Vessel Traffic Patterns In SOCAL

Captain Dick McKenna
Executive Director
Marine Exchange of Southern California
MX/VTS
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.
ARB Clean Fuel Requirements

- Requires use of cleaner fuels in main and auxiliary engines and auxiliary boilers
- Two Phases:
  - July 1, 2009
    - Use marine gas oil (average 0.3% sulfur) or
    - Use Marine diesel oil with a 0.5% limit
  - January 1, 2012
    - Use marine gas oil with a 0.1% sulfur limit, or
    - Use marine diesel oil with 0.1% sulfur limit

  - ARB 2012 fuel sulfur limit is the same as the 2015 North American ECA fuel sulfur limit (0.1%)
Traffic Pattern East-West

- Before 1 July ~ 7%  
  - Tankers, Honolulu Traffic
- Post 1 July – Steady Increase to 45-50%  
  - All Types, Coastal and TransPac
- SBC < 20%
- Southern Variant
The Navigation Safety Subcommittee of The Navigation Safety Subcommittee of
the Los Angeles/Long Beach Harbor Safety Committee convened in special meeting
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on July 31st, 2009 to review recent on July 31st, 2009 to review recent
changes to vessel traffic patterns and changes to vessel traffic patterns and
increased congestion in the waters south increased congestion in the waters south
of the Santa Barbara Channel Islands. of the Santa Barbara Channel Islands.
Since July 1, 2009 traffic congestion of converging eastbound and westbound vessels in the area south of the Santa Barbara Channel Islands has increased significantly, and

- No formalized routing system exists in this area to keep eastbound and westbound traffic flows separated, and
- This increased traffic congestion poses an increased risk of collision in the area south of the Santa Barbara Channel Islands and raises concerns regarding navigation safety, and
- This traffic congestion is likely to increase further as the U.S. economy improves, and
- The purpose of formalized routing system is to improve the safety of navigation in converging areas where the density of traffic is great, and
- Formalized traffic lanes are an effective means to keep opposing traffic flows separated and thereby reduce the risk of collision, and
- The U.S. Coast Guard is responsible for the design and development of routing systems under guidelines established by the IMO.

Based on the above, the Los Angeles/Long Beach Safety Committee, Navigation Safety Subcommittee recommends the establishment of traffic lanes as soon as practicable in the Western approach to the Los Angeles and Long Beach Harbors.
Current Situation

- Continuous Improving usage of Lanes
- Close Liaison w/VTS, Plead Control (USN)
- One Exercise Cancelled/Interrupted to Date
- Transits Occur in Deep Water, Well Clear of Sanctuary
- VTS Oversight Beyond AOR
- Discussions Ongoing Between USN, ARB
- USCG Conducting Port Access Route Study (PARS)
Recognition

• For its Initiative, HSC LA LB Recognized as National Harbor Safety Committee of The Year
New Challenges

- CARB to Include 24NM Around Islands
- Effort to Send Ships Back to SBC
- Workshops Underway
- Hearing Set for Feb 2011
- Target July 2011
- USCG PARS Underway
- IMO ECA 2012-2015
Question

- How Will Ships React?