Vessel Traffic Service
Los Angeles-Long Beach
(VTS LA-LB)

USER MANUAL

Operated by:

Marine Exchange of Southern California and **United States Coast Guard**

In partnership with:

California Office of Spill Prevention & Response

Port of Long Beach

Port of Los Angeles

And all Waterway Users

Enhancing safe, environmentally sound
And efficient maritime transportation for:

San Pedro Channel
Santa Monica Bay
Port of Los Angeles
Port of Long Beach

Revised Nov 01, 2026

INTRODUCTION

The purpose of the Vessel Traffic Service (VTS) is to improve vessel transit safety by providing vessel operators with advance information of other reported marine traffic and any additional information, advice and recommendations which may affect vessel traffic safety within the VTS area.

The goal of the Vessel Traffic Service Los Angeles - Long Beach is to provide seamless navigational information to improve vessel transit safety from 25 nautical miles (nm) seaward of Pt. Fermin to berth or anchorage. The United States Coast Guard (USCG) / Marine Exchange, Los Angeles Pilots and Long Beach Pilots each specializing in their own area, have worked together to create a unique partnership. VTS LA-LB is a cooperative effort of the State of California, USCG, Marine Exchange of Southern California, Ports of Los Angeles and Long Beach, under the authority of California Government Code Section 8670.21, Harbors and Navigation Code Section 445-449.5 and the port tariffs of Los Angeles and Long Beach. VTS LA-LB is listed in the Federal Regulations under Title 33CFR Part 161 Vessel Traffic Management as a Vessel Movement and Reporting System (VMRS). VTS LA-LB is comprised of three sectors with independent Vessel Traffic Centers (VTCs) for each sector, which are outlined below.

San Pedro VTC

Vessels outside the federal breakwater to 25 nautical miles (nm) seaward of Pt. Fermin will be provided with vessel traffic information through "San Pedro Traffic." This VTC is jointly operated by the USCG and the Marine Exchange. This VTC will Monitor, Inform, Recommend and Direct vessels within the San Pedro Sector.

Los Angeles – Long Beach VTC

Vessels inside the federal breakwater within the boundaries of the Los Angeles and Long Beach sectors will be provided with advisory information on other reported marine traffic and any additional information available to the VTCs that may affect vessel traffic safety within their respective sector ("Los Angeles Pilots" and "Long Beach Pilots").

This manual is derived from a Memorandum of Agreement (MOA) for Vessel Traffic Management in the Los Angeles-Long Beach Approaches & Harbors and the Los Angeles-Long Beach Harbor Safety Plan. It is intended to provide the user with information necessary for participation within the Vessel Traffic Service Los Angeles-Long Beach (Coverage area includes waters 25nm seaward of Pt. Fermin to berth or anchorage inside the federal breakwater). This manual is not intended to conflict with or modify any existing regulations in any respect, and vessels within the VTS area shall be responsible for their safe navigation in accordance with existing international and local rules (including the LA-LB Harbor Safety Plan).

THE MARINER IS CAUTIONED THAT INFORMATION PROVIDED BY VESSEL TRAFFIC CENTERS IS TO A LARGE EXTENT, BASED UPON REPORTS OF PARTICIPATING VESSELS AND CAN BE NO MORE ACCURATE THAN THE INFORMATION RECEIVED. THE VTC'S MAY NOT KNOW OF ALL HAZARDOUS CIRCUMSTANCES WITHIN THE VESSEL TRAFFIC AREA. UNREPORTED HAZARDS MAY CONFRONT THE MARINER AT ANY TIME. ANY CONFLICTING CIRCUMSTANCES OR HAZARDOUS CONDITIONS SHOULD BE REPORTED TO THE APPLICABLE VESSEL TRAFFIC CENTER IMMEDIATELY.

We encourage all interested parties to visit the Marine Exchange Vessel Traffic Center, the Los Angeles Pilot Station, and the Long Beach Pilot Station. Please visit the Marine Exchange website mxsocal.org which contains various resources for mariners operating within the waters of Southern California. We encourage suggestions for improvements to this manual or VTS procedures. Suggestions or questions may be directed to any of the available means below.

Email:
traffic@mxsocal.org (24-hour VTC)
info@mxsocal.org (General Inquiries)

Phone:
(310) 519-3134 (Administration Office)
(310) 832-6411 (24-hour VTC)
(310) 519-3128 (Accounting Manager)
(310) 241-0300 (Fax)

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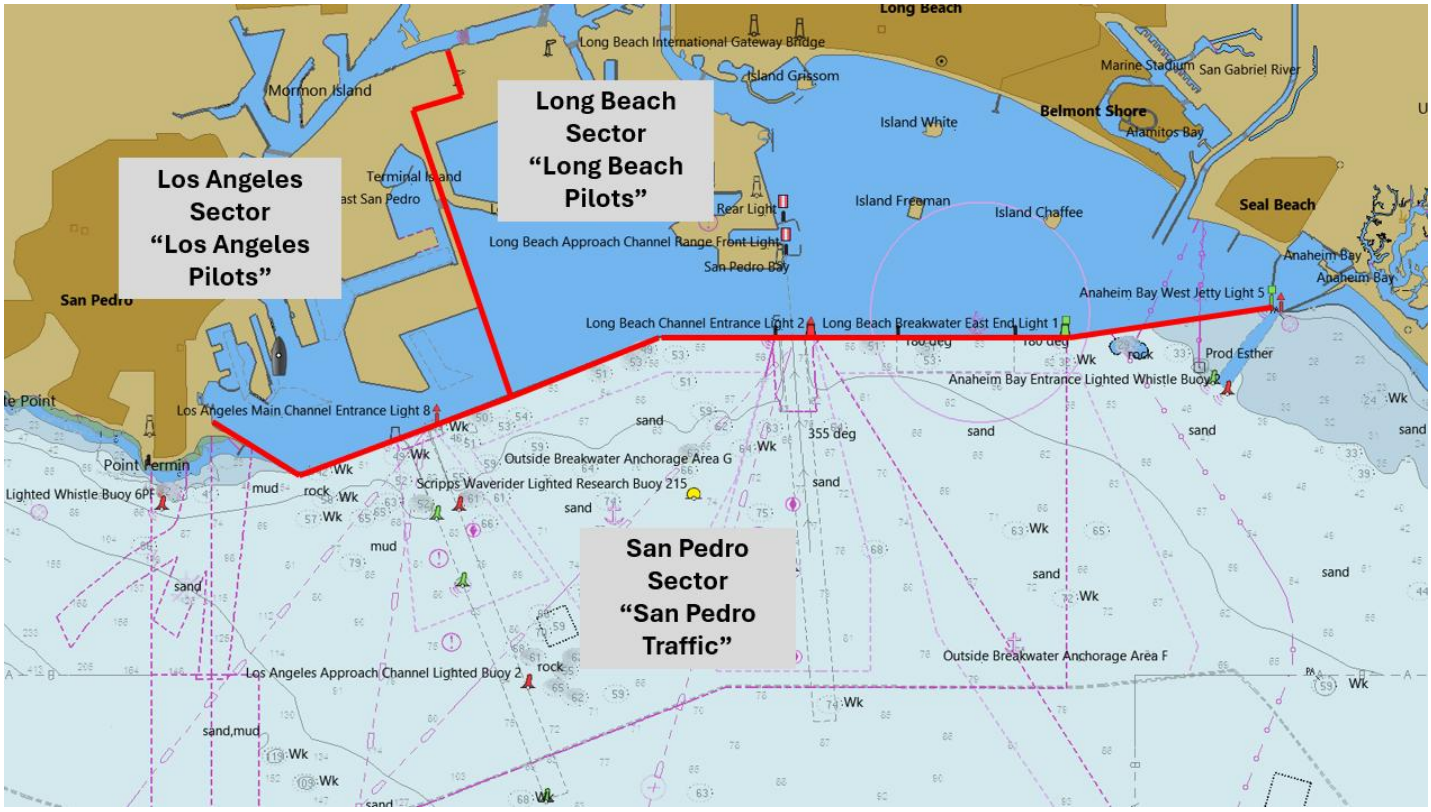
VTS SECTORS



SECTOR	Sector Description	VTC Location	VHF-FM Channel	VTC Voice Call
San Pedro	25 nautical miles seaward of Point Fermin	Marine Exchange of Southern California	14	*"San Pedro Traffic"*
Los Angeles	The area inside the federal breakwater encompassing the port of Los Angeles	Los Angeles Harbor Pilot Station	73	*"Los Angeles Pilots"*
Long Beach	The area inside the federal breakwater encompassing the port of Long Beach	Jacobsen Pilot Station	12	*"Long Beach Pilots"*

VTS Description

VTS LA-LB is a vessel traffic movement and reporting system within the Los Angeles-Long Beach Harbor and approaches, extending to 25 nautical miles seaward of Pt. Fermin. This system is comprised of three VTS Sectors. Within each Sector is a Vessel Traffic Center (VTC) with watch operators that monitor and report traffic information within their sector and coordinate traffic movements across sector boundaries.

1.1 Purpose

The VTS for the Los Angeles-Long Beach Harbor and approaches have been established to monitor traffic and provide mariners with meaningful, timely, accurate, clear and concise information for the purpose of enhancing safe, environmentally sound and efficient maritime transportation.

1.2 Applicability

There are three categories of waterway users within VTS LA-LB:

1. VMRS User (Full Participation)
2. VTS User (Passive Participation)
3. NON-VMRS/NON-VTS User (Optional Participation)

Participant Category	Participant Vessel Criteria	User Requirements
VMRS User **(Full Participation)**	• **Power driven vessels of 40 meters (approximately 131 feet) or more in length while navigating.** • **Commercial towing vessels 8 meters (approximately 26 feet) or more in length that are towing alongside, astern or by pushing ahead.** • **Vessels certificated to carry 50 or more passengers for hire, while engaged in trade (San Pedro Sector only).**	**The operators of these vessels must comply with:** • **Communication procedures (Section 2).** • **Vessel movement and reporting procedures (Section 3).** • **Rules, regulations and guidelines (Appendix A).** • **Keep a copy of this VTS User Manual on board or have access to a digital copy found under "Resources" at https://mxsocal.org/**
VTS User **(Passive Participation)**	• **Power driven vessels of 20 meters (approximately 65 feet) or more in length while navigating.** • **Vessels of 100 gross tons or more carrying one or more passengers for hire, while engaged in trade, regardless of length, or whether under sail or power.** • **Every dredge or floating plant.**	**The operators of these vessels must comply with:** • **Communication procedures (Section 2).** • **Vessel movement and reporting procedures (Section 3).** • **Rules, regulations and guidelines (Appendix A).** • **Keep a copy of this VTS User Manual on board or have access to a digital copy found under "Resources" at https://mxsocal.org/** • **Encouraged full participation when visibility is less than 1NM.**

Continued on next page

Participant Category	Participant Vessel Criteria	User Requirements
Non-User (Optional Participation)	• Vessels that do not fall into the Full participation or passive participation categories.	The operators of these vessels are **not required to participate** with the VTS, but are **encouraged** to: • Monitor VTS VHF-FM channels at all times. • Contact VTC to obtain information, seek assistance or report emergencies. • Observe VTS measures (information & recommendations given by the VTS). • Contact VTC for traffic reports when visibility is less than 1NM. Non-VTS/Non VMRS Users **must**: • Observe and obey all International Rules of the Road, with special emphasis on Rule 9 (Narrow Channels) and Rule 10 (Traffic Separation Scheme). • Comply with all other measures of safe navigation and prudent seamanship while operating within the VTS area.

1.3 Definitions (as used in this manual)

Term	Definition
ETA	Estimated Time of Arrival.
ETD	Estimated Time of Departure.
Precautionary Area	A routing measure comprising an area within defined limits where ships must navigate with particular caution.
Regulated Navigation Area (RNA)	The area directly outside the entrance to the Ports of LA & LB (south of the Federal Breakwater.) See Appendix A for operating requirements within this area.
Separation Zone	An area of the Traffic Separation Scheme separating the opposing traffic lanes. The separation zone is 1 to 2 miles (1,853 and 3,706 meters) wide within the VTS Sector.
Traffic Separation Scheme (TSS)	The routing measure aimed at the separation of opposing streams of traffic by appropriate means and by the establishment of traffic lanes (See Appendix A for additional information).
Traffic Lane	An area of the TSS within defined limits, in which one-way traffic is established.
Vessel Traffic Center (VTC)	The shore-based-facility that is responsible for monitoring and reporting vessel traffic information in a VTS sector.
VTS User	Passive Participation (as defined in section 1.2)
VTS Watch Operator	The person(s) on watch at the VTC(s).
Vessel Traffic Service (VTS)	Provide coordinated vessel traffic management for the approaches to, and within the Los Angeles and Long Beach Harbors. "Coordinated vessel traffic management" includes, but is not limited to, monitoring vessel traffic, and providing mariners with meaningful, timely, accurate, clear and concise traffic information during their transit through covered waters.
Vessel Movement and Reporting System	Vessel Movement Reporting System (VMRS) means a mandatory reporting system used to monitor and track vessel movements.
VMRS User	Full Participation (as defined in section 1.2)

1.4 Laws and Regulations Not Affected

Nothing in this manual is intended to relieve any person from complying with:

a. International Regulations for Preventing Collisions at Sea, 1972, (72 COLREGS).
b. Vessel Bridge-to-Bridge Radiotelephone Regulations (33 C.F.R. 26).
c. The Federal Boat Safety Act of 1971 (46 U.S.C.) and
d. Any other international, federal, state or local laws and regulations.

1.5 Emergencies

In emergencies, any vessel may deviate from any rule in this manual to the extent necessary to avoid endangering persons, property or the environment. When an emergency arises and it becomes necessary to deviate from these rules for reasons of safety, the vessel operator shall report, or ensure the deviation is reported to the applicable VTC as soon as possible.

2.1 Radio Listening Watch

All VMRS and VTS users shall continuously monitor the VHF-FM channel for the sector in which they are transiting and respond promptly when hailed.

a. In accordance with Federal Communication Commission regulations, no person may use the VTS frequencies designated in this section to transmit any information other than information necessary for the safety of vessel traffic.

b. All transmissions on the VTS frequencies should be initiated on low power (1 watt). High power may only be used if low power communications are unsuccessful.

c. **In the San Pedro Sector**, all vessels should make passing arrangements with other vessels on VHF Channel 14 to allow monitoring by VTS.

d. **In the Los Angeles and Long Beach Sectors**, all vessels should make passing arrangements with other vessels on VHF Channel 13.

Sector Transiting	VTC VHF-FM Channel	VTC Voice Call	Passing Arrangements
San Pedro Sector	Ch-14	San Pedro Traffic	Ch-14
Los Angeles Sector	Ch-73	Los Angeles Pilots	Ch-13
Long Beach Sector	Ch-12	Long Beach Pilots	Ch-13

2.2 Radiotelephone Equipment and Procedures

All reports and communications required must be made to the appropriate VTC on their designated VHF-FM channel. All such reports and communications shall be made using a radio that is maintained in effective operating condition and is capable of operation on the navigational bridge of the vessel or in the main control station of a dredge.

2.3 English Language

Each required report must be made in the English language.

2.4 Time

Each report required must specify time using:

a. The zone time in effect in the VTS area and
b. The 24-hour clock designation (e.g. 1800 instead of 6:00 p.m.)

2.5 Report of Emergency or Radio Failure

Whenever a vessel deviates from any rule in the Bridge-to-Bridge Radiotelephone Act because of an emergency or radio failure, it shall report the deviation to the San Pedro Sector VTC as soon as possible.

2.6 Report of Impairment to the Operation of the Vessel

A vessel in the VTS area shall report to the San Pedro Sector VTC as soon as possible:

a. Any emergency or unusual event such as fire, collision, grounding, man overboard, etc.
b. Any condition on the vessel that may impair its navigation, reduce its capabilities or affect the safety of other vessels due to defective propulsion, defective steering, inoperative navigation running lights, unusual handling, impaired maneuverability, inoperative whistle or horn, navigation equipment, etc.
c. Any tow that the towing vessel is unable to control or can control only with difficulty.
d. Any other unusual condition which restricts or prohibits total compliance with the requirements of the VTS.
e. This report satisfies immediate reporting requirements in 46 CFR 4.05-1 (see Appendix B).

3.1 Vessel Participation Requirements

These reporting requirements are to provide necessary information to the VTC watch operator(s) so they can pass meaningful, timely, accurate, clear and concise information to users.

VMRS Users (Full Participation) are required to:

- Monitor VTS frequencies
- Respond promptly when hailed
- Follow reporting procedures as outlined in this User Manual (Sailing Plan, Position Reports, Final Reports, Other Reports)
- Have a User Manual onboard or have access to a digital copy found under "Resources" at https://mxsocal.org/

VTS User (Passive Participation) Users are required to:

- Monitor VTS frequencies
- Respond promptly when hailed
- Encouraged full participation when visibility is less than 1nm

Non-VMRS / Non VTS Users (Optional Participation) are **highly encouraged** to monitor VTS frequencies and communicate with participating vessels and/or VTCs as necessary.

- Encouraged to obtain traffic reports from the VTC when visibility is less than 1 nm

3.2 Government Vessel Participation

Government Vessels are exempt from participation in the VTS as well as exempt from federal regulations in the San Pedro Bay RNA despite meeting the requirements listed for full and passive participation. In the best interest of navigational safety in the VTS LA-LB area Government vessels are encouraged to abide by the following guidelines.

- Broadcast AIS
- Full participation (Follow reporting procedures outlined in this User Manual)
- Monitor appropriate VHF FM frequency for the VTS Sector
- Respond promptly when hailed
- Follow regulations for the San Pedro Bay RNA (Appendix A.1)
- Follow the rules for the TSS (Appendix A.2)
- Contact VTC at (310) 832-6411 to advise optional participation or failure to display AIS due to the nature of their mission

3.3 Local Vessel Participation

Local vessels that operate primarily within the VTS LA-LB area shall participate as required in section 1.2 Applicability. These vessels include passenger ferries, whale watch vessels, offshore supply vessels, sport fishing vessels, commercial assist vessels, etc. For safe navigation and to ensure order and predictability, it is imperative that all local vessels participate appropriately with the VTS and abide by the Navigation Rules, as well as Federal and State regulations. All local vessels regardless of participation status shall ensure compliance with the following:

- Monitor appropriate VTC frequency at all times (when applicable).
- Every vessel shall leave Long Beach Approach Lighted Whistle Buoy "LB" to port when entering and departing Long Beach Channel.
- Vessels entering the Long Beach Pilot Area shall pass directly through without stopping or loitering.
- No vessel may enter the Long Beach Pilot Area unless it is entering or departing Long Beach Harbor entrance (Queens Gate).
- Vessels entering the Los Angeles Pilot Area shall pass directly through without stopping or loitering.
- No vessel may enter the Los Angeles Pilot Area unless it is entering or departing Los Angeles Harbor entrance (Angels Gate).
- A vessel navigating in areas near the terminations of traffic separation schemes shall do so with particular caution.
- A vessel shall so far as practicable avoid anchoring in a traffic separation scheme or in areas near its terminations.
- A vessel not using a traffic separating scheme shall avoid it by as wide a margin as is practicable.
- 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.

3.4 Recommended Full Participation

Recommended full Participation: Certain vessels that operate within the VTS LA-LB area do not meet the required VMRS or VTS participation, but are recommended to participate. For safe navigation and to ensure order and predictability, it is recommended that these vessels participate appropriately with the VTS and abide by the Navigation Rules, as well as Federal and State regulations. All recommended full participation vessels should ensure compliance with the following:

- Broadcast AIS
- Follow Full Participation requirements as outlined in this User Manual Section 3.1 Full Participation

These certain vessels include:

- Emissions capture vessels/barges
- Vessels assisting/escorting swimmers
- Vessels assisting/escorting paddleboard and canoe races, and similar marine events

3.5 Sailing Plan

San Pedro Sector		
When to Report	**Who to Contact**	**What to Report**
Upon entering the VTS San Pedro Sector from Sea (at 25 nm VTS Boundary)	San Pedro Traffic VHF FM Channel 14	a. Vessel name/call sign b. Vessel destination c. Inbound from (N/S/W) d. ETA to destination e. Confirmation that pre-arrival tests have been completed as required by 33 CFR 164.25
15 Minutes Prior to Departing LA-LB Harbor (LA or LB pilots will make this report)	San Pedro Traffic VHF FM Channel 14	a. Vessel name b. Outbound from (LA or LB) c. Direction of travel d. Destination if applicable
Upon entering San Pedro Sector (Outbound from a location within 25NM of Pt. Fermin)	San Pedro Traffic VHF FM Channel 14	a. Vessel name b. Outbound from (Port or Harbor) c. Destination d. ETA
15 Minutes Prior to heaving anchor (when anchored in the San Pedro Sector)	San Pedro Traffic VHF FM Channel 14	a. Vessel name b. Current anchorage location c. Direction of travel
15 Minutes Prior to movement within the El Segundo (ES) Marine Terminal	San Pedro Traffic VHF FM Channel 14	a. Vessel Name b. Current Location (ES Anchorage or ES Berth) c. Destination d. Direction of Travel (if outbound for sea)

3.6 Position Reports

San Pedro Sector		
When to Report	**Who to Contact**	**What to Report**
Upon entering the Precautionary Area (see Appendix A-1 for Precautionary Area vessel movement requirements)	San Pedro Traffic VHF FM Channel 14	a. Vessel name b. Current Location (entering from the West or South) c. Destination d. ETA e. Confirm that the master/ commanding officer is on the bridge and that the vessel is in manual/hand steering
When departing the precautionary area	San Pedro Traffic VHF FM Channel 14	a. Vessel Name b. Current Location (exiting precautionary area to the N/W/S)
When pilot has disembarked	San Pedro Traffic VHF FM Channel 14	a. Vessel Name b. Pilot has disembarked c. Report any changes to sailing plan
When Underway from anchorage within the San Pedro Sector	San Pedro Traffic VHF FM Channel 14	a. Vessel Name b. Underway c. Report any changes to sailing plan
When in anchor position before dropping anchor (When anchoring in the San Pedro Sector)	San Pedro Traffic VHF FM Channel 14	a. Vessel Name b. In position to drop anchor in anchorage (i.e. G6)
15 Minutes prior to crossing the TSS	San Pedro Traffic VHF FM Channel 14	a. Vessel Name b. Preparing to cross the TSS in 15 minutes
Temporary Reporting Point (any additional reporting point imposed by the VTS)	San Pedro Traffic VHF FM Channel 14	a. Vessel Name b. Current Location c. Provide information required by the VTS

3.7 Final Report

San Pedro Sector		
When to Report	**Who to Contact**	**What to Report**
When departing the San Pedro Sector (outbound for sea)	San Pedro Traffic VHF FM Channel 14	a. Vessel Name b. Location (25 nm from Pt. Fermin) c. Checking out of the VTS AOR
Safely anchored in San Pedro Sector	San Pedro Traffic VHF FM Channel 14	a. Vessel Name b. Current anchorage location c. Safely Anchored
Arrived at a Port or Destination within the San Pedro Sector (i.e. Checking out at the LB Sea Buoy or LA #3)	San Pedro Traffic VHF FM Channel 14	a. Vessel Name b. Arriving at (LB Sea Buoy or LA#3, etc.) c. Checking out
Pilot on the Bridge Inbound LA or LB (Report will be made by the Pilot in the vicinity of the LB Sea Buoy or LA #3)	San Pedro Traffic VHF FM Channel 14	a. Vessel Name b. Pilot on the Bridge

3.8 Reporting Movements within the "Los Angeles / Long Beach Sectors"

	When to Report	Who to Contact	What to Report
Sailing Plan	**Preparing to get underway** (from berth, anchorage or offshore mooring) ***Note**: The report shall be made prior to casting off lines or getting underway*	Call the appropriate **VTC** on their designated VHF-FM channel.	a. Vessel name b. *"Preparing to get underway in approximately ____minutes"*
Update Report	**(5 min) prior to crossing an Inner-Harbor Sector boundary** • **Los Angeles – Long Beach City Boundary line** (Refer to Chartlet under "General Rules page 1-1) • **The Heim bridge** (Cerritos Channel)	Call the appropriate **VTC** on their designated VHF-FM channel.	a. Vessel name b. Vessel location c. Destination
Final Report	**Upon completion of transit** (upon mooring, anchoring, or departing a sector)	Call the appropriate **VTC** on their designated VHF-FM channel.	a. Vessel name b. Vessel location c. Vessel status (moored, anchored, departing sector) d. *"Checking out".*
Entering San Pedro Sector (Refer to section 3.2)	**When departing Los Angeles or Long Beach** (15 Mins Prior to entering San Pedro Sector)	San Pedro Traffic VHF FM Channel 14	(Refer to section 3.2)

A.1 Regulated Navigation Area (RNA) and Precautionary Area

33 CFR 165.1152 San Pedro Bay, California--Regulated Navigation Area and Precautionary Area.

(a) **Location**. The following are the geographic coordinates for the San Pedro regulated navigation area and precautionary area: From Point Fermin Light (33-42.30'N, 118-17.60'W) thence along the shoreline to the San Pedro Breakwater, thence along the San Pedro Breakwater and the Middle Breakwater (following the COLREGS Demarcation Lines) to Long Beach Channel Entrance Light "2" (33-43.40'N, 118-10.80'W), thence southeast to (33-37.70'N, 118-06.50'W); thence southwesterly to (33-35.50'N, 118-09.00'W); thence west to (33-35.50'N, 118-17.60'W); thence north to point of origin. [Datum: NAD 1983]

(b) **Pilot areas.** There are two pilot areas within the regulated navigation area described in paragraph (a). They are defined as follows:

(1) The Los Angeles Pilot Area is enclosed by a line beginning at Los Angeles Light (33-42.50'N, 118-15.10'W); thence easterly to Los Angeles Main Channel Entrance Light "6" (33-42.62'N, 118-14.70'W); thence southeasterly to (33-41.30'N, 118-13.50'W); thence southwesterly to (33-40.85'N, 118-14.90'W); thence north to the point of origin. [Datum: NAD 1983]

(2) The Long Beach Pilot Area is enclosed by a line beginning at Long Beach Light (33-43.40'N, 118-11.20'W); thence easterly to Long Beach Channel Entrance Light "2" (33-43.40'N, 118-10.80'W); thence southeasterly to (33-41.50'N, 118-10.22'W); thence south to (33-40.52'N, 118-10.22'W); thence west to (33-40.52'N, 118-11.82'W), thence north to (33-41.50'N, 118-11.82'W), north northeasterly to the point of origin. [Datum: NAD 1983]

(3) The Los Angeles Deep Water Traffic Lane: This area is bounded by a line beginning at (33-42.47'N, 118-14.95'W), thence easterly to (33-42.56'N, 118-14.75'W), thence southeasterly to (33-39.48'N, 118-13.32'W), thence westerly to (33-39.42'N, 118-13.55'W), thence northerly to the point of origin.

(4) The Long Beach Deep Water Traffic Lane: This area is bounded by a line beginning at (33-43.43'N, 118-11.15'W), thence east to (33-43.39'N, 118-10.90'W), thence south to (33-41.51'N, 118-10.71'W), thence west to (33-41.50'N, 118-10.95'W), thence north to the point of origin.

(5) The Los Angeles Deep Water Pilot Boarding Area: This area is defined by a circular area of 0.5nm radius around (33-39.00'N, 118-13.19'W).

(c) The following regulations apply to all vessels while operating within the regulated navigation area:

(1) **Los Angeles Pilot Area**:
(i) No vessel may enter the Los Angeles Pilot Area unless it is entering or departing the Los Angeles Harbor Entrance (Angel's Gate).
(ii) Vessels entering the Los Angeles Pilot Area shall pass directly through without stopping or loitering except as necessary to embark or disembark a pilot.

(2) **Los Angeles Deep Water Pilot Area**:
(i) When a vessel of 50-foot draft or greater is embarking or disembarking a pilot in the Los Angeles Deep Water Pilot Area no other vessel shall enter the Deep-Water Pilot Area.

(3) **Long Beach Pilot Area**:
(i) No vessel may enter the Long Beach Pilot Area unless it is entering or departing Long Beach Harbor Entrance (Queen's Gate).
(ii) Every vessel entering the Long Beach Pilot Area shall pass directly through without stopping or loitering except as necessary to embark or disembark a pilot.
(iii) Every vessel shall leave Long Beach Approach Lighted Whistle Buoy ``LB'' to port when entering and departing Long Beach Channel and departing vessels shall pass across the southern boundary of the Long Beach Pilot Area.

(4) **Los Angeles and Long Beach Deep Channels**:
(i) When a vessel of 50-foot draft or greater is using the Los Angeles or Long Beach Deep Water Channel no other vessel shall enter the Deep-Water Traffic Lane if it will result in a meeting, crossing or overtaking situation.

(d) The following regulations contained in paragraphs (d)(1) through (d)(4) apply to vessels power driven vessels of 1600 or more gross tons, a towing vessels of 8 meters (approximately 26 feet) or over in length engaged in towing, vessels of 100 gross tons and upward carrying one or more passengers for hire:

(1) Such vessel's speed shall not exceed 12 knots.

(2) A vessel navigating within the RNA, shall have its engine(s) ready for immediate maneuver and shall operate its engine(s) in a control mode on fuel that will allow for an immediate response to any engine order, ahead or astern, including stopping its engine(s) for an extended period of time.

(3) A vessel navigating within the RNA shall maintain a minimum separation from other vessels of at least 0.25 nm.

(4) No such vessel may enter the waters between Commercial Anchorage G and the Middle Breakwater as defined by an area enclosed by a line beginning at Los Angeles Main Channel Entrance Light 6 (33-42.70'N, 118-14.70'W); thence eastward along the middle breakwater to Long Beach Light (33-43.40'N, 118-11.20'W); thence south to (33-43.08'N, 118-11.26'W); thence westerly to (33-43.08'N, 118-12.26'W); thence southwesterly parallel to the breakwater to (33-42.43'N, 118-14.30'W); thence to the point of origin, unless such vessel is:

(i) In an emergency,
(ii) Proceeding to anchor in or departing Commercial Anchorage G,
(iii) Standing by with confirmed pilot boarding arrangements; or,
(iv) Engaged in towing vessels to or from Commercial Anchorage G, or to or from the waters between Commercial Anchorage G and the Middle Breakwater.

Recommended Best Practices for Vessel Navigation

Vessels outlined in paragraph A.1 (d) above

a. These vessels navigating within the RNA should maintain a minimum separation from other underway vessels of at least 0.5 nm unless such vessel:
   i. Has a pilot on board (minimum separation is pilot's discretion)
   ii. Is within an anchorage area

b. VTS LA-LB may recommend vessels navigating within the RNA to maintain greater than 0.5 nm separation.

These regulations apply to all participants while operating in the Precautionary Area

When operating within the Precautionary Area:

a. Power driven vessels of 1600 or more gross tons shall report to the VTC when entering the precautionary that the master/commanding officer is on the bridge and the vessel is in manual/hand steering.
b. Vessels crossing the Precautionary Area or maneuvering in an unusual manner, whether in the Precautionary Area or near the TSS, i.e. compass/RDF calibrations, drills/exercises, etc. shall notify the VTC of their intentions.
c. All vessels shall be aware of the Regulated Navigation Areas in San Pedro Bay. This area encompasses both Pilot Boarding Areas as well as Anchorage "G." Refer to 33CFR 165.1152 and United States Coast Pilot #7 for additional information on the San Pedro Bay Regulated Navigation Area.

A.2 Traffic Separation Scheme (TSS)

These Regulations apply to all vessels while operating within the TSS:

a. The master, pilot, or person directing the movement of a vessel in the TSS shall operate the vessel in accordance with the procedures of this manual.
b. A vessel proceeding in a traffic lane must keep the separation zone to port.
c. A vessel shall so far as practicable avoid anchoring in a Traffic Separation Scheme or in areas near its terminations.
d. A vessel crossing a traffic lane shall, to the extent possible, maintain a course that is perpendicular to the direction of the flow of traffic in the traffic lane.
e. A vessel joining or leaving a traffic lane shall steer a course to converge or diverge from the direction of traffic flow in the traffic lane at as small an angle as possible.
f. A vessel engaged in fishing shall not impede the passage of any vessel following a traffic lane.
g. 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.

A.3 Santa Barbara Traffic Separation Scheme Amendment

SANTA BARBARA CHANNEL
TRAFFIC SEPARATION SCHEME AMENDMENT

The International Maritime Organization (IMO) has amended the Traffic Separation Scheme (TSS) in the Santa Barbara Channel and the approach to the ports of Los Angeles/Long Beach, effective June 1, 2013. The TSS amendment has reduced the width of the separation zone from 2 nautical miles (nm) to 1 nm by shifting the inbound lane shoreward and away from known whale concentrations. The outbound lane remains unchanged in the current location. Narrowing the separation zone is expected to reduce co-occurrence of ships and whales while maintaining navigation safety. The IMO approved coordinates and graphic depicting the enclosed changes are provided within the following sections.

A.4 Pilot Ladder Safety

For vessels embarking or disembarking a pilot within the Ports of Los Angeles and Long Beach

a. Ensure pilot boarding arrangement is rigged correctly as per SOLAS and IMO regulations. Pilot boarding arrangements can be confirmed via the respective pilot stations.

While embarking or disembarking pilot (s)

b. Ensure a ships officer is on standby at the pilot ladder, for safe pilot embarkation or disembarkation.

A.5 Traffic Lane Descriptions

The following is a description of the Traffic Separation Scheme in the approaches to Los Angeles and Long Beach VTS AOR. Refer to NOAA Chart 18746.

a. **Northern Approach** (from Santa Barbara Channel)

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

(i) 33-37.70' N, 118-17.60' W
(ii) 33-36.50' N, 118-17.60' W
(iii) 33-36.50' N, 118-20.48' W
(iv) 33-48.87' N, 118-46.63' W
(v) 33-49.89' N, 118-46.32' W
(vi) 33-37.70' N, 118-20.57' W

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

(vii) 33-38.70' N, 118-17.60' W
(viii) 33-38.70' N, 118-20.24' W
(ix) 33-50.91' N, 118-45.94' W

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

(x) 33-35.50' N, 118-17.60' W
(xi) 33-35.50' N, 118-20.81' W
(xii) 33-47.88' N, 118-46.93' W

(4) The main traffic directions are:

090º - 270º
120º - 300º

b. **Southern Approach** (from the south)

(1) A separation zone is established bounded by a line connecting the following geographic positions:

(xiii) 33-35.50' N, 118-10.30' W
(xiv) 33-35.50' N, 118-12.75' W
(xv) 33-19.00' N, 118-05.60' W
(xvi) 33-19.70' N, 118-03.50' W

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

(xvii) 33-35.50’ N, 118-09.00’ W
(xviii) 33-20.00’ N, 118-02.30’ W

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

(xix) 33-35.50’ N, 118-14.00’ W
(xx) 33-18.70’ N, 118-06.75’ W

(3) The main traffic directions are:

160º and 340º

c. Portions of the Traffic Separation Scheme in the Northern and Southern approaches to Los Angeles and Long Beach are within the VTS area. Refer to NOAA charts 18751, 18749 and 18746.

A.6 Voluntary Western Traffic Lanes

VOLUNTARY WESTERN TRAFFIC LANES

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 “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 nor approved by any U.S. federal authority, including the U.S. Coast Guard, or the IMO.

Since the new voluntary western traffic lanes are **not** an IMO approved traffic separation scheme, the 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.

The following is a description of the Voluntary Western Traffic Lanes:

a. **Voluntary Western Traffic Lanes:**

(1) A precautionary area for the Voluntary Western Traffic Lanes is bounded by a line connecting the following geographical positions:

(i) 33 35.50’N 118 20.81’W
(ii) 33 35.50’N 118 36.35’W
(iii) 33 42.90’N 118 36.35’W
(iv) 33 35.50’N 118 20.81’W

(2) A separation area bounded by a line connecting the following geographical positions:

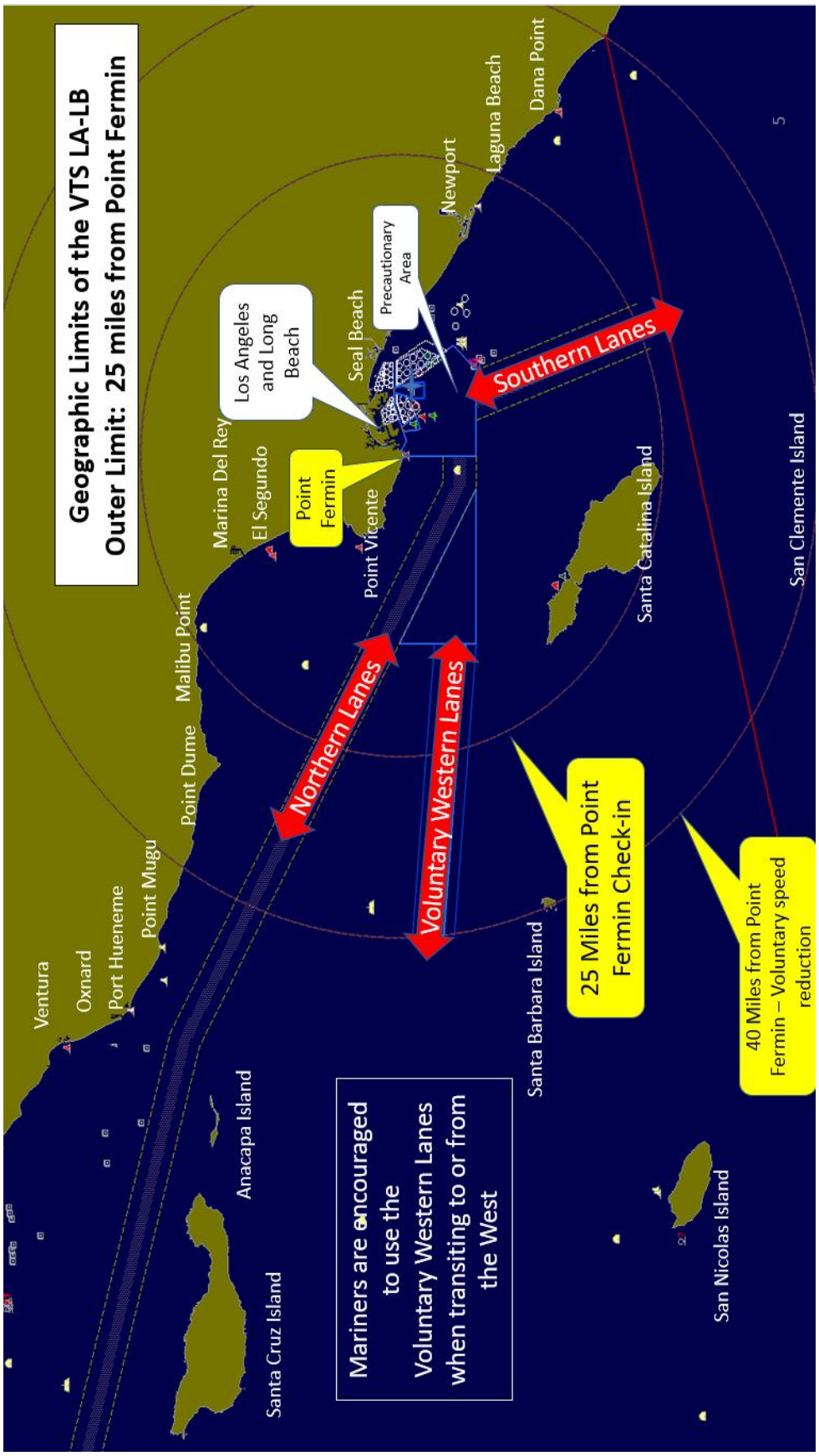
(v) 33 36.50’N 118 36.35’W
(vi) 33 38.60’N 119 05.50’W
(vii) 33 40.60’N 119 05.50’W
(viii) 33 38.50’N 118 36.35’W

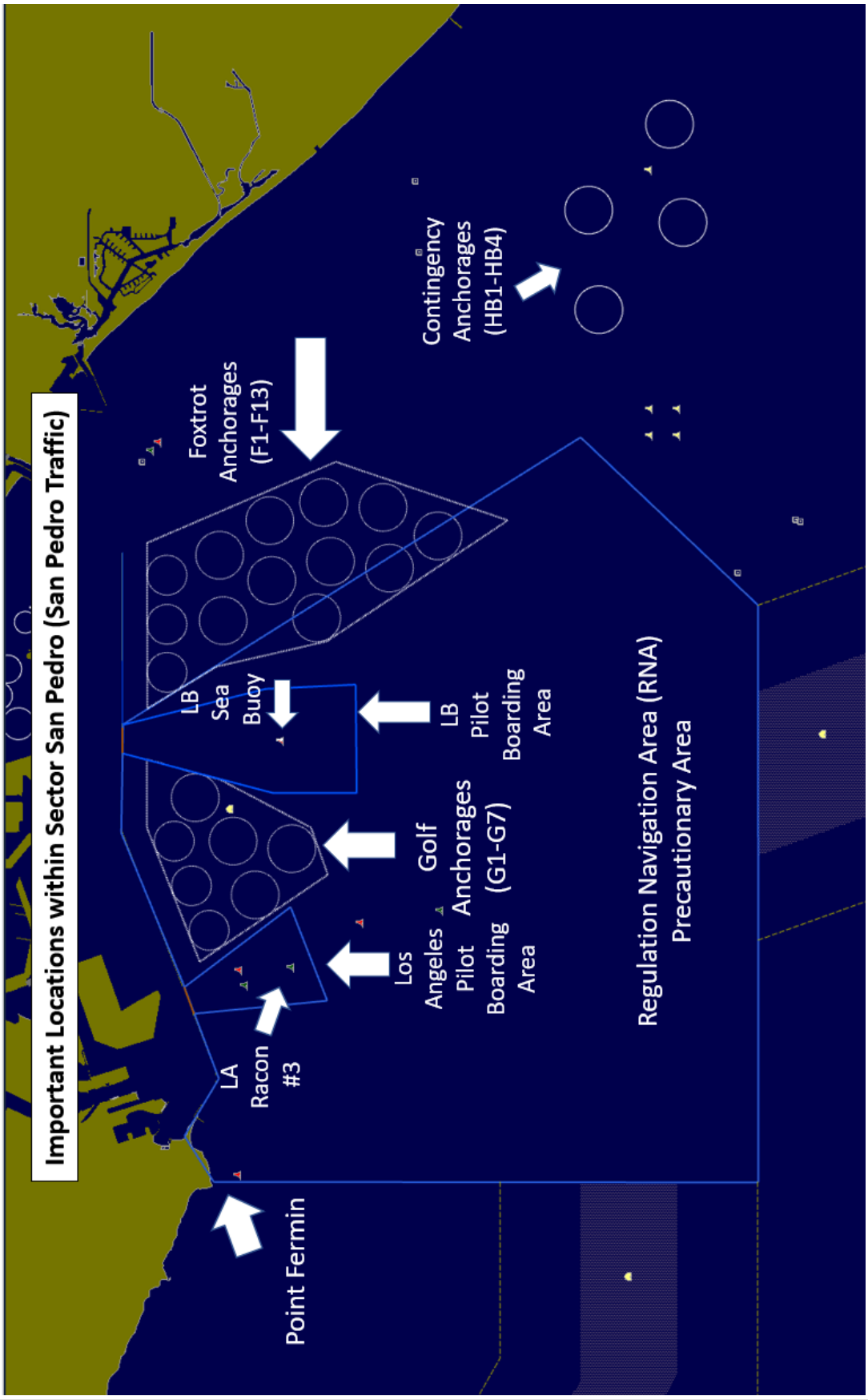
(3) Traffic westbound to transit between the separation area and a line connecting the following geographical positions:

(ix) 33 39.50’N 118 36.35’W
(x) 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:

(xi) 33 35.50’N 118 36.35’W
(xii) 33 37.60’N 119 05.50’W


Geographic Limits of the VTS LA-LB
Outer Limit: 25 miles from Point Fermin
Ventura
Oxnard
Port Hueneme
Point Mugu
Point Dume
Malibu Point
Marina Del Rey
El Segundo
Point Fermin
Point Vicente
Los Angeles and Long Beach
Seal Beach
Precautionary Area
Newport
Laguna Beach
Dana Point
Southern Lanes
Northern Lanes
Voluntary Western Lanes
Anacapa Island
Santa Cruz Island
Santa Barbara Island
Santa Catalina Island
San Clemente Island
San Nicolas Island
Mariners are encouraged to use the Voluntary Western Lanes when transiting to or from the West
25 Miles from Point Fermin Check-in
40 Miles from Point Fermin – Voluntary speed reduction


Important Locations within Sector San Pedro (San Pedro Traffic)
Point Fermin
LA Racon #3
Los Angeles Pilot Boarding Area
Golf Anchorages (G1-G7)
LB Pilot Boarding Area
LB Sea Buoy
Foxtrot Anchorages (F1-F13)
Contingency Anchorages (HB1-HB4)
Regulation Navigation Area (RNA) Precautionary Area

B.1 Notice of Marine Casualty 46 CFR 4.05-1

a. Immediately after the addressing of resultant safety concerns, the owner, agent, master, operator, or person in charge, shall notify the nearest Coast Guard Sector Command whenever a vessel is involved in a marine casualty consisting of

1) An unintended grounding, or an unintended strike of (allision with) a bridge.
2) An intended grounding, or an intended strike of a bridge, that creates a hazard to navigation, the environment, or the safety of a vessel, or that meets any criterion of paragraphs (a) (3) through (7).
3) A loss of main propulsion, primary steering, or any associated component or control system that reduces the maneuverability of the vessel.
4) An occurrence materially and adversely affecting the vessel's seaworthiness or fitness for service or route, including but not limited to fire, flooding, or failure of or damage to fixed fire-extinguishing systems, lifesaving equipment, auxiliary power-generating equipment, or bilge-pumping systems.
5) A loss of life.
6) An injury that requires professional medical treatment (treatment beyond first aid) and, if the person is engaged or employed on board a vessel in commercial service, that renders the individual unfit to perform his or her routine duties; or
7) An occurrence causing property-damage in excess of $75,000, this damage including the cost of labor and material to restore the property to its condition before the occurrence, but not including the cost of salvage, cleaning, gas-freeing, dry-docking, or demurrage.
8) An occurrence involving significant harm to the environment as defined in 46 CFR 4.03-65.

b. Notice given as required by 33 CFR 160.215 satisfies the requirement of this section if the marine casualty involves a hazardous condition as defined by 33 CFR 160.202.

B.2 Substance of Marine Casualty Notice 46 CFR 4.05-5

The notice required in Section 4.05-1 must include all of the following:

- name and official number of the vessel involved
- name of the vessel's owner or agent
- nature and circumstances of the casualty
- locality in which it occurred
- nature and extent of injury to persons
- damage to property

San Pedro Sector Check-off List

San Pedro Sector Sail Plans

Upon entering the VTS San Pedro Sector from Sea (at 25 nm VTS Boundary). Call "San Pedro Traffic" on channel 14 and provide the following information:

a. Vessel name/call sign _____
b. Vessel destination _____
c. Inbound from (N/S/W) _____
d. ETA _____
e. Confirmation that pre-arrival tests have been completed as required by 33 CFR 164.25 _____

Notes of Interest:

- The 25 nm Outer Limit is defined by a 25-mile arc from Pt. Fermin (33º 42.3' N, 118º 17.6' W).
- There is no prescribed speed restriction between the 25 nm limit and the Precautionary Area. There is a voluntary Air Quality Compliance Zone within a 40-mile arc from Pt. Fermin. It is requested that vessels maintain a speed of 12 knots or less while operating within this area. All vessels shall proceed at a safe speed.

San Pedro Sector Sail Plans

15 Minutes Prior to Departing LA-LB Harbor (Pilots will make this call. Call "San Pedro Traffic" on channel 14 and provide the following information:

a. Vessel Name _____
b. Outbound from (LA-LB) _____
c. Direction of travel _____
d. Destination if applicable _____

San Pedro Sector Sail Plans

Upon entering San Pedro Sector (Outbound from a location within 25 nm of Pt. Fermin) Call "San Pedro Traffic" on channel 14 and provide the following information:

a. Vessel Name _____
b. Outbound from (Port or Harbor) _____
c. Destination _____
d. ETA _____

San Pedro Sector Sail Plans

15 Minutes Prior to heaving anchor when anchored in the San Pedro Sector. Call "San Pedro Traffic" on channel 14 and provide the following information:

a. Vessel Name _____
b. Current Anchorage Location _____
c. Direction of travel _____

San Pedro Sector Check-off List

San Pedro Sector Sail Plans

15 Minutes Prior to movement within the El Segundo Marine Terminal. Call "San Pedro Traffic" on channel 14 and provide the following information:

a. Vessel Name _____
b. Current location (ES Anchorage or ES Berth) _____
c. Destination (Next port if outbound for sea) _____
d. Direction of travel (if outbound for sea) _____

San Pedro Sector Position Reports

Upon entering the Precautionary Area. Call "San Pedro Traffic" on channel 14 and provide the following information:

a. Vessel Name _____
b. Current location (entering precautionary area from the West or South) _____
c. Destination _____
d. ETA _____
e. Confirm that the Master/Commanding officer is on the bridge and that the vessel is in manual/hand steering _____

Notes of Interest:

- Maximum speed while transiting in the precautionary area is 12 knots.
- Minimum separation recommended while transiting in the precautionary area is 0.5 nm.
- Master/Commanding officer is required to be on the bridge and vessel is required to be in hand/manual steering while transiting in the precautionary area.
- Any non-routine operations requested in the precautionary area must be reported to the VTC at least 15 minutes prior to commencing.
- Code of Federal Regulations 33 CFR 165, subsection 165.1152 identifies the Precautionary Area as a Regulated Navigation Area (see Appendix A).

San Pedro Sector Position Reports

When departing the precautionary area. Call "San Pedro Traffic" on channel 14 and provide the following information:

a. Vessel Name _____
b. Current location (exiting precautionary area) _____
c. Direction of travel _____

San Pedro Sector Position Reports

When pilot has disembarked. Call "San Pedro Traffic" on channel 14 and provide the following information:

a. Vessel Name _____
b. Pilot has disembarked _____
c. Any changes to initial sail plan _____

San Pedro Sector Check-off List

San Pedro Sector Position Reports	**When Underway from anchorage within the San Pedro Sector:** Call "San Pedro Traffic" on channel 14 and provide the following information: a. Vessel Name b. Underway c. Report any changes to sail plan	
San Pedro Sector Position Reports	**When in anchor position before dropping anchor:** (When anchoring in the San Pedro Sector). Call "San Pedro Traffic" on channel 14 and provide the following information: a. Vessel Name b. In position to drop anchorage in anchorage (i.e. Golf 4)	
San Pedro Sector Position Reports	**15 Minutes prior to crossing the TSS:** Call "San Pedro Traffic" on channel 14 and provide the following information: a. Vessel Name b. Preparing to cross the TSS in 15 minutes	
San Pedro Sector Position Reports	**Temporary Reporting Point** (any additional reporting point imposed by the VTS): Call "San Pedro Traffic" on channel 14 and provide the following information: a. Vessel Name b. Current Location c. Provide information required by the VTC	
San Pedro Sector Final Reports	**When departing the San Pedro Sector** (outbound for sea): Call "San Pedro Traffic" on channel 14 and provide the following information: a. Vessel Name b. Location (25 nm from Pt. Fermin) c. Checking out of the VTS	
San Pedro Sector Final Reports	**Safely anchored in San Pedro Sector**: Call "San Pedro Traffic" on channel 14 and provide the following information: a. Vessel Name b. Current anchorage location c. Safely Anchored	

San Pedro Sector Check-off List

San Pedro Sector Final Reports	**Arrived at a Port or Destination within the San Pedro Sector** (i.e. Checking out at the LB Sea Buoy or LA #3): Call "San Pedro Traffic" on channel 14 and provide the following information: a. Vessel Name b. Arriving (LB Sea Buoy/LA #3/etc.) c. Checking out	_____ _____ _____
San Pedro Sector Final Reports	**Pilot on the Bridge Inbound LA or LB** (notification will be made by the Pilot in the vicinity of the LB Sea Buoy or LA #3): a. Vessel Name b. Pilot on the Bridge c. Inbound LA or LB	_____ _____

Los Angeles-Long Beach Sector Check-off List

Sail Plan	**Preparing to get underway** (from berth, anchorage, or offshore mooring): Call the VTC of the Sector currently in (either Los Angeles Pilots" or "*Long Beach Pilots"*) and provide the following information: a. Vessel name b. *"Preparing to get underway in approximately ____minutes",*	_____ _____

Notes of Interest:

- This report shall be made prior to casting off all lines or getting underway

Update Report • LA & LB city boundary line at the Commodore Heim Bridge	**5 minutes prior to crossing an Inner Harbor Sector boundary**: call the VTC of the destination Sector ("*Los Angeles Pilots"* or "*Long Beach Pilots"* and provide the following information: a. Vessel name b. Vessel location c. Destination	_____ _____ _____
Final Report	**Upon completion of transit** (upon mooring, anchoring, or departing a sector): call the VTC ("*Los Angeles Pilots"* "*Long Beach Pilots"* and provide the following information: a. Vessel name b. Vessel location c. Vessel status (moored, anchored or departing sector *d. "Checking out of VTS"*	_____ _____ _____ _____

Notes of Interest:

- For all vessels anchoring inside the federal breakwater in the Port of Long Beach, an additional CHECK OUT call must be made to "San Pedro Traffic". This call is to satisfy the Coast Guard notification requirement.

Entering San Pedro Sector (Refer to section 3.2)	**When departing Los Angeles or Long Beach** (15 Mins Prior to entering San Pedro Sector): Contact San Pedro Traffic and provide the sail plan information required in section 3.2.

Vessel Traffic Service Los Angeles and Long Beach – USER FEES

Effective 1 November 2026, and as mandated by State Law and specified in Port of Long Beach Tariff #4, and Port of Los Angeles Tariff #4, arriving vessels shall be assessed a "VTS User Fee" as stipulated below:

POWER-DRIVEN VESSELS 40 METERS (APPROXIMATELY 131 FEET) AND OVER:

OVER	BUT NOT OVER	11/01/2026	10/01/2027	10/01/2028
0	40	$0	$0	$0
40	150	$311	$344	$358
150	190	$364	$379	$394
190	230	$424	$441	$459
230	270	$494	$514	$534
270	310	$556	$579	$602
310	335	$625	$650	$676
335	360	$702	$730	$759
360	-	$780	$811	$844

***(*)* In addition to the above LOA VTS User Fees, each arriving covered vessel will be assessed the following fees per gross registered ton (GRT) as recorded by Lloyd's.**

11/01/2026	10/01/2027	10/01/2028
$0.0045	$0.0047	$0.0048

(**) *NOTE: User Companies (or their Agents) may be invoiced as follows:*

(GROUP ONE BILLING): A monthly invoice covering all vessels arriving for the same liner company for that period; or

(GROUP TWO BILLING): Each ship billed individually upon arrival.

Please contact the Marine Exchange with your billing requirements and instructions for mailing or e-mailing (where, and to whose attention).

"INNOCENT PASSAGE" –

Any "Covered Vessel" that passes through the VTS "Area of Responsibility" (which extends along a 25-mile radius from Pt. Fermin), and that does not make an official arrival at either the Port of Los Angeles or the Port of Long Beach (for the purpose of occupying a berth or an anchorage), shall be considered to have made an "Innocent Passage", and **shall NOT be subject to any VTS User Fees.**

Continued on next page

TUGS WITH COMMERCIAL TOWS –

Every arriving power-driven vessel eight (8) meters (approximately 26 feet) or longer that is towing astern, alongside, or pushing ahead another vessel (or vessels) **shall be assessed a "VTS User Fee" of $250).** There is no fee for the towed vessel(s).

PASSENGER FERRIES *(**)* AND OTHER COMMERCIAL VESSELS ENGAGED IN TRADE BETWEEN POLA/POLB AND SANTA CATALINA ISLAND AND THE CHANNEL ISLANDS:

During the months of June, July, and August, **such vessels shall be assessed a monthly "VTS User Fee" of $411**. For the rest of the year, **the rate will be $203 per month** per vessel in operation – regardless of the number of trips made.

(**) *NOTE "Covered Vessels" in this category include all vessels certified to carry 50 or more passengers for hire (regardless of LOA or gross tonnage); and any vessel 100 gross tons and over, carrying one (1) or more passengers for hire. For each vessel in operation – regardless of the number of trips made.*

TUGS WITH COMMERCIAL TOWS, DREDGES, DERRICK BARGES, AND OTHER VESSELS ENGAGED IN "PORT CONSTRUCTION PROJECTS" (AS OUTLINED IN POLA/POLA TARIFFS #4):

Such vessels shall be assessed a monthly "VTS User Fee" of $411 (for each vessel in operation – regardless of the number of trips made in and out of the harbor). Provided, however, that if such a vessel makes only **ONE trip** in any given month, then that vessel shall be assessed the **basic $250 "VTS User Fee"** for a standard "Tug with a commercial tow."

COMMERCIAL ASSIST VESSELS (8M OR LONGER) AND ENVIRONMENTAL RESPONSE VESSELS:

All such vessels **shall be assessed a monthly "VTS User Fee" of $36** for each vessel engaged in such service.

"WHALE WATCHING" AND COMMERCIAL SPORT FISHING VESSELS:

Any vessel certified to carry 50 or more passengers and dedicated to "whale watching" and/or commercial sport fishing, **shall be assessed a monthly "VTS User Fee" of $68** for each vessel engaged in such service.

SUPPORT SERVICES:

Every arriving power-driven vessel 40 meters or longer engaged in support services within the LA/LB Captain of the Port Zone, to include Echo Pal, **shall be assessed a monthly VTS User Fee of $250** for each vessel engaged in such trade.