VTS Los Angeles-Long Beach Harbor

Captain Dick McKenna

Executive Director

Marine Exchange of Southern California
Topics of Discussion

- Background
- What makes VTS LA/LB Unique?
- Why has VTS LA/LB been successful?
- Benefits associated with a joint-ventured “partnership” VTS
- New approaches for promoting maritime safety and security
Background
Genesis of VTS LA/LB

- Marine Exchange established 1923
- Maritime Information Clearinghouse
- Vessel Traffic Advisory Service (VTAS) established in 1981
- Federal and State Mandates for a VTS at LA/LB after Exxon Valdez Oil Spill
- VTS LA/LB came on-line March 1st, 1994
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VTS Area of Responsibility

- 25 Mile Radius from Pt. Fermin; 1,200 square miles; authority limited to outside breakwater
- Pilot Stations
  Responsible for traffic control & facilitation inside breakwater
- VTMS – “MOU”: a seamless system.
VTS Partnership

- U.S. Coast Guard
- Marine Exchange
- State of California
- Pilot Organizations
- Ports of LA & LB
- Maritime Industry
VTS Stakeholders

- Ports of LA and LB
- Ship Operators/Owners
- Petroleum Industry
- Towing Industry
- Harbor Pilots
- Recreational Boaters
- Waterfront Business Community
- Passenger Vessels
- Cargo consignees and shippers
Special Aspects

- User Fees
  - Avg. $345 per vessel visit
  - Support Ongoing Operations

- Joint Operation with Captain of the Port Authority
  - CG and MX Personnel Operate
Joint Ownership

- Industry has input on operation
- Trusted Safety and Educational “tool”
- Ports’ “Maritime Information Center”
  - One Stop Shopping
  - Broker of Information
- Coast Guard COTP Enforcement Tool
VTS Benefits

- Provides USCG and MX “fingers on the pulse”
- Industry input and participation
- Cost Effective Partnership
  - Shared facilities, information, responsibility and personnel
  - Streamlined acquisition process
VTS Features

- Four radar sites
- Five AIS Sites
- Linked with both Pilot Stations and USCG
- VHF-DF capability
- Archives of Graphic Plot, Radar, AIS and Radio Transmissions
VTS Features (cont’d)

- AIS Capability
- PORTS (Physical Oceanographic Real Time System)
- Shared Computerized Port Traffic Information with Coast Guard
VTS Activity Level
(Since Inception, March 94 - July 08)

- Over 350,000 covered transits
- 930+ “Incident Reports”
  - COTP Letters of Concern - Great responses
  - Violations processed with Letters of Warning
  - Full compliance with “replay” invites
- Numerous Mechanical Problems Identified
- SAR Assists
- Support of CG Law Enforcement
VTS Statistical Analysis

- Reduced violations of RNA
- Reduced Close Quarters Incidents
- Better Detection of Equipment/Propulsion problems
VTS Successes

• 1997 Hammer Award Winner

• Search and RescueAssists

• Law Enforcement Support

• Improving Navigation Safety

• Increasing Environmental Protection

• Enhancing Port Security
VTS Future

- Incorporated into National VTS Regulations
- Continued, Enhanced Partnership
- Sharing “Real Time” Radar and Computerized Information with “Need to Know” Entities
- Expanding VTS to Port Hueneme
- Pursuing ASVTS – Long Range Vessel Tracking