Only.
1B	Schooner Rock	Schooner Rock	60°18'42" N; 146°51'36" W	Southbound Only.
2A	Naked Island	Naked Island	60°40'00" N; 147°01'24" W	Northbound Only.
2B	Naked Island	Naked Island	60°40'00" N; 147°05'00" W	Southbound

			W	Only.
3A	Bligh Reef	Bligh Reef Light (Pilot Embark)	60°50'36" N; 146°57'30" W	Northbound Only.
3B	Bligh Reef	Bligh Reef Light (Pilot Disembark)	60°51'00" N; 147°01'24" W	Southbound Only.
4A	Rocky Point	Rocky Point	60°57'48" N; 146°47'30" W	Northbound Only.
4B	Rocky Point	Rocky Point	60°57'48" N; 146°50'00" W	Southbound Only.
5	Entrance Island	Entrance Island Light	61°05'24" N; 146°37'30" W.	

[CGD 90-020, 59 FR 36324, July 15, 1994, as amended by CGD 95-033, 60 FR 28332, May 31, 1995; USCG-1998-3799, 63 FR 35532, June 30, 1998; USCG-2001-10254, 67 FR 53742, Aug. 19, 2002]

## **IMO Rule 10**

### ***International***

#### **Traffic Separation Schemes**

- a) This rule applies to traffic separation schemes adopted by the Organization and does not relieve any vessel of her obligation under any other rule.
- b) A vessel using a traffic separation scheme shall:
- 1) Proceed in the appropriate traffic lane in the general direction of traffic flow for that lane.
  - 2) So far as practical keep clear of a traffic separation line or separation zone.
  - 3) Normally join or leave a traffic lane at the termination of the lane, but when joining or leaving from either side shall do so at as small an angle to the general direction of traffic flow as practicable.
- c) A vessel shall, so far as practicable, avoid crossing traffic lanes but if obligated to do so shall cross on a heading as nearly as practicable at right angles to the general direction of traffic flow.
- d) 1) A vessel shall not use an inshore traffic zone when she can safely use the appropriate traffic lane within the adjacent traffic separation scheme. However, vessels of less than 20 meters in length, sailing vessels, and vessels engaged in fishing may use the inshore traffic zone.
- 2) Notwithstanding paragraph (d) (1), a vessel may use an inshore traffic zone when enroute to or from a port, offshore installation or structure, pilot station or any other place situated within the inshore traffic zone, or to avoid immediate danger.
- e) A vessel other than a crossing vessel or a vessel joining or leaving a lane shall not normally enter a separation zone or cross a separation line except:
- 1) In cases of emergency to avoid immediate danger.
  - 2) To engage in fishing within a separation zone.
- f) A vessel navigating in areas near the terminations of traffic separation schemes shall do so with particular caution.
- g) A vessel shall so far as practicable avoid anchoring in a traffic separation scheme or in areas near its terminations.
- h) A vessel not using a traffic separation scheme shall avoid it by as wide a margin as practicable.
- i) A vessel engaged in fishing shall not impede the passage of any vessel following a traffic lane.
- j) A vessel of less than 20 meters in length or a sailing vessel shall not impede the safe passage of a power driven vessel following a traffic lane.



k) A vessel restricted in her ability to maneuver when engaged in an operation for maintenance of safety of navigation in a traffic separation scheme is exempted from complying with this Rule to the extent necessary to carry out the operation.

l) A vessel restricted in her ability to maneuver when engaged in an operation for laying, servicing or picking up submarine cable, within a traffic separation scheme, is exempted from complying with this Rule to the extent necessary to carry out the operation.

### *Valdez Area Traffic Separation Scheme Points*

#### **Northbound Traffic Lane**

Latitude	Longitude
60°49.39'N	146°58.19'W
60°58.04'N	146°46.52'W

#### **Southbound Traffic Lane**

Latitude	Longitude
60°58.93'N	146°48.86'W
60°50.61'N	147°03.60'W

#### **Separation Zone**

Latitude	Longitude
60°51.08'N	147°00.33'W
60°58.60'N	146°48.10'W
60°58.30'N	146°47.10'W
60°50.45'N	146°58.75'W

## IMO Standard Ship Reporting System

A	ALPHA	Ship	Name, call sign or ship station identity, and flag.
B	BRAVO	Dates and time of event	A 6 digit group giving day of month (first two digits), hours and minutes (last four digits). If other than UTC state time zone used.
C	CHARLIE	Position	A 4 digit group giving latitude in degrees and minutes suffixed with N (north) or S (south) and a 5 digit group giving longitude in degrees and minutes suffixed with E (east) or W (west); or.
D	DELTA	Position	True bearing (first 3 digits) and distance (state distance) in nautical miles from a clearly identified landmark (state landmark).
E	ECHO	True course	A 3 digit group.
F	FOXTROT	Speed in knots and tenths of knots	A 3 digit group.
G	GOLF	Port of Departure	Name of last port of call.
H	HOTEL	Date, time and point of entry system	Entry time expressed as in (B) and into the entry position expressed as in (C) or (D).
I	INDIA	Destination and expected time of arrival	Name of port and date time group expressed as in (B).
J	JULIET	Pilot	State whether a deep sea or local pilot is on board.
K	KILO	Date, time and point of exit from system	Exit time expressed as in (B) and exit position expressed as in (C) or (D).
L	LIMA	Route information	Intended track.
M	MIKE	Radio	State in full names of communications stations/frequencies guarded.
N	NOVEMBER	Time of next report	Date time group expressed as in (B).
O	OSCAR	Maximum present static draught in meters	4 digit group giving meters and centimeters.
P	PAPA	Cargo on board	Cargo and brief details of any dangerous cargoes as well as harmful substances and gases that could endanger persons or the environment.
Q	QUEBEC	Defects, damage, deficiencies or limitations	Brief detail of defects, damage, deficiencies or other limitations.

R	ROMEO	Description of pollution or dangerous goods lost	Brief details of type of pollution (oil, chemicals, etc) or dangerous goods lost overboard; position expressed as in (C) or (D).
S	SIERRA	Weather conditions	Brief details of weather and sea conditions prevailing.
T	TANGO	Ship's representative and/or owner	Details of name and particulars of ship's representative and/or owner for provision of information.
U	UNIFORM	Ship size and type	Details of length, breadth, tonnage, and type, etc., as required.
V	VICTOR	Medical personnel	Doctor, physician's assistant, nurse, no medic.
W	WHISKEY	Total number of persons on board	State number.
X	XRAY	Miscellaneous	Any other information as appropriate. [ <i>i.e.</i> , a detailed description of a planned operation, which may include: its duration; effective area; any restrictions to navigation; notification procedures for approaching vessels; in addition, for a towing operation: configuration, length of the tow, available horsepower, etc.; for a dredge or floating plant: configuration of pipeline, mooring configuration, number of assist vessels, etc.].