

## **I. GEOGRAPHICAL BOUNDARIES**

### **A. ADVISORY ZONE**

1. General Description: Please refer to the attached chartlets at the end of this chapter, showing the geographical boundaries of the Plan. The Plan covers:
  - a. The navigable water areas within San Pedro Bay that are under the jurisdiction of the Cities of Los Angeles and Long Beach; and
  - b. Navigable waters outside the breakwaters encompassed by the arc of a circle having its center at Point Fermin Light, drawn from a position on the shore near Newport Beach clockwise to the shore near Santa Monica. This circle's radius is twenty-five (25) nautical miles.
2. Traffic Separation Scheme: In September 2000, an amended International Maritime Organization-approved Traffic Separation Scheme (TSS) was established in San Pedro Bay. The amended TSS was established as the result of a port access route study, which evaluated vessel routing and traffic management measures. The amended TSS routes commercial vessels farther offshore, providing an extra margin of safety and environmental protection in the San Pedro Channel area and the entrances to the Ports of Los Angeles and Long Beach. The TSS comprises designated traffic lanes and associated separation zones for the approaches to the LA/LB Harbors. Refer to National Oceanographic and Atmospheric Administration (NOAA) Chart 18746. The International Maritime Organization (IMO) amended the Traffic Separation Scheme (TSS) in the Santa Barbara Channel (also known as the Northern Approach) and the approach to the ports of Los Angeles and Long Beach effective June 1, 2013. The TSS amendment reduced the width of the separation zone from 2 nautical miles (nm) which shifted the inbound lane 1 mile further from shore and away from known whale concentrations. The outbound lane was unchanged and remained in the former location. Narrowing the separation zone is expected to reduce the co-occurrence of ships and whales while maintaining navigation safety. The IMO approved coordinates and graphic depicting the changes follow.
  - a. Northern Approach
    - i. A line connecting the following geographical positions defines the separation zone:

a) 33°36.5N,	118°17.7'W
b) 33°36.5'N,	118°20.6W
c) 33°48.9N,	118°46.6W
d) 33°50.0N,	118°46.5W
e) 33°37.7N,	118°20.6W
f) 33°37.7'N,	118°17.7W

- ii. A one-mile wide traffic lane is established on each side of the separation zone.
- iii. The main traffic directions are: 090°T-270°T and 120°T-300°T

b. Southern Approach

- i. A separation zone, two miles wide, is established bounded by a line connecting the following geographical positions:

- |               |            |
|---------------|------------|
| a) 33°35.5'N, | 118°10.3'W |
| b) 33°35.5'N, | 118°12.8'W |
| c) 33°19.7'N  | 118°03.5'W |
| d) 33°19.0'N  | 118°05.6'W |

- ii. A one-mile wide traffic lane is established on each side of the separation zone.
- iii. The main traffic directions are: 160°T and 340°T.

c. Voluntary Western Traffic Lanes

- i. To address the safety concerns created by increased traffic south of the Channel Islands, on October 6, 2009, the Los Angeles / Long Beach Harbor Safety Committee (LA/LB HSC) endorsed voluntary traffic lanes in the area south of the Channel Islands (referenced herein as the “voluntary western traffic lanes”). The LA/LB HSC developed these lanes as a voluntary measure to promote vessel safety.

The voluntary western traffic lanes were not developed using processes established under U.S. federal law or by the IMO. As such, these lanes have not been reviewed or approved by any U.S. Federal Authority, including the U.S. Coast Guard, or the IMO.

Since the voluntary western traffic lanes are **not** an IMO approved traffic separation scheme, International Regulations for Avoiding Collisions at Sea (COLREGS) **Rule 10 does not apply.**

Mariners should exercise due caution when choosing to operate south of the Channel Islands and within the Voluntary Western Traffic Lanes.

- ii. The following is a description of the Voluntary Western Traffic Lanes:
  - 1) A precautionary area for the Voluntary Western Lanes is bounded by a line connecting the following geographical positions:
 

a) 33°35.50'N,	118°20.81'W
b) 33°35.50'N,	118°36.35'W
c) 33°42.90'N	118°36.35'W

- 2) A separation area bounded by a line connecting the following geographical positions.
 

a) 33°36.50'N,	118°36.35'W
b) 33°38.60'N,	119°05.50'W
c) 33°40.60'N	118°05.50'W
d) 33°38.50'N	118°36.35'W
  
- 3) Traffic westbound to transit between the separation area and a line connecting the following geographical positions:
 

a) 33°39.50'N,	118°36.35'W
b) 33°41.60'N,	119°05.50'W
  
- 4) Traffic eastbound to transit between the separation area and a line connecting the following geographical positions:
 

a) 33°36.50'N,	118°36.35'W
b) 33°37.60'N,	119°05.50'W
  
3. Precautionary Area/Regulated Navigation Area: The LA-LB Precautionary Area/Regulated Navigation Area comprises the waters enclosed by a line connecting Point Fermin Light (33-42.3N, 118-17.6W) along the shoreline to the San Pedro breakwater and the middle breakwater (following the COLREGS demarcation lines) to Long Beach Channel entrance light "2" (33-43-4N, 118-10.8W) southeast to 33-37.7N, 118-06.6W; southwesterly to 33-35.5N 118-08.8W; west to 33-35.5N, 118-17.6W; north to the point of origin.
  
4. The Precautionary Area/Regulated Navigation Area and portions of the TSS in the western and southern approaches to the LA/LB Harbors lie within the VTS Area of Responsibility.

**Refer to the Los Angeles-Long Beach, Vessel Traffic Service (VTS), User Manual for specific requirements while operating within these geographic boundaries.**

**B. STATUTORY ZONE:** California three-mile limit.

**C. APPROACHES:** Those waters of the San Pedro Bay outside the federal breakwater.

**D. HARBOR:** Waters inside federal breakwater.

1. Los Angeles Harbor: Legal limits of city.
2. Long Beach Harbor: Legal limits of city.

**E. REFERENCE CHARTS AND PUBLICATIONS:** Other useful charts and publications include:

1. NOAA/NOS United States Coast Pilot 7.

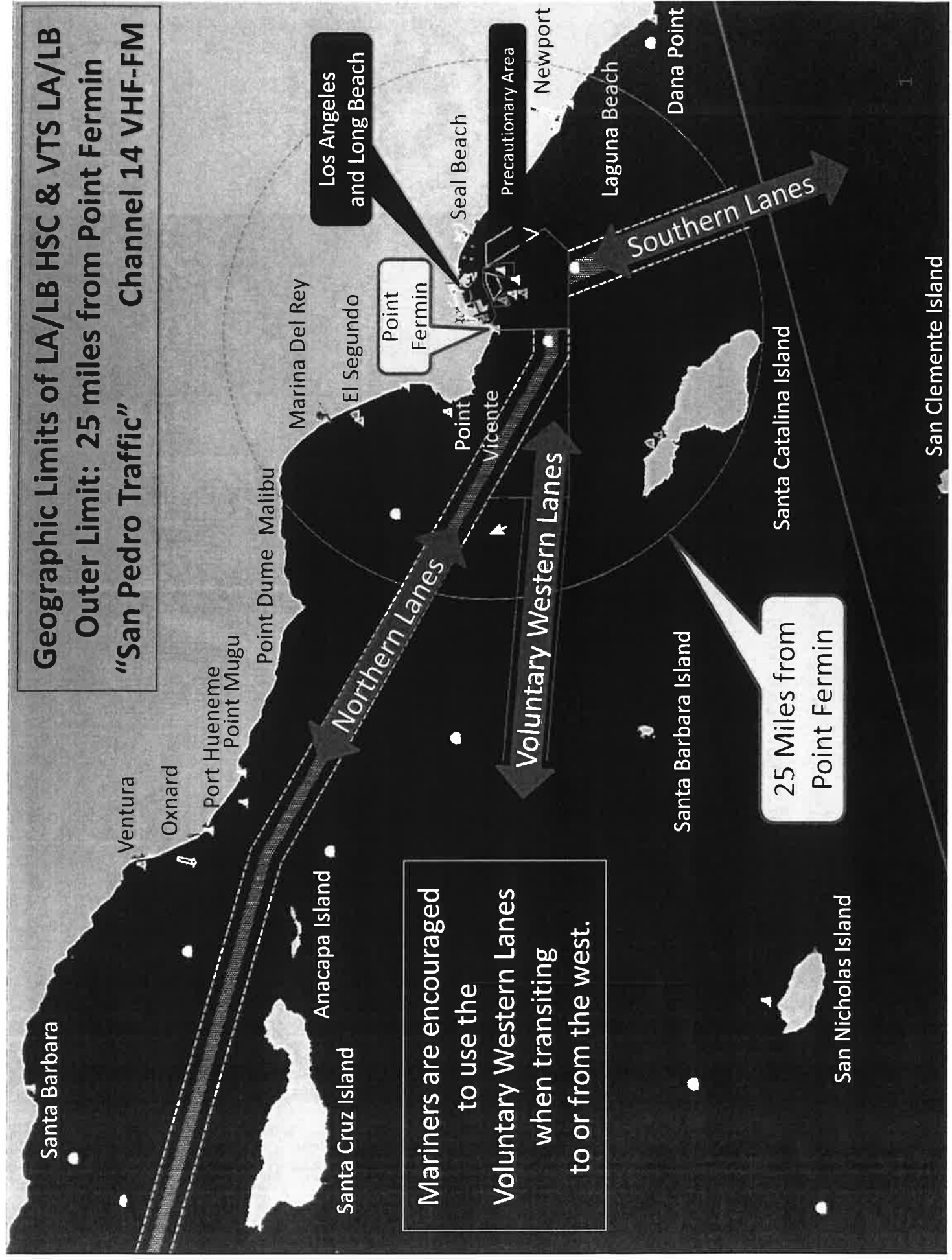
2. U.S. Coast Guard, Light List, Volume VI, Pacific Coast and Pacific Islands.
3. NOAA Chart 18740, San Diego to Santa Rosa Island.
4. NOAA Chart 18746, San Pedro Channel, Dana Point Harbor.
5. NOAA Chart 18749, San Pedro Bay, Anaheim Bay – Huntington Harbor.
6. NOAA Chart 18751, Los Angeles and Long Beach Harbors.

Los Angeles/Long Beach Harbor Safety Plan

GEOGRAPHIC LIMITS  
OF THE  
HARBOR SAFETY PLAN

Los Angeles/Long Beach Harbor Safety Plan

**Geographic Limits of LA/LB HSC & VTS LA/LB**  
**Outer Limit: 25 miles from Point Fermin**  
**"San Pedro Traffic" Channel 14 VHF-FM**



Mariners are encouraged to use the Voluntary Western Lanes when transiting to or from the west.

25 Miles from Point Fermin

San Clemente Island

San Nicholas Island

Santa Barbara Island

Santa Catalina Island

Los Angeles and Long Beach

Point Fermin

Precautionary Area

Newport

Laguna Beach

Dana Point

Marina Del Rey

El Segundo

Seal Beach

Point Vicente

Point Dume Malibu

Port Hueneme Point Mugu

Oxnard

Ventura

Santa Barbara

Anacapa Island

Santa Cruz Island

San Nicholas Island

San Nicholas Island

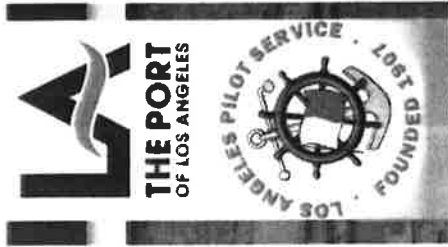
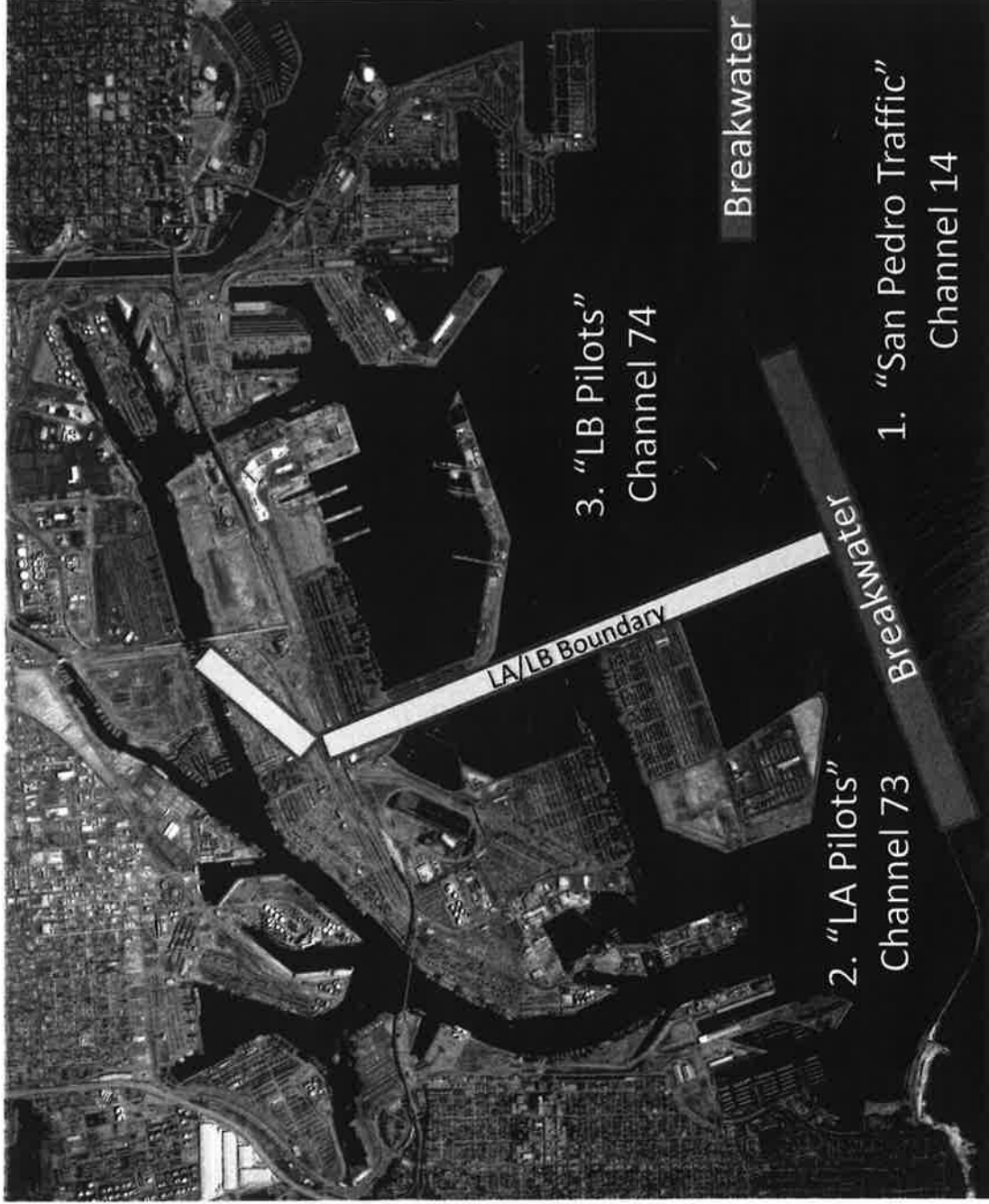
Santa Barbara Island

Santa Catalina Island

San Clemente Island

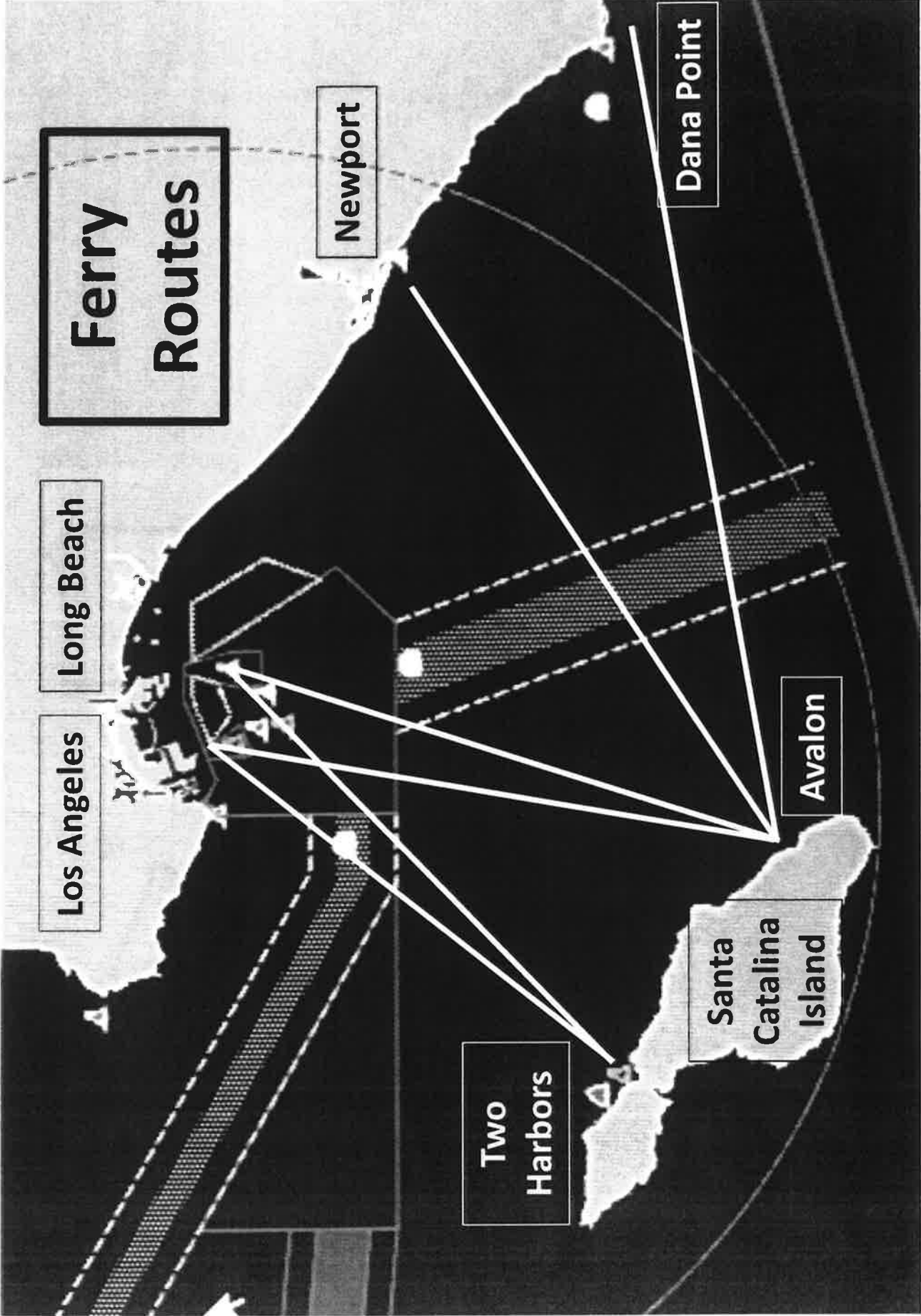
# Ports of LA & LB are divided into 3 VTS Zones

The Marine Exchange operates the VTS zone outside breakwater, out to 25 miles.  
The LA and LB Pilots operate the VTS zones inside breakwater



LONG BEACH PILOTS  
SINCE 1924







# Los Angeles and Long Beach Harbors

