



PacMMS Container Vessel Queuing Process Frequently Asked Questions

***New questions were added to the end of this document on 24 November 2021.**

Why are we implementing a new queuing system, named PacMMS?

PacMMS (*Pacific Maritime Management Services*) will change the process of being placed on the queuing list from the date/time of arrival at the Ports of LA/LB to the date/time of departure from the last port of call (LPOC). This allows vessels to adjust their sailing speeds to prevent backups in the Ports of LA/LB, thus helping limit congestion in the ports. PacMMS and the new queuing process do not change the process of assigning berthing times.

How does PacMMS work?

- **Old Process:** In the past, container vessels were assigned into the arrival queue based on when they **actually arrive** and cross a line 20 nautical miles from the Ports of Los Angeles (LA) and Long Beach (LB).
- **New Process (PacMMS):** Container vessels will be assigned a place in the queue based on when they **depart their last port of call (LPOC)** before LA and LB and their Calculated Time of Arrival (CTA) at LA/LB. PacMMS will be the initial point of contact and “tracker” for each container vessel. PacMMS will forward the list of vessels and CTAs to MXSoCal, who will then enter them into the existing Master Queue List.

The benefit of this new queuing system is that vessels can slow steam and spread out across the Pacific rather than crowd into the congested waters off LA and LB while they await a berth.



Whom do I call with questions?

Questions about berthing assignments should be directed to the agents/terminals/operators. Questions about the queuing process can be Emailed to LALBqueuing@pacmms.org or by calling PacMMS at 1-907-463-4299. (international 011-1-907-463-4299).

Has the berthing assignment process changed with the implementation of PacMMS?

The berthing assignment process stays exactly the same as it was before PacMMS was implemented. PacMMS simply changes the process by which vessels are added to the Master Queuing List (MQL). Vessels will now get added to the MQL when they depart their LPOC (last port of call) prior to arrival at LA/LB, rather than when they cross the 25-mile line. Vessels will be prioritized on the list based upon their CTA (calculated time of arrival). The berthing assignments will still come from the agents/terminals/operators directly to the vessels by the same process used prior to PacMMS implementation.

How do vessels find out their berthing assignments with the new queuing system?

None of the berthing assignment process has changed from the old system. All that is new is how and when the vessels get added to the queue. The berthing assignments will still come from the agent/terminals/operators to the vessels. It may take several days or weeks for the berthing times to be assigned and added to the list.

How do vessels coming from ports within the 24-hour transit time get placed in the queue? (e.g., vessels coming from Oakland)

Vessels coming from nearby ports will be placed in the queue based on their CTA, same as all other vessels. They may appear above vessels that have been on the list longer because their CTA is sooner.



What is the difference between the CTA and the actual berthing date and time?

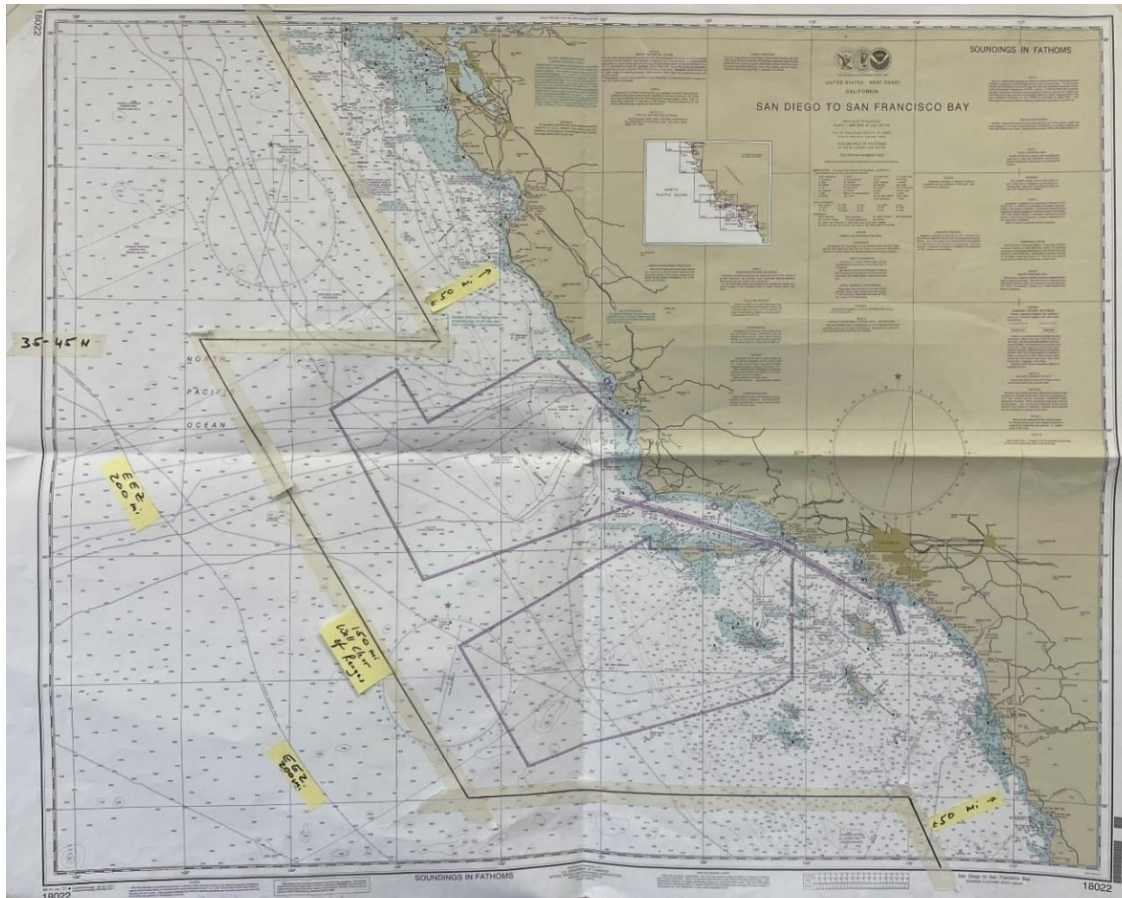
With the current backup situation, berthing date and time can be 2-3 weeks behind CTA for many vessels.

What is the Safety and Air Quality Area (SAQA)?

SAQA is the area designated around the Ports of LA/LB within which the number of vessels will be limited to reduce the risks posed to maritime safety and improve air quality.

The *Safety and Air Quality Area* is defined as the area seaward of the lines between the following coordinates:

1. 37-00N 123-30W
2. **35**-45N 122-35W
3. **35**-45N 124-50W
4. 32-00N 122-20W
5. 32-00N 118-00W
6. 30-20N 117-00W



Until vessels have a berthing assignment in the reasonable future (defined as 72 hours), vessels must stay out the outlined Safety and Air Quality area:

a. Coming from the North and South:

More than 50 miles from California and Mexico

b. Coming from the West:

More than 150 miles from shore to remain well clear of DOD Ranges (outlined in magenta).

c. Anchorages 40-60% full (25-35 vessels)

d. Vessels loiter by exception, such as getting underway from anchor for storm, etc.

e. Exceptions:

1. Vessels not carrying containers
2. Container ships in normal transits to/from ports for normal operations such as bunkers
3. Force Majeure & Emergencies



When can vessels enter the Safety and Air Quality Area (SAQA)?

Vessels can enter the SAQA box up to 72 hours prior to berthing time. To maximize the berth utilization time, it is preferable to have vessels wait (anchor) up to 72 hours than have empty berths waiting for a vessel. Exceptions to this would include vessels needing bunkering, food, etc.

What are the protocols for vessels who are abiding by the SAQA protocols that need to come in to bunker, take on stores, repairs, etc.

If this activity is done at anchor inside the breakwater (ANC-IS), then upon completion, the vessel will need to leave the anchorage and go back out to sea (outside the SAQA), until they are within 72 hours of their berthing time.

MxSoCal Vessel Traffic Service (VTS) will only charge once for each vessel voyage, even if the vessel comes in and out for approved reasons. The vessel will keep its original assigned place in the queue

What should PacMMS do if a vessel enters the SAQA without a berthing time?

PacMMS can query vessels coming within the box without an assigned berthing time. They may be coming in for bunkering, etc. (see above) which is okay.

Otherwise, PacMMS can encourage vessels to stay outside the SAQA box until they are within 72 hours of their assigned berthing time.

With the new queuing system, how do Vessels Handle ENOA/ANOA?

There is no change to the current process.

ANOA is Advanced Notice of Arrival. eNOAD is Electronic Notice of Arrival (Departure).

USCG/CBP need 96-hour advanced notice of vessel's arrival. The process will remain the same as it is now for the vessels. Recommend using NPOC and date. Use pilot boarding time if going to berth. Use anchor time if going to anchor.



Where is the Queuing Information is Available?

During the implementation phase, PacMMS will post on their website the Master Queuing List (MQL) for LA/LB, updated twice daily.

MxSoCal will continue to publish the MQL twice daily.

Can the shipping lines, agents, etc. be copied on the confirmation emails send back to the vessels confirming receipt of ETD and ATD?

PacMMS will "Reply All" to the incoming emails from the vessels. If the shipping lines or other interested parties would like to be copied on the communications, the vessel can place them on the cc: line in the original email.

A field will be available online to add additional email addresses.

What is new on the Master Queuing List?

A new column, Calculated Time of Arrival (CTA) is new on the MQL. The Check-in Column will continue to be filled in by the Vessel Traffic Service (VTS) at the Marine Exchange of SoCal when the vessel crosses the 25-mile line.



Questions Added 17 November 2021

Who should participate in PacMMS?

It is requested that **ALL** vessels carrying containers participate in this new process, regardless of any special arrangements for berthing.

When should container vessels enroll in PacMMS?

Vessels should enroll in PacMMS prior to leaving their last port of call (LPOC) prior to arrival at the Ports of LA/LB. Enrollment is done online at the PacMMS.org website. Once a vessel has been enrolled, it is in the database and does not need to be re-entered for future journeys unless there is a change to the information.

How can a vessel notify PacMMS of its estimated time of departure (ETD) and actual time of departure) ATD?

ALL ETDs and ATDs can be entered on the PacMMS.org website using the “**Departure**” button. There is a pull-down menu on the “**Purpose of Report**” field which allows selection of **ETD** or **ATD**. If problems are encountered accessing the internet/website, an email may be sent to LALBqueuing@PacMMS.org with the ATD information.

What is the Last Port of Call (LPOC)?

The LPOC is the last place the vessel stopped/ visited (anchored, berthed, etc) before arriving at the Ports of LA/LB. For example, if the vessel left China Ports, and then went to Vladivostok for bunkering, then Vladivostok becomes the LPOC. Same for crew changes.

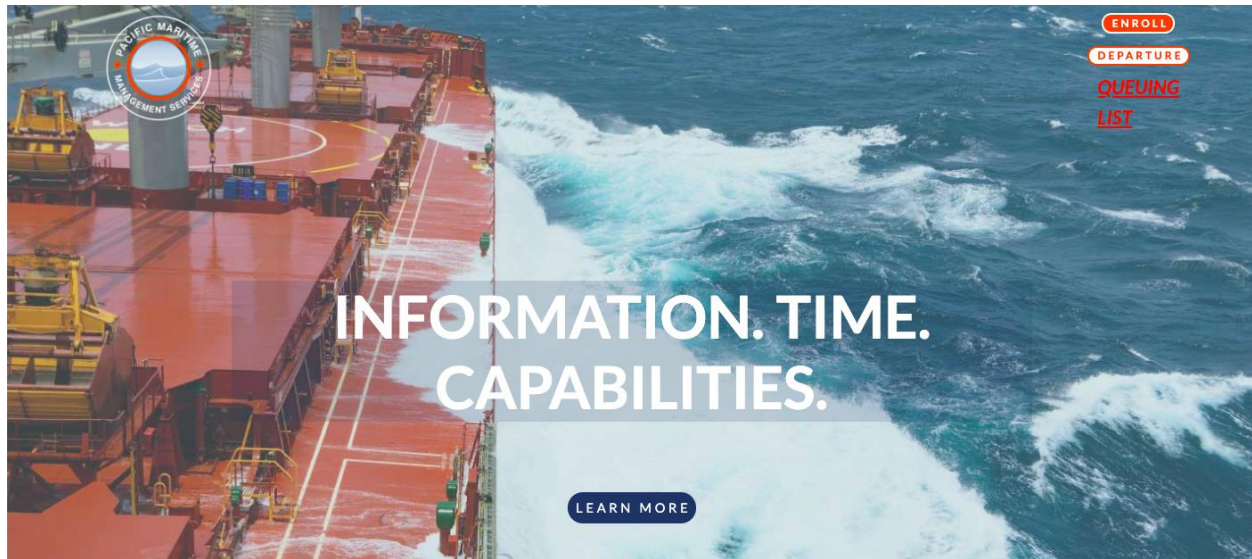
How often will the reports be refreshed?

Currently, the MQL will be refreshed twice a day, same as it was before PacMMS. The CTA data will be placed on the PacMMS website.



What does the PacMMS website look like?

Home Screen for PacMMS:





Enrollment Page for PacMMS:

Enroll

Enter the LA/LB Port

Calculated Time of Arrival (CTA) Queue

- 1 Preparer
- 2 Agent
- 3 Qualified
- 4 Operator
- 5 Vessel
- 6 Review and Submit

Prepared By:

Contact Information	Company Information
First Name *	Role *
Last Name *	Company Name *
Title	Email *
	Your email and the Cc: email (if provided) will receive a copy of the enrollment information.
	CC: Email (Optional)
	Phone *

Next



Departure Page for PacMMS for use in reporting ETD and ATD:

LALB Queuing Departure Reports

After enrolling, use this form to report Estimated (ETD) and Actual (ATD) departure times for Los Angeles and Long Beach transits.

NOTE: CONTACT INFORMATION SHOULD MATCH PREVIOUS ENROLLMENT SUBMISSION.

Contact Information	Time of Departure
Your Name <input type="text"/>	Vessel Name <input type="text"/>
Your Email <input type="text"/>	Vessel IMO <input type="text"/>
Your email and the Cc email will receive a copy of the report.	Purpose of Report ---
Cc: Email (Optional) <input type="text"/>	Date mm / dd / yyyy
Your Phone <input type="text"/>	Time (UTC) <input type="text"/>
	LPOC ---
	NPOC ---
Comments (optional) <input type="text"/>	

[Review](#)



Questions Added 24 November 2021

Where should my vessel loiter?

An agent called whose ship isn't scheduled to go to a berth until 21 December but the ship will arrive on this side of the Pacific 4 December. He asked where should I recommend my ship loiter for 17 days?

Answer: That is up to the ship and company. Vessels have spread themselves North, West, and South of the Safety and Air Quality Area. Vessels can also loiter on the West side of the Pacific, off South America if coming from there, or off Central America if coming from the Panama Canal.

Do I have to ask permission to enter the Safety and Air Quality Area to proceed to the pilot station and my berth, or to anchor?

No. Ships and firms can make their own decision, entering up to 72 hours in advance of the berthing time. No permission required.

I need to go to Long Beach to Bunker; may I do so?

Yes. Make arrangements per normal processes. This is outside of the PacMMS and new queuing process. If bunkering (or other business such as crew change, provisions, etc.) is complete with 72 hours of berthing date, the ship may then anchor off the ports of LA and LB to wait. If the berthing date is more than 72 hours in the future, this voluntary program requests the ship return outside the SAQA to continue loitering.

May I come into SoCal Waters for the safety of my ship during a storm?

Yes. Storm evasion and Force Majeure principles always apply.

Can I enroll my entire container vessel fleet now, even if the vessels are not scheduled to come into the Ports of LA/LB in the near future?

Yes, you are encouraged to enroll your container vessels now.