U.S. Coast Guard

Vessel Traffic Service
Prince William Sound

User's Manual

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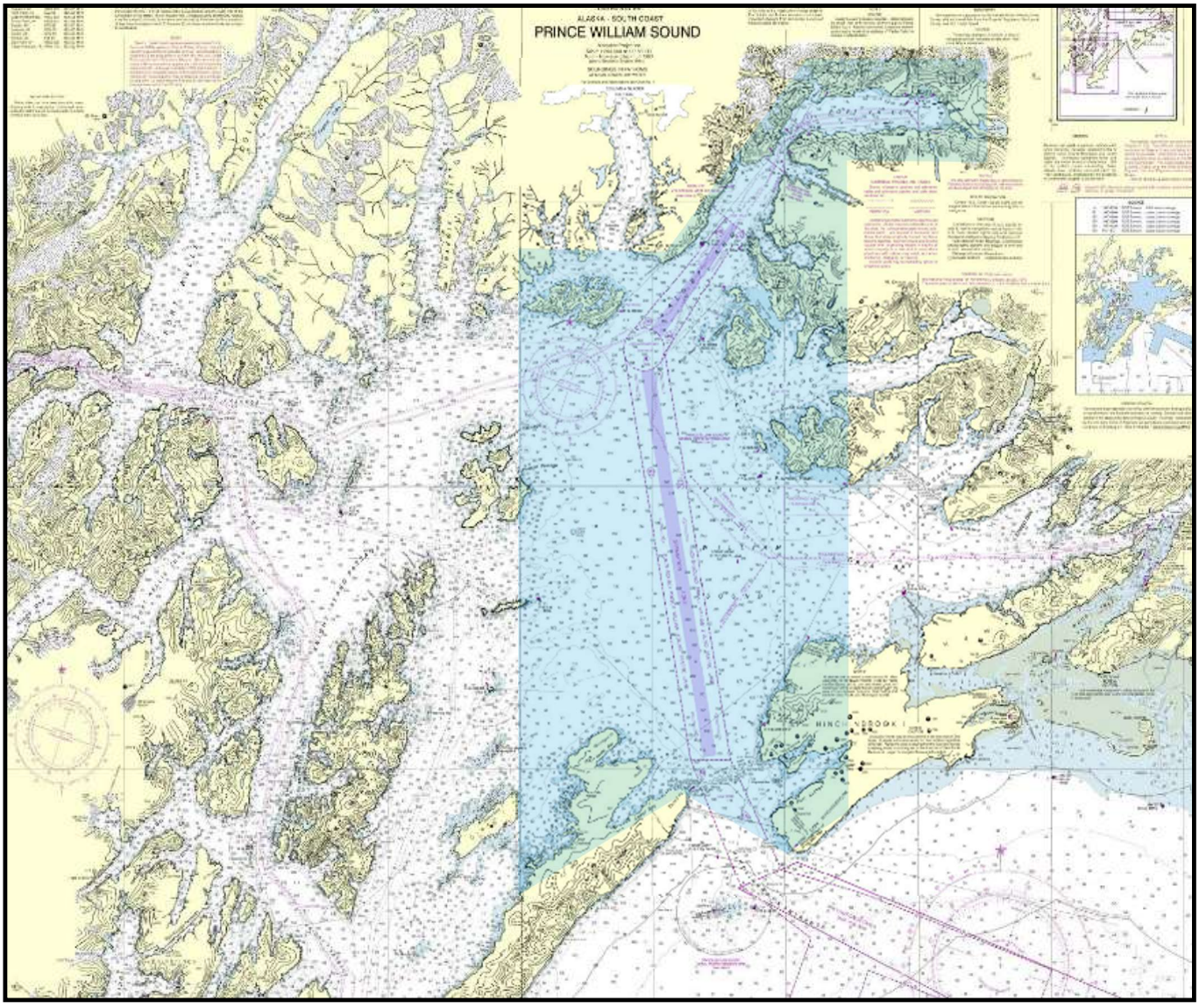

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Purpose of this Manual:

With the implementation of Vessel Traffic Management regulations contained in Title 33, Code of Federal Regulations (CFR), a Vessel Traffic Service (VTS) User's Manual is required for Prince William Sound. This manual provides the VTS User with:

- An understanding of the regulations governing the VTS contained in 33 CFR Parts 161 and 165.
- A description of traffic management measures employed, and services provided by the VTS.
- A quick reference guide that describes the requirements and procedures for participating in VTS Prince William Sound.
- A copy of 33 CFR Part 161: Vessel Traffic Management Regulations.

Introduction:

Welcome to the VTS Prince William Sound Area and thank you for taking the time to read our User's Manual. This Manual contains information that will help you use our service and remain in compliance with applicable federal regulations and local operating requirements. Carrying this manual satisfies the requirement found in 33 CFR Part 161 to keep a copy of the Vessel Traffic Service rules on board when operating in the VTS Area. All mariners are encouraged to read this manual prior to participating in the VTS Area.

Please call the VTS watch floor at any time at (907) 835-7205 if we can be of assistance. We look forward to working with you!

Vessel Traffic Service Prince William Sound:

The Ports and Waterways Safety Act of 1972 (PWSA), authorizes the Coast Guard to establish and operate Vessel Traffic Services. The Trans-Alaska Pipeline Authorization Act of 1973 amended the PWSA, specifically requiring the Coast Guard to establish and operate a Vessel Traffic Service in Prince William Sound. A Coast Guard operated Prince William Sound Vessel Traffic Service is also required via the Oil Pollution Act of 1990.

VTS Prince William Sound is a department of Coast Guard Marine Safety Unit Valdez, Alaska. The VTS watch is housed in the Vessel Traffic Center, located in the Marine Safety Unit building in Valdez, and is staffed 24 hours a day, 7 days a week by Coast Guard active duty and civilian personnel. Our mission is to prevent accidents, loss of life, and damage to property and the environment. Our primary function is to instill good order and predictability on the waters of the VTS Area by coordinating vessel movements through the collection, verification, organization, and dissemination of information.

This version of the User's Manual supersedes all previous editions. Copies of this manual are available free of charge online at the U.S. Coast Guard NAVCEN web site:
https://www.navcen.uscg.gov/vessel-traffic-services-locations#VTS_PWS

Concept of Operations:

The primary components of the Prince William Sound VTS are:

- The Vessel Traffic Center (VTC) located within Marine Safety Unit Valdez
- Ports and Waterways Safety System (PAWSS) operator workstations in the VTC
- VTS Area
- Traffic Separation Scheme (TSS)
- VTS VHF-FM communications network
- VTS Automatic Identification System (AIS) surveillance system
- VTS radar surveillance system
- VTS closed circuit video surveillance system
- Knowles Head Anchorage
- Federal Vessel Traffic Management regulations contained in 33 CFR Part 161
- Local VTS operating policies and procedures outlined in this manual

The Traffic Separation Scheme in Prince William Sound has been adopted by the International Maritime Organization (IMO). As such, it is subject to the provisions of Rule 10 of the International Regulations for Preventing Collisions at Sea, 1972 (72 COLREGs). The traffic lanes and separation zones, which comprise the TSS, are depicted on the applicable nautical charts.

Vessel tracking in the Prince William Sound VTS Area is primarily achieved using the Automatic Identification System (AIS). Radar provides secondary tracking capability covering from the Bligh Reef Precautionary Area north through the Port of Valdez. Voice reports via VHF Marine Band radio may also be used to communicate a vessel's position to the VTS.

VTS Prince William Sound - Quick Reference Guide

This section is for quick reference only. Information provided in this section is not intended to modify the regulations in any respect. The applicable regulation should be referenced for more detailed information.

• What are the VTS levels of service?

The International Organization for Marine Aids to Navigation (IALA) has developed three levels in determining the service provided by a VTS. VTS Prince William Sound is organized and equipped to provide all three levels of service.

Information Service: Provides the position, intentions, and destinations of vessels operating within the VTS Area. It may also provide information on meteorological and hydrological conditions, status of aids to navigation, traffic congestion, and waterway restrictions.

Navigation Assistance Service: Designed to assist a vessel's bridge team in the navigation decision making process. This service is provided at the request of a vessel or when deemed necessary by the VTS. Navigation Assistance Service provides essential and timely navigation information and may inform, advise, and/or instruct vessels accordingly. This service in no way absolves the mariner of his or her responsibility to act in a safe and prudent manner. The VTS will never direct a course to steer or engine order to be executed but, instead, direct a desired outcome to the bridge crew (e.g. "You are directed to remain south of 61° degrees North until the tanker clears the southern boundary of the Valdez Narrows.")

Traffic Organization Service: Provides advance planning of vessel movements and is particularly useful during times of congestion or waterways restrictions. Monitoring traffic and ensuring adherence to rules and regulations are integral parts of the Traffic Organization Service. The service may include prioritization of movements, allocation of space, mandatory position reporting, established routes, speed limits, ice routing measures, weather closures, and other measures that may be considered necessary and appropriate by the VTS.

• What are the VTS management activities?

Monitor: VTS uses surveillance and communications equipment, as well as other resources, to collect, organize, display, and analyze information.

Inform: VTS uses communication resources to disseminate information to vessel operators, shore side facilities, and other organizations to facilitate vessel traffic movements, safety, and security.

Recommend: VTS uses communication resources to highlight particular conditions or recommend particular action to vessel operators, shore side facilities, and other organizations. Recommendations are usually given to resolve miscommunications or otherwise call attention to particular circumstances, hazards, or conflicts when there is doubt that vessels are taking appropriate action.

Direct: VTS employs communications resources to direct a course of action when necessary to minimize the risk of collision or damage to property or the environment and to promote compliance with navigation regulations.

• What common services are provided by the VTS?

Caution: Information provided by VTS Prince William Sound is, to a large extent, based upon reports from participating vessels and can be no more accurate than the information received. The Coast Guard might not be aware of all hazardous circumstances within the VTS Area, and unreported hazards may confront the mariner at any time.

VTS Prince William Sound may issue "traffic advisories" on VHF-FM Channel 13 or provide information upon request on reported conditions within the VTS Area, such as:

- Hazardous conditions or circumstances;
- Traffic density;
- Environmental conditions, including weather and ice; sea state and wind
- Status of aids to navigation;
- Anticipated vessel encounters, including vessel name, type, position, hazardous vessel operating conditions, if applicable, and intended navigation movements, as reported;
- Temporary measures in effect (i.e. temporary safety zones, ice routing measures information, weather closures, etc.);
- A description of local maritime operations and conditions, such as dredging or training exercises;
- Anchorage availability and berth or pilot station information; and/or
- Other information or notification of special circumstances. [33 CFR § 161.10]

• What are the boundaries of the PWS Vessel Traffic Service Area?

The Prince William Sound VTS Area encompasses the same area as the Prince William Sound Regulated Navigation Area. The VTS Area is defined as:

> "The navigable waters of the U.S., north of a line drawn from Cape Hinchinbrook Light to Schooner Rock Light, comprising that portion of Prince William Sound between 146°30′ W and 147°20′ W and includes Valdez Arm, Valdez Narrows, and Port Valdez." [33 CFR §§ 161.60 and 165.1704]

• Who is required to participate in the VTS and what are they required to do?

VMRS User: The following vessel types are categorized as Vessel Movement Reporting System Users (VMRS Users): [33 CFR 161.16]

- Every power-driven vessel of 40 meters (approximately 131 feet) or more in length, while navigating;
- Every towing vessel of 8 meters (approximately 26 feet) or more in length, while navigating; and
- Every vessel certificated to carry 50 or more passengers for hire, when engaged in trade.

VMRS Users are required to fully participate in the VTS in accordance with 33 CFR 161.19 and make the following reports when applicable: Sailing Plan, Position Reports, and Final Report.

VMRS Users, also considered VTS Users, must meet all requirements for VTS Users outlined below.

VTS User: Vessels that do not meet the criteria of a VMRS User, but fall into one of the following categories (those subject to the Vessel Bridge-to-Bridge Radiotelephone Act [33 CFR Part 26]), are designated as Vessel Traffic Service Users (VTS Users):

- Every power-driven vessel of 20 meters or over in length while navigating;
- Every vessel of 100 gross tons and upward and carrying one or more passengers for hire while navigating;
- Every towing vessel of 26 feet or over in length while navigating; and
- Every dredge and floating plant engaged in or near a channel or fairway in operations likely to restrict or affect navigation of other vessels except for an unmanned or intermittently manned floating plant under the control of a dredge.

VTS Users that do not meet the VMRS User criteria are not required to submit the Sailing Plans, Position Reports, and Final Reports described in 33 CFR 161.19, 161.20, and 161.21. However, VTS Users are required to maintain a listening watch on VHF channel 13 and comply with any measures issued by the VTS. [33 CFR 161.12]

Each VTS User must have radiotelephone equipment on board capable of operation from the vessel's navigational bridge (or a dredge's main control station) and maintain a listening watch on the prescribed VTS frequency (Channel 13, 156.65 MHz). [33 CFR §§ 161.12, 26.03(b) & (f), 26.04, and 161.18]

***Note: A tank vessel of 20,000 deadweight tons or more that intends to navigate within the regulated navigation area (VTS Area) must have at least two radio telephones capable of operating on the designated VTS frequency, one of which is capable of battery operation. A single VHF-FM radio capable of scanning, or with "dual watch" capability, will not meet the requirement for two radios. [33 CFR § 165.1704(c)(2)]**

VTS Users must be able to communicate in the English language and respond promptly when hailed. [33 CFR §§ 26.07 and 161.12]

Other Vessels: Vessels that do not meet the criteria of a VTS User (i.e. small recreational vessels or some commercial fishing vessels) are required to abide by the International Regulations for Preventing Collisions at Sea, 1972 (72 COLREGs).

Any vessel underway in the VTS Area may be required to participate to the extent that the VTS considers necessary. [33 CFR §§ 161.2, 161.3, 161.11, 161.12, 26.03 and 26.05].

• Who must carry the VTS rules on board?

Per 33 CFR § 161.4, VMRS and VTS Users are required to carry the VTS rules (33 CFR Part 161) on board the vessel and maintain them for ready reference. Carrying the VTS Prince William Sound User's Manual on board meets this requirement. The VTS rules are also contained in the U.S. Coast Pilot and published periodically in the Local Notice to Mariners.

• How do I communicate with the VTS?

VTS Prince William Sound's working frequency is VHF-FM Channel 13 (156.65 MHz), which is also the Bridge-To-Bridge Radiotelephone frequency. Channel 13 is used because the volume of radio traffic does not warrant use of a separate designated frequency.

Our call sign is **"Valdez Traffic"** and, after communications are established, this may be shortened to **"Traffic."** [33 CFR §§ 26.03, 161.12 and 161.18]

Vessels unable to contact the VTS via radio may contact us via telephone at (907) 835-7205.

• Requirements for a Sailing Plan, Position Report, and Final Report.

The following reporting requirements apply to all VMRS Users:

Sailing Plan: Unless exempt, at least 15 minutes prior to navigating in the VTS Area, a VMRS User must report:

- Vessel name and type;
- Current Position;
- Destination and estimated time of arrival (ETA);
- Intended route;
- Time and point of entry into the VTS Area; and
- Dangerous cargo on board or in tow as defined by 33 CFR § 160.204 and other required information as set out in 33 CFR § 160.206, if applicable.

Additionally, tankers of 20,000 deadweight tons or more must also provide:

- Compliance with Navigation Safety Regulations contained in 33 CFR Part 164;

- Next and last port of call;
- Drafts; and
- Pilotage.

Additionally, towing vessels must also provide:

- Length overall (with tow);
- Name and status of barges (loaded or empty);
- Towing configuration;
- Drafts; and
- Cargo.

***NOTE: All vessels are required to provide a Sailing Plan to the VTS prior to entering the VTS Area at Cape Hinchinbrook. Tankers are required to call 3 hours prior to arrival at Cape Hinchinbrook in accordance with the Vessel Escort and Response Plan (VERP). Sailing Plans reported by vessels 3 hours prior to arrival at Cape Hinchinbrook will provide an opportunity to exchange weather reports, information on ice conditions and anchorages, and to coordinate traffic management at Cape Hinchinbrook and throughout the VTS Area.**

Example Sailing Plan:

"Valdez Traffic, this is the tanker Polar Resolution, bound for Valdez Marine Terminal. Last port of call was Ferndale, WA. Next port of call is Anacortes, WA. ETA to Cape Hinchinbrook is 0200. ETA to Bligh Reef Pilot Station is 0500 using the traffic lanes. The vessel has no impairments. Our deepest draft is 10 meters. The Master has pilotage. We have a copy of the VTS User's Manual on board, and the vessel is in compliance with 33 CFR Part 164."

Position Report: A vessel must report its name and position:

- Upon point of entry into the VTS Area;
- At designated reporting points as set forth in 33 CFR § 161.60(d); and
- When directed by the VTS. [33 CFR § 161.20]

***NOTE: Notice of temporary reporting points, if established, may be published via general VTS traffic advisory, Local Notice to Mariners, or in the VTS User's Manual.**

Example Position Reports:

"Valdez Traffic, this is the tug CHAMPION. We are inbound abeam Naked Island."
"Valdez Traffic, this is the WASHINGTON, inbound abeam Rocky Point."

Final Report: A vessel must report its name and position:

- On arrival at final destination; or
- When departing the VTS Area. [33 CFR § 161.22]

***NOTE: The VTS may also direct a vessel to provide any of the information set forth in the IMO Standard Ship Reporting System, 33 CFR § 161.18. [33 CFR §§ 161.15 through 161.23]**

Reporting Exemptions: The following VMRS Users are considered exempt from providing position and final reports due to the nature of their operations:

- Vessels on a published schedule and route;
- Vessels operating within an area of a radius of three nautical miles or less; or
- Vessels escorting another vessel or assisting another vessel in maneuvering procedures.

Exempt vessels are required to provide a sailing plan, but may do so at least five minutes, but not more than 15 minutes prior to navigating within the VTS Area. If these vessels depart from their promulgated schedule by more than 15 minutes or there is a change to their operating area, they are no longer exempt from providing position and final reports. The VTS may also direct exempt VMRS Users to provide position and final reports when needed.

• What if my plan changes?

A vessel must report to the VTS as soon as practicable:

- Any significant deviation from its Sailing Plan, as defined in [33 CFR § 161.19], or from previously reported information; or
- Any intention to deviate from a VTS-issued measure or the vessel traffic routing system. [33 CFR § 161.18]

• What are the designated voice reporting points for VTS Prince William Sound?

Reporting points for northbound vessels are:

1A – Cape Hinchinbrook
2A – Naked Island
3A – Bligh Reef (pilot embarkation point)
4A – Rocky Point
5 – Entrance Island

Reporting points for southbound vessels are:

5 – Entrance Island
4B – Rocky Point
3B – Bligh Reef (pilot debarkation point)
2B – Naked Island
1B – Schooner Rock

***NOTE 1: For exact positions of the above locations, see table 33 CFR § 161.60(d).**

***NOTE 2: Vessels equipped with operating Automatic Identification System (AIS) are not required to make voice radio position reports at designated reporting points as required by 33 CFR § 161.21, unless otherwise directed by the VTS. [33 CFR §§ 161.21 and 165.1704]**

***NOTE 3: Vessels not equipped with AIS are directed to make position reports when passing those points listed above.**

• Who is required to have Automatic Identification System (AIS) in PWS?

The following vessels must have on board a properly installed, operational Coast Guard type-approved AIS Class A device:

- A self-propelled vessel of 65 feet or more in length, engaged in commercial service;
- A towing vessel of 26 feet or more in length and more than 600 horsepower, engaged in commercial service;
- A self-propelled vessel that is certificated to carry more than 150 passengers;
- A self-propelled vessel engaged in dredging operations in or near a commercial channel or shipping fairway in a manner likely to restrict or affect navigation of other vessels; and
- A self-propelled vessel engaged in the movement of certain dangerous cargo as defined in 33 CFR Part 160 Subpart C or flammable or combustible liquid cargo in bulk that is listed in 46 CFR Table 30.25-1. [33 CFR § 164.46]

The following vessels may use an operational Coast Guard type-approved AIS Class B device in lieu of a Class A device if they are not subject to pilotage by other than the vessel Master or crew:

- Fishing industry vessels;
- Self-propelled vessels of 65 feet or more in length, engaged in commercial service, that are certificated to carry less than 150 passengers and that:
  - do not operate in a VTS or VMRS area; and
  - do not operate at speeds in excess of 14 knots; and
- Self-propelled vessels engaged in dredging operations in or near a commercial or shipping fairway in a manner likely to restrict or affect navigation of other vessels.

• What if a vessel's AIS is inoperative?

Should a vessel's AIS unit become inoperative while navigating a VTS Area, it should be restored to operating condition as soon as possible and, until restored, the vessel must:

- Notify the VTS and request a verbal deviation;
- Make voice radio Position Reports at designated reporting points; and
- Make any other reports as directed by the VTS.

Should a vessel's AIS become inoperative prior to getting underway in the VTS Area, the vessel must notify the Prince William Sound Captain of the Port and request a deviation prior to getting underway or entering the VTS Area. [33 CFR § 164.53] (a) If during a voyage / § 161.5 Deviations from the rules.

Additionally, tank vessels of 20,000 deadweight tons or more must report as directed by 33 CFR § 165.1704. / (1) Report compliance with part 164 of this chapter, to the Vessel Traffic Center (VTC);

• What other types of information must a vessel provide the VTS?

The VTS may request other information from vessels from time to time, including, but not limited to:

- Weather reports;
- Ice conditions;
- Traffic conditions or approximate locations of other vessels; and
- Hazards to navigation (e.g. floating logs).

Example weather report:

"Valdez Traffic, this is the tug COMMANDER, currently abeam the Seals Rocks buoy. Winds are out of the northwest at 10 knots. Seas are 3 feet. Visibility is unlimited."

Example ice report:

"Valdez Traffic, this is the ferry, Aurora. There's a moderate concentration of growlers, bergy bits, and brash from Point Freemantle to Finski Pt, crossing all lanes down to the Bligh Reef Precautionary Area. Visibility is unlimited."

As soon as possible, vessels shall notify the VTS of any of the following:

- A marine casualty as defined in 46 CFR § 4.05-1;
- Involvement in an allision or collision with a fixed or floating object;
- A pollution incident as defined in 33 CFR § 151.15;
- A defect or discrepancy to an aid to navigation;
- A hazardous condition that may adversely affect the safety of a vessel, bridge, structure, shore area, or the environment of any navigable waters of the United States as defined in 33 CFR § 160.204;
- Improper operation of vessel equipment required by 33 CFR Part 164;
- A situation or incident involving hazardous materials as defined in 49 CFR § 176.48; and
- A hazardous vessel operating condition as defined in 33 CFR § 161.2. [33 CFR § 161.12(c)]

• VTS authority to direct vessel movements.

The VTS may issue directions or measures to enhance navigation or vessel safety, or to protect the marine environment.

Examples:

- Designating temporary reporting points and procedures;
- Imposing vessel operating requirements;
- Establishing vessel traffic routing schemes; and
- During conditions of vessel congestion, restricted visibility, adverse weather, or other hazardous circumstances, the VTS may control, supervise, or otherwise manage traffic, by specifying times of entry, movement, or departure to, from, or within the VTS Area. [33 CFR § 161.11]

***NOTE: The owner, operator, charterer, master, or person directing the movement of a vessel is responsible at all times for the operation and safe navigation of his/her vessel under all circumstances. Compliance with VTS rules or with direction of the VTS is contingent upon the exigencies of safe navigation. [33 CFR § 161.1(c)]**

• Where are the VTS Special Areas?

Within the VTS Area are VTS Special Areas, where special operating requirements apply. Two VTS Special Areas exist in PWS; the Valdez Narrows VTS Special Area and Valdez Arm VTS Special Area.

Valdez Narrows VTS Special Area: Consists of those waters of Valdez Arm, Valdez Narrows, and Port Valdez northeast of a line bearing 307° True from Tongue Point at 61°02′06″ N., 146°40′ W.; and southwest of a line bearing 307° True from Entrance Island Light at 61°05′06″ N., 146°36′42″ W.

Valdez Arm VTS Special Area: Consists of the waters of the Valdez Arm Traffic Separation Scheme (described in § 167.1703 of this chapter 33CFR 161); the waters northeast of a line drawn from shoreline to shoreline through the points 60°58.04′ N, 146°46.52′ W and 60°58.93′ N, 146°48.86′ W; and southwest of a line bearing 307° True from Tongue Point at 61°02.10′ N, 146°40.00′ W.

• What operating requirements apply in all VTS Special Areas?

- A VTS User shall, if towing astern, do so with as short a hawser as safety and good seamanship permit.

- A VMRS User shall:
  - Not enter or get underway in the area without prior approval of the VTS (locally referred to as "Narrows and Arm Clearance");
  - Not enter a VTS Special Area if a hazardous vessel operating condition or circumstance exists;
  - Not meet, cross, or overtake any other VMRS User in the area without prior approval of the VTS; and
  - Before meeting, crossing or overtaking any other VMRS User in the area, make safe passing arrangements on VHF Channel 13. This requirement does not relieve a vessel of any duty prescribed by the International Regulations for Preventing Collisions at Sea, 1972 (72 COLREGs). [33 CFR § 161.13]

• Additional operating requirements for the Valdez Narrows VTS Special Area.

- No VMRS User shall proceed north of latitude 61°00′ N without prior approval from the VTS. [33 CFR § 161.60(d)(1)]

- Whenever a tank vessel over 20,000 deadweight tons is navigating within the Valdez Narrows VTS Special Area:
  - A northbound vessel shall remain south of latitude 61°00′ N until the VTS has granted permission to proceed;
  - A southbound vessel shall remain in Port Valdez east of longitude 146°35′ W and north of latitude 61°06′ N until the VTS has granted permission to proceed; [33 CFR § 161.60(d)]
  - If in ballast, a tank vessel shall limit its speed to 12 knots; and [33 CFR § 165.1704]
  - If laden, a tank vessel shall limit its speed to 6 knots between Middle Rock and Potato Point, and 12 knots elsewhere in the VTS Special Area. [33 CFR § 165.1704]

  This does not apply to:
  - A vessel of less than 1600 gross tons;
  - A towing vessel less than 8 meters in length; and
  - A vessel performing duties as a vessel escort as described in 33 CFR Part 168.

***NOTE: Per a 2016 Coast Guard legal determination, Integrated Tug Barges (ITB) and Articulated Tug Barges (ATB) do not meet the definition of a towing vessel in the context above when tug and barge are rigidly connected as one unit. Hence, as long aggregate tonnage of tug and barge is less than 1600 gt, the ITB or ATB may transit the Narrows when a tank vessel of 20,000 dwt and upward is navigating therein.**

• What are Ice Routing Measures?

Ice drifting through Traffic Separation Scheme lanes and precautionary area may impact vessel traffic operating within the VTS Area. Ice routing measures may be implemented whenever ice is present.

Ice Routing Measures – One Way Zone: The area of the Traffic Separation Scheme (TSS) with reported ice will become a one-way zone and vessels may use both lanes and the separation zone to ensure safe transit in the area of ice. This applies to all VMRS users utilizing the TSS while a vessel of 1600 GT or more is transiting the area of ice.

Ice Routing Measures – Daylight Only Transits: Instituted during periods of reduced visibility (2NM or less) when heavy ice concentrations are reported in the TSS. Daylight is defined as the hours between morning and evening civil twilight. Prior to the conclusion of civil twilight, applicable vessels must be clear of the area of ice. The one-way zone remains in effect during daylight only transits. This measure applies to tank vessels only.

Ice Routing Measures – Closures: The VTS will evaluate closing the TSS in the area of reported ice during periods of heavy ice concentration and/or when vessels must deviate from the TSS or make excessive course corrections to avoid ice within the TSS. When no safe passage through ice

concentrations can be found or concentrations pose hazardous navigation conditions, the VTS will close the TSS. This measure primarily applies to tank vessels only.

• When may a vessel deviate from VTS measures or directions?

Subject to the demands of safe navigation, a VTS User shall comply with all measures established or directions issued by the VTS. If, in a specific circumstance, a VTS User is unable to safely comply with a measure or direction issued by the VTS, the VTS User may deviate only to the extent necessary to avoid endangering persons, property or the environment. The deviation shall be reported to the VTS as soon as practicable. [33 CFR § 161.19]

• Reporting a deviation.

Requests to deviate from any VTS regulation or **measure due to circumstances that develop during or immediately preceding a transit** may be made verbally to the VTS Director through the VTS watch by radio, VHF-FM Channel 13, or by phone, (907) 835-7205. Requests shall be made as far in advance as possible.

> Upon receipt, the VTS Director will evaluate the request based on vessel handling characteristics, traffic density, environmental conditions, and other relevant information. If such a deviation provides a level of safety equivalent to that provided by the required measure or is a maneuver considered necessary for safe navigation under the circumstances, the VTS Director may authorize the deviation. A verbal request for deviation must state the need and fully describe the proposed alternative to the required measure or regulation.

Requests to deviate from any provision of 33 CFR Part 161 - Vessel Traffic Management or from locally established VTS policies and procedures, either **for an extended period of time or if anticipated before the start of a transit**, must be submitted in writing to the Captain of the Port, Prince William Sound.

> Upon receipt of the written request, the Captain of the Port may authorize a deviation if it is determined that such a deviation provides a level of safety equivalent to that provided by the required measure or is a maneuver considered necessary for safe navigation under the circumstances. An application for a deviation must state the need and fully describe the proposed alternative to the required measure or regulation. 33 CFR § 161.5(a) **must** be submitted to the District Commander

Requests to deviate from any navigation safety provision of 33 CFR Part 164 - Navigation Safety Regulations must be submitted to the Captain of the Port, Prince William Sound. The Captain of the Port may authorize a deviation from Navigation Safety regulations if they determine that the deviation does not impair the safe navigation of the vessel under anticipated conditions and will not result in a violation of the rules for preventing collisions at sea. The application for deviation must state the need and fully describe the proposed alternative to the required measure or regulation. [33 CFR § 164.55]

Requests to deviate from any navigation safety regulation, or to deviate from a VTS regulation or measure for an extended period of time or, if such need is anticipated prior to the start of a transit, must be submitted in to: Commander, Marine Safety Unit Valdez, P.O. Box 486, Valdez, AK 99686, via email to valdezprevention@uscg.mil, or via telephone to the Marine Safety Unit Valdez Prevention Duty Officer (907) 406-0002.

• What is a Safety Zone?

A Safety Zone is a water area, shore area, or water and shore area to which, for safety or environmental purposes, access is limited to authorized persons, vehicles, or vessels. It may be stationary and described by fixed limits or it may be described as a zone around a vessel in motion. [33 CFR § 165.20]

• What rules apply in a Safety Zone?

- No person may enter a safety zone unless authorized by the Captain of the Port or the District Commander;
- No person may bring or cause to be brought into a safety zone any vehicle, vessel, or object unless authorized by the Captain of the Port or the District Commander;
- No person may remain in a safety zone or allow any vehicle, vessel, or object to remain in a safety zone unless authorized by the Captain of the Port or the District Commander; and
- Each person in a safety zone who has notice of a lawful order or direction shall obey the order or direction of the Captain of the Port or District Commander issued to carry out the purposes of 33 CFR Part 165, Subpart C. [33 CFR § 165.23]

• Where are the Safety Zones in Prince William Sound?

Valdez Marine Terminal (VMT): The area within 200 yards of any waterfront facility at the Trans-Alaska Pipeline Valdez Terminal complex or vessels moored or anchored at the Trans-Alaska Pipeline Valdez Terminal complex.

Tank Vessels Arriving/Departing VMT: The area within 200 yards of any tank vessel maneuvering to approach, moor, unmoor, or depart the Trans-Alaska Pipeline Valdez Terminal complex.

Ammunition Island (locally referred to as the Valdez Container Terminal): When a vessel carrying ammunition is moored or anchored at Ammunition Island, the waters within the following boundaries are a safety zone - the area within a radius of 1330 yards of Ammunition Island, centered on latitude 61°07′28″ N, longitude 146°18′29″ W. §165.1703 Ammunition Island, Port Valdez, Alaska.

Vessel Transiting to/from Ammunition Island: The area 200 yards off a vessel carrying ammunition navigating the Vessel Traffic system from abeam of Naked Island, maneuvering to approach, moor, or unmoor at Ammunition Island, or the departure of the vessel from Ammunition Island.

Alaska Marine Highway System (AMHS) Port Valdez Ferry Terminal: The area 200 yards in all directions of the Alaska Marine Highway System Terminal ferry dock located in Port Valdez at latitude 61°07′26″ N and longitude 146°21′05″ W. § 165.1714 Safety Zone; Alaska Marine Highway System Port Valdez Ferry Terminal, Port Valdez; Valdez, AK.

***Note: The AMHS Safety Zone is only enforceable whenever an AMHS ferry vessel is transiting in the vicinity of the Port Valdez ferry terminal dock and there is a commercial salmon fishery opener within Port Valdez.**

• What is a Security Zone?

A Security Zone is an area of land, water, or land and water which is so designated by the Captain of the Port or District Commander to safeguard vessels, harbors, ports, and waterfront facilities from destruction, loss, or injury from sabotage or other subversive acts, accidents, or other causes of a similar nature in the United States and all territory and water, continental or insular, that is subject to the jurisdiction of the United States. [33 CFR § 165.30]

• What rules apply in a Security Zone?

Unless otherwise provided in the special regulations of 33 CFR Part 165 Subpart F:
§ 165.33 General regulations

- No person or vessel may enter or remain in a security zone without the permission of the Captain of the Port;
- Each person and vessel in a security zone shall obey any direction or order of the Captain of the Port;
- The Captain of the Port may take possession and control of any vessel in the security zone;
- The Captain of the Port may remove any person, vessel, article, or thing from a security zone;
- No person may board, or take or place any article or thing on board, any vessel in a security zone without the permission of the Captain of the Port; and
- No person may take or place any article or thing upon any waterfront facility in a security zone without the permission of the Captain of the Port. [33 CFR § 165.33]

- **Where are the Security Zones in Prince William Sound?** § 165.1710 Port Valdez and Valdez Narrows, Valdez, Alaska—security zones. Trans-Alaska Pipeline (TAPS) Valdez Terminal complex (Terminal), Valdez, Alaska and TAPS tank vessels.

Trans-Alaska Pipeline (TAPS) Valdez Terminal complex (Terminal), Valdez, Alaska and TAPS tank vessels: All waters enclosed within a line beginning on the southern shoreline of Port Valdez at 61°05′03.6″ N, 146°25′42″ W; thence northerly to yellow buoy at 61°06′00″ N, 146°25′42″ W; thence east to the yellow buoy at 61°06′00″ N, 146°21′30″ W; thence south to 61°05′06″ N, 146°21′30″ W; thence west along the shoreline to the beginning point. The yellow security zone buoys are locally referred to as the "Alpha" and "Bravo" buoys respectively.

Tank Vessel Moving Security Zone: All waters within 200 yards of any TAPS tank vessel maneuvering to approach, moor, unmoor or depart the TAPS Terminal or transiting, maneuvering, laying to or anchored within the boundaries of the Captain of the Port, Prince William Sound Zone described in 33 CFR 3.85-20 (b).

Valdez Narrows: All waters 200 yards either side of the Valdez Narrows Tanker Optimum Track line bounded by a line beginning at 61°05′15″ N, 146°37′18″ W; thence south west to 61°04′00″ N, 146°39′52″ W; thence southerly to 61°02′32.5″ N, 146°41′25″ W; thence north west to 61°02′40.5″ N, 146°41′47″ W; thence north east to 61°04′07.5″ N, 146°40′15″ W; thence north east to 61°05′22″ N, 146°37′38″ W; thence south east back to the starting point at 61°05′15″ N, 146°37′18″ W.

***Note: The Valdez Narrows Security Zone is only enforceable when a tanker is present in the Valdez Narrows and does not apply to the tanker or her escort/sentinel tugs.**

Escorted HCPV or AMHS Vessels: All waters within 100 yards of any High-Capacity Passenger Vessel (HCPV) or Alaska Marine Highway System (AMHS) vessel being escorted by Coast Guard surface/air assets or state, federal, or local law enforcement assets within the navigable waters of Coast Guard Arctic District. [33 CFR §§ 165.1710 and 165.1711]

- **What are the VTS rules for anchoring in Knowles Head Anchorage?** § 110.233 Prince William Sound, Alaska.

Knowles Head Anchorage is for the temporary use of vessels during:

- Adverse weather or tidal conditions;
- Vessel equipment failure; or
- Delays in Port Valdez.

No vessel may anchor in this anchorage without notifying the VTS in advance. Each anchored vessel shall notify the VTS prior to dropping anchor and again when weighing anchor.

The anchorage grounds in Prince William Sound are bounded by a line beginning at 60°40′00″ N, 146°40′00″ W, thence proceeding south to 60°38′00″ N, 146°40′00″ W, thence proceeding east to 60°38′00″ N, 146°30′00″ W, thence proceeding north to 60°39′00″ N, 146°30′00″ W, thence proceeding northwesterly to the beginning point. [33 CFR § 110.233] The VTS continuously monitors any vessel anchored within these boundaries for safety purposes.

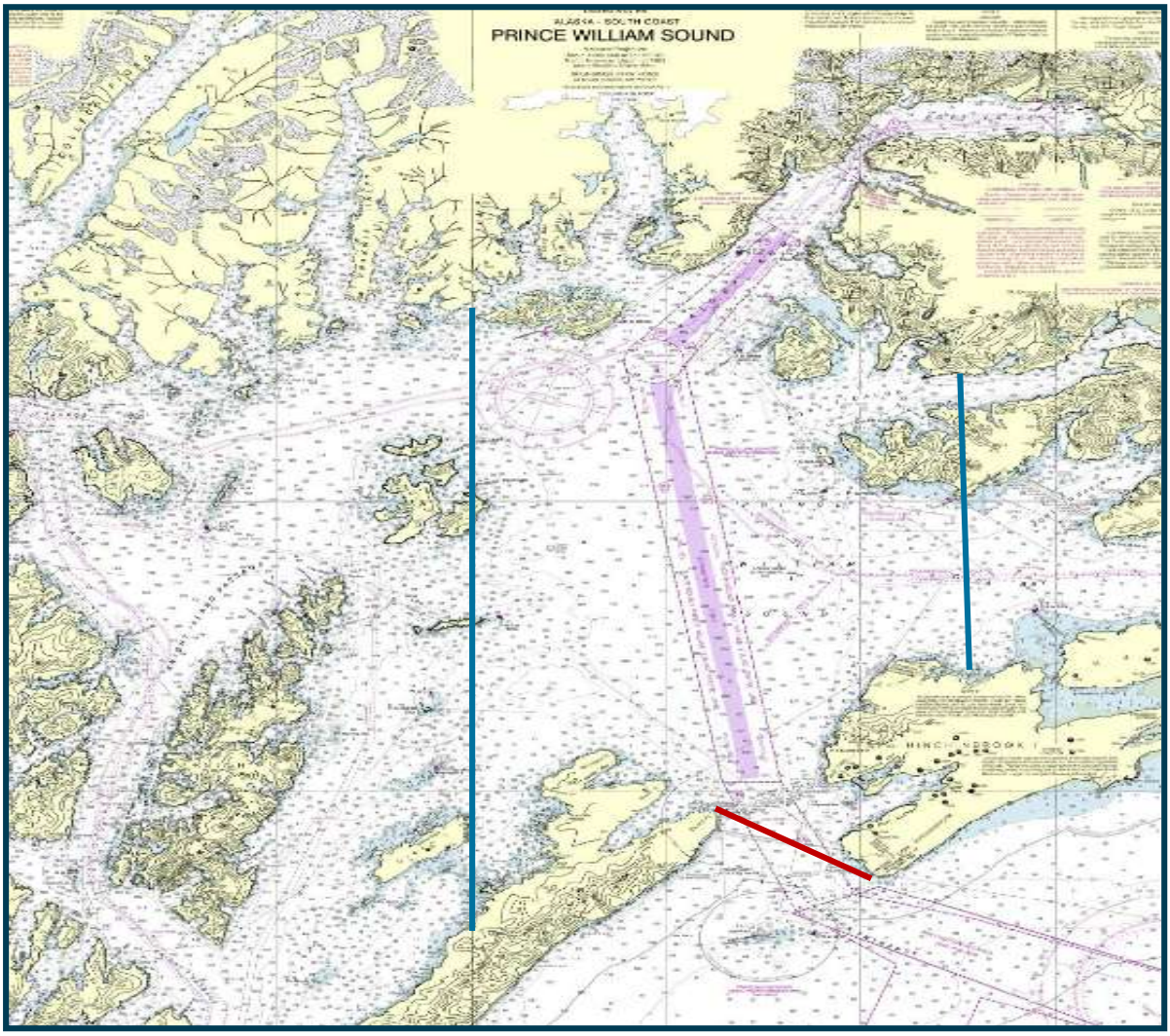
Note: Upon anchoring at Knowles Head Anchorage, the VTS will request the position of anchoring and the length of anchor chain by the number of shots used. This information will be used to monitor the vessel for safety purposes (to ensure the vessel is not dragging anchor) and will be passed to other vessels bound for the anchorage and local agencies that require it. Monitoring of vessels while at anchor by the VTS in no way absolves the mariner of his/her responsibility to monitor the status of the vessel while at anchor and act in a safe and prudent manner.

• What are the VTS rules for anchoring in other locations in the VTS Area?

VMRS Users are directed to provide the position (latitude/longitude) where the anchor was set and length of anchor chain/line on deck. This information will be used to monitor the vessel for safety purposes (to ensure the vessel is not dragging anchor) and will be passed to other vessels bound for the anchorage and local agencies that require it. Monitoring of vessels while at anchor by the VTS, in no way absolves the mariner of his/her responsibility to monitor the status of the vessel while at anchor and act in a safe and prudent manner. For more on Federal Anchorage Regulations, see 33 CFR Part 110.

Reference Chartlets

Prince William Sound VTS Area

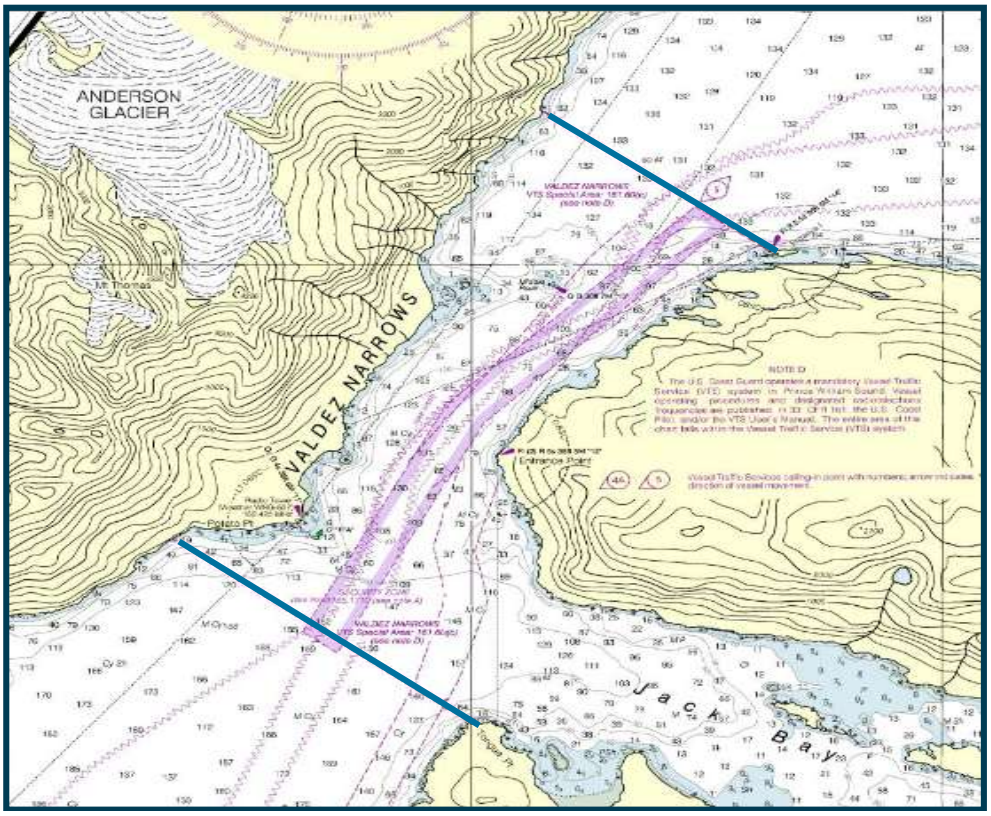


Prince William Sound VTS Area

The Prince William Sound VTS Area encompasses the same area as the Regulated Navigation Area. The VTS Area and the Regulated Navigation Area are defined as:

"The navigable waters of the U.S., north of a line drawn from Cape Hinchinbrook Light to Schooner Rock light, comprising that portion of Prince William Sound between 146°30′ W and 147°20′ W and includes Valdez Arm, Valdez Narrows, and Port Valdez." [33 CFR §§ 161.2 and 165.1704]

Valdez Narrows VTS Special Area

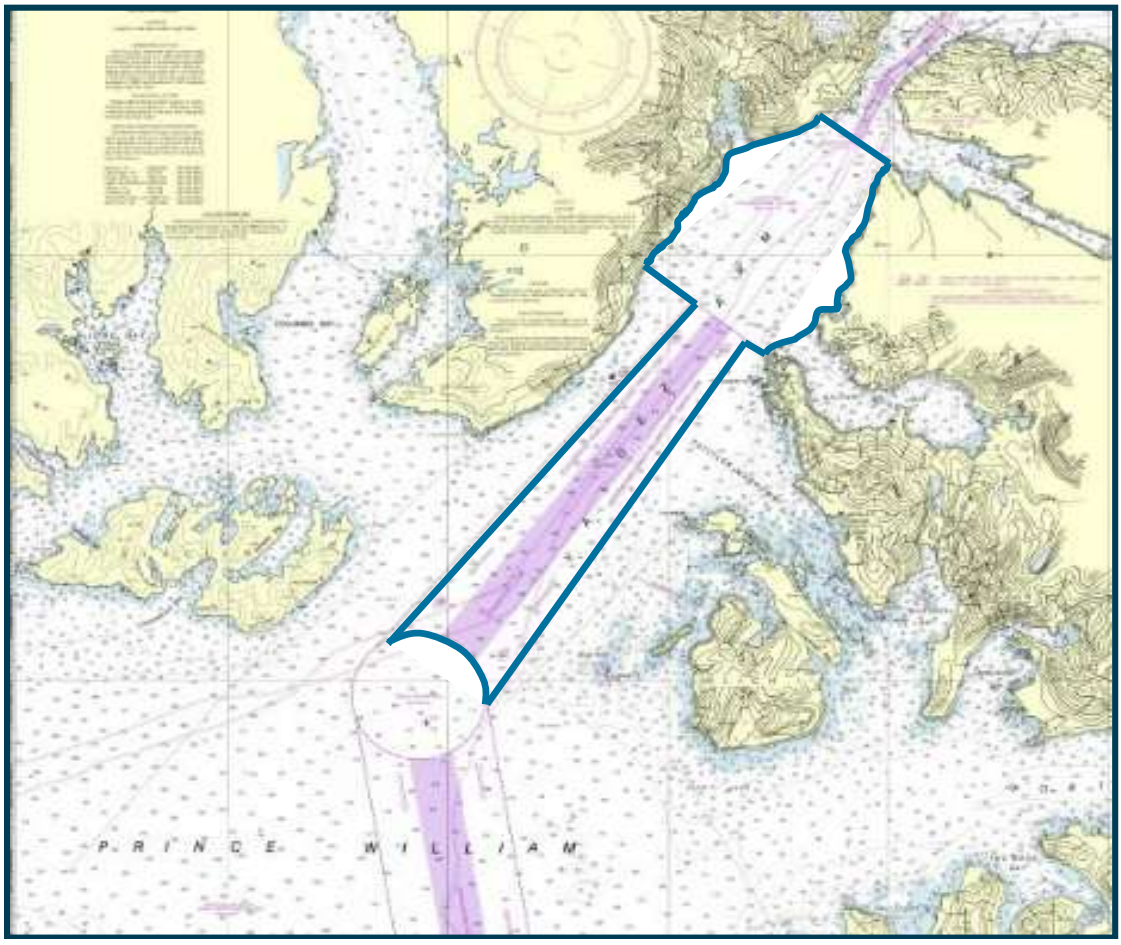


Valdez Narrows VTS Special Area

Special operating requirements apply in a VTS Special Area as outlined in 33 CFR §§ 161.13 and 161.60.

The Valdez Narrows VTS Special Area is described as the waters northeast of a line bearing 307° True from Tongue Point at 61°02′06″ N, 146°40′00″ W and southwest of a line bearing 307° True from Entrance Island Light at 61°05′06″ N, 146°36′42″ W. [33 CFR §§ 161.60 and 165.1704]

Valdez Arm VTS Special Area

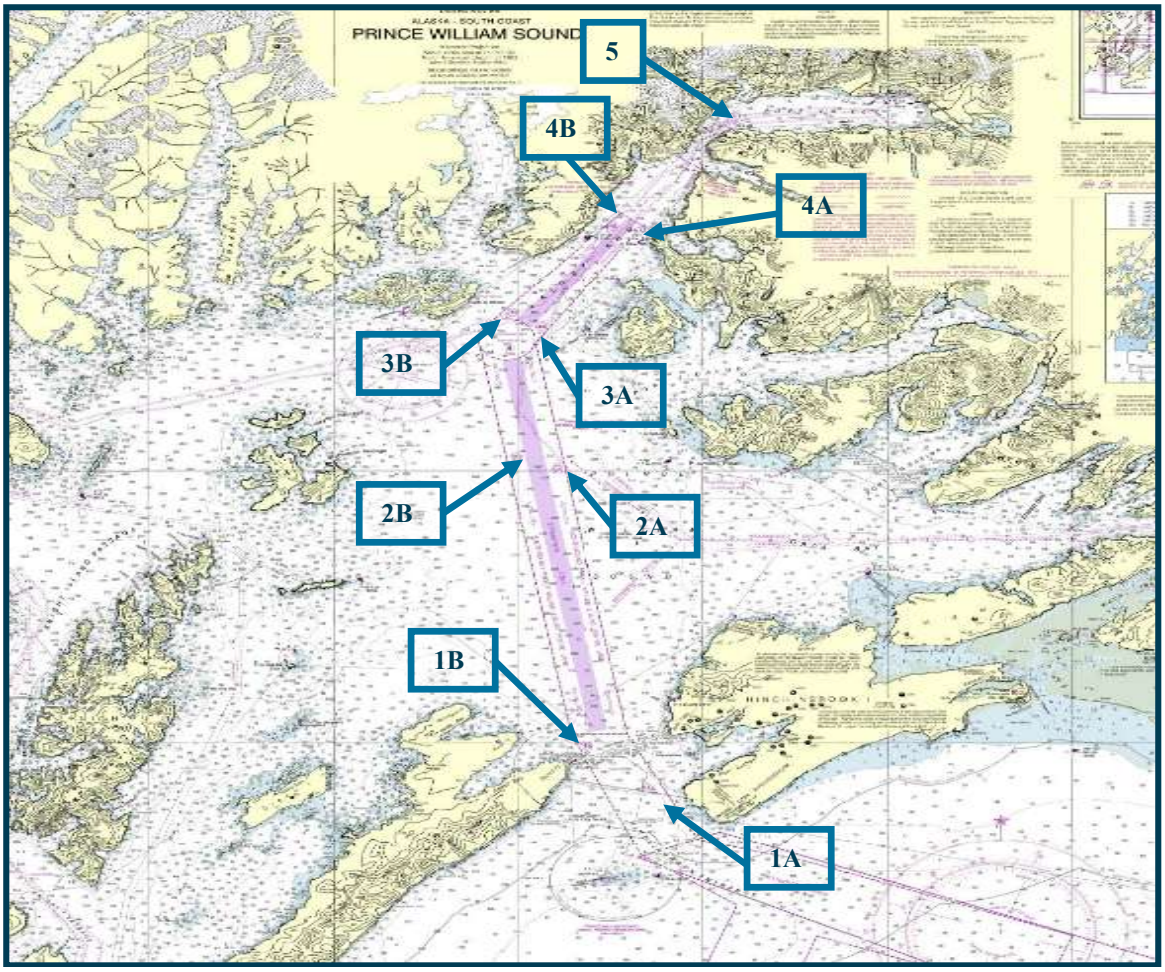


Valdez Arm VTS Special Area

Special operating requirements apply in a VTS Special Area as outlined in 33 CFR §§ 161.13 and 161.60.

The Valdez Arm VTS Special Area consists of the waters of the Valdez Arm Traffic Separation Scheme from the northeastern edge of the Bligh Reef Precautionary area; the waters northeast of a line drawn from shoreline to shoreline through the points 60º58.04′ N, 146º46.52′ W and 60º58.93′ N, 146º48.86′ W; and southwest of a line bearing 307° True from Tongue Point at 61º02.10′ N, 146º40.00′ W. [33 CFR §§ 161.60 and 165.1704]

VTS Prince William Sound Reporting Points



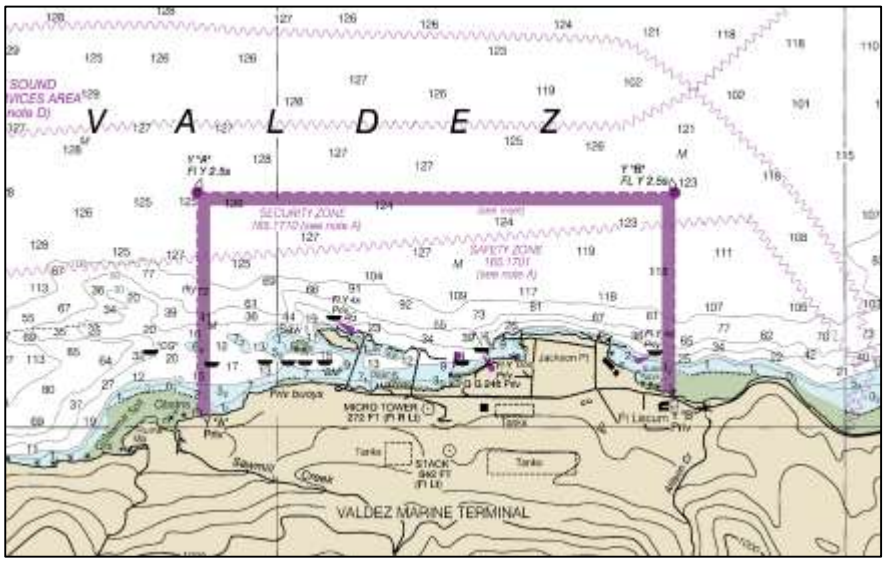
VTS Prince William Sound Reporting Points

1A - Cape Hinchinbrook (Northbound only)	60°16′18″ N, 146°45′30″ W
1B - Schooner Rock (Southbound only)	60°18′42″ N, 146°51′36″ W
2A - Naked Island (Northbound only)	60°40′00″ N, 146°56′00″ W
2B - Naked Island (Southbound only)	60°40′00″ N, 147°00′00″ W
3A - Bligh Reef (Northbound only)	60°50′36″ N, 146°57′30″ W
3B - Bligh Reef (Southbound only)	60°51′00″ N, 147°01′24″ W
4A - Rocky Point (Northbound only)	60°57′48″ N, 146°47′30″ W
4B - Rocky Point (Southbound only)	60°57′48″ N, 146°50′00″ W
5 - Entrance Island	60°05′24″ N, 146°37′30″ W

***NOTE: For additional information on reporting points, see 33 CFR §§ 161.60 and 165.1704.**

Charted Security Zones

Valdez Marine Terminal



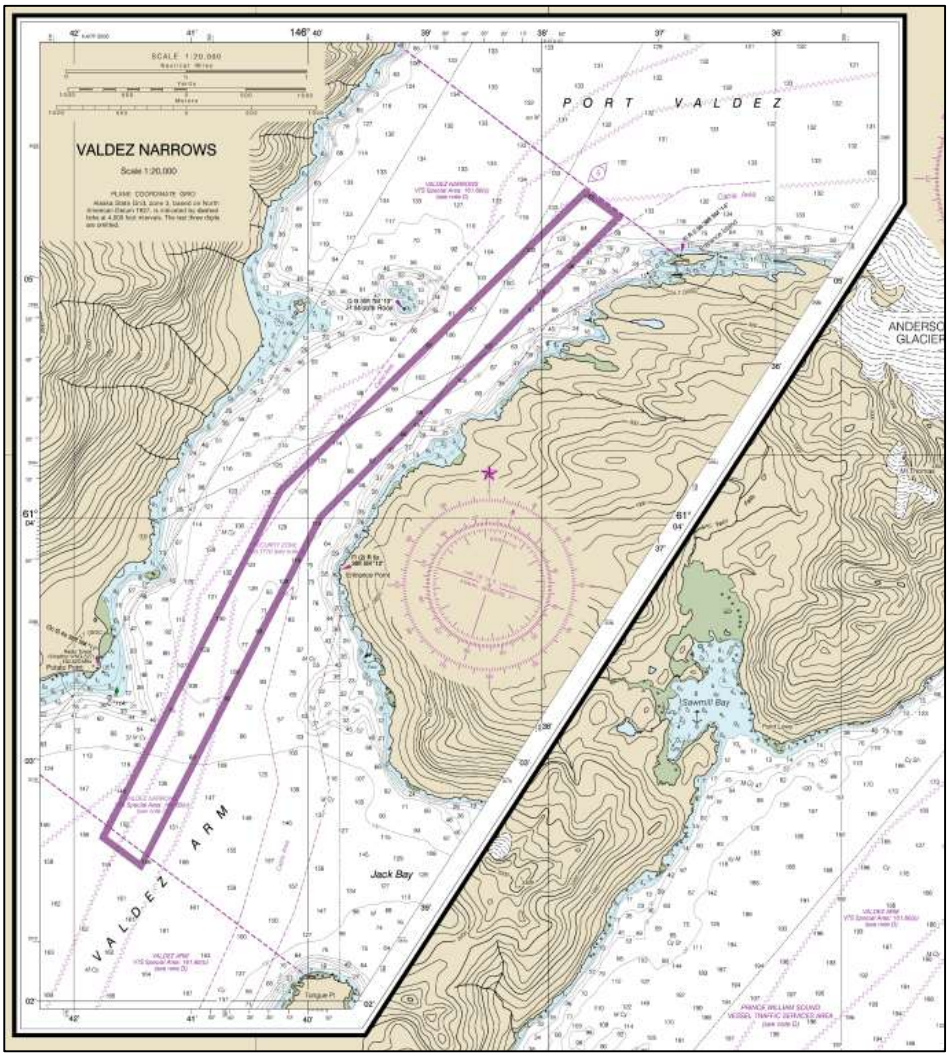
165.1710 Port Valdez and Valdez Narrows, Valdez, Alaska—security zones.
Trans-Alaska Pipeline (TAPS) Valdez Terminal complex (Terminal), Valdez, Alaska and TAPS tank vessels.

If you would like to request VMT Security Zone access, call 907-835-7205 or email SMB-MSUValdez-SecurityZoneRequests@uscg.mil. (SERVS Tugs/Tankers on a published schedule exempt)

Valdez Marine Terminal: All waters enclosed within a line beginning on the southern shoreline of Port Valdez at 61°05′03.6″ N, 146°25′42″ W; thence northerly to yellow buoy at 61°06′00″ N, 146°25′42″ W; thence east to the yellow buoy at 61°06′00″ N, 146°21′30″ W; thence south to 61°05′06″ N, 146°21′30″ W; thence west along the shoreline to the beginning point. The yellow security zone buoys are locally referred to as the "Alpha" and "Bravo" buoys respectively.

Charted Security Zones

Valdez Narrows



165.1710 Port Valdez and Valdez Narrows, Valdez, Alaska—security zones.
Trans-Alaska Pipeline (TAPS) Valdez Terminal complex (Terminal), Valdez, Alaska and TAPS tank vessels.

All waters 200 yards either side of the Valdez Narrows Tanker Optimum Track line.
Valdez Narrows, Port Valdez, Valdez, Alaska. All waters 200 yards either side of the Valdez Narrows Tanker Optimum Track line

If you would like to request Security Zone access, call 907-835-7205 or email SMB-MSUValdez-SecurityZoneRequests@uscg.mil. (SERVS tugs and tankers on a published schedule exempt)

***Note: The Valdez Narrows Security Zone is only enforceable when a tanker is present in the Valdez Narrows and does not apply to the tanker or her escort/sentinel tugs.**

Points of Contact

VTS Prince William Sound and MSU Valdez (Captain of the Port)

Address: Commanding Officer
USCG Marine Safety Unit Valdez
P.O. Box 486
150 Clifton Drive
Valdez, AK 99686

Vessel Traffic Center: (907) 835-7205 (24 hours)
Director, Vessel Traffic Service: (907) 835-7209
Fax: (907) 835-7286
Radio: VHF-FM Channel 13
Website: https://www.navcen.uscg.gov/vessel-traffic-services-locations

Coast Guard Sector Western Alaska & U.S. Arctic (Search & Rescue)

Address: Commander
U.S. Coast Guard Sector Western Alaska & U.S. Arctic
G-Wing Bldg 49000 Army Guard Rd.
JBER, AK 99505

Sector Western Alaska & U.S. Arctic Command Center: (907) 428-4200 (24 hours)
Fax: (907) 428-4218
Radio: VHF-FM Channel 16

Arctic District

Address: Commander (dpw)
Arctic District
P.O. Box 25517
Juneau, AK 99802-5517

Coast Guard Regional Examination Center

Telephone: (907) 271-6736

National Response Center

Telephone: 1-800-424-8802 (24 hours)

Electronic Code of Federal Regulations

http://www.ecfr.gov/

Regulations

- **33 CFR Part 26: Vessel Bridge to Bridge Radiotelephone Regulations**
- **33 CFR Part 161: Vessel Traffic Management**
- **33 CFR Part 165: Regulated Navigation Areas and Limited Access Areas**
- **72 COLREGs Rule 10**
- **IMO Standard Ship Reporting System**

33 CFR Part 26: Vessel Bridge to Bridge Radiotelephone Regulations

§26.01 Purpose.

(a) The purpose of this part is to implement the provisions of the Vessel Bridge-to-Bridge Radiotelephone Act. This part:

(1) Requires the use of the vessel bridge-to-bridge radiotelephone;

(2) Provides the Coast Guard's interpretation of the meaning of important terms in the Act;

(3) Prescribes the procedures for applying for an exemption from the Act and the regulations issued under the Act and a listing of exemptions.

(b) Nothing in this part relieves any person from the obligation of complying with the rules of the road and the applicable pilot rules.

§26.02 Definitions.

For the purpose of this part and interpreting the Act:

Act means the "Vessel Bridge-to-Bridge Radiotelephone Act", 33 U.S.C. sections 1201-1208;

Length is measured from end to end over the deck excluding sheer;

Power-driven vessel means any vessel propelled by machinery; and

Secretary means the Secretary of the Department in which the Coast Guard is operating;

Territorial sea means all waters as defined in §2.22(a)(1) of this chapter.

Towing vessel means any commercial vessel engaged in towing another vessel astern, alongside, or by pushing ahead.

Vessel Traffic Services (VTS) means a service implemented under Part 161 of this chapter by the United States Coast Guard designed to improve the safety and efficiency of vessel traffic and to protect the environment. The VTS has the capability to interact with marine traffic and respond to traffic situations developing in the VTS area.

Vessel Traffic Service Area or *VTS Area* means the geographical area encompassing a specific VTS area of service as described in Part 161 of this chapter. This area of service may be subdivided into sectors for the purpose of allocating responsibility to individual Vessel Traffic Centers or to identify different operating requirements.

NOTE: Although regulatory jurisdiction is limited to the navigable waters of the United States, certain vessels will be encouraged or may be required, as a condition of port entry, to report beyond this area to facilitate traffic management within the VTS area.

(Rule 1, International Regulations for Preventing Collisions at Sea, 1972 (as rectified); E.O. 11964 (14 U.S.C. 2); 49 CFR 1.46(b))

[CGD 71-114R, 37 FR 12720, June 28, 1972, as amended by CGD 77-118a, 42 FR 35784, July 11, 1977; CGD 90-020, 59 FR 36322, July 15, 1994; USCG-2001-9044, 68 FR 42601, July 18, 2003]

§26.03 Radiotelephone required.

(a) Unless an exemption is granted under §26.09 and except as provided in paragraph (a)(4) of this section, this part applies to:

(1) Every power-driven vessel of 20 meters or over in length while navigating;

(2) Every vessel of 100 gross tons and upward carrying one or more passengers for hire while navigating;

(3) Every towing vessel of 26 feet or over in length while navigating; and

(4) Every dredge and floating plant engaged in or near a channel or fairway in operations likely to restrict or affect navigation of other vessels except for an unmanned or intermittently manned floating plant under the control of a dredge.

(b) Every vessel, dredge, or floating plant described in paragraph (a) of this section must have a radiotelephone on board capable of operation from its navigational bridge, or in the case of a dredge, from its main control station, and capable of transmitting and receiving on the frequency or frequencies within the 156-162 Mega-Hertz band using the classes of emissions designated by the Federal Communications Commission for the exchange of navigational information.

(c) The radiotelephone required by paragraph (b) of this section must be carried on board the described vessels, dredges, and floating plants upon the navigable waters of the United States.

(d) The radiotelephone required by paragraph (b) of this section must be capable of transmitting and receiving on VHF FM channel 22A (157.1 MHz).

(e) While transiting any of the following waters, each vessel described in paragraph (a) of this section also must have on board a radiotelephone capable of transmitting and receiving on VHF FM channel 67 (156.375 MHz):

(1) The lower Mississippi River from the territorial sea boundary, and within either the Southwest Pass safety fairway or the South Pass safety fairway specified in 33 CFR 166.200, to mile 242.4 AHP (Above Head of Passes) near Baton Rouge;

(2) The Mississippi River-Gulf Outlet from the territorial sea boundary, and within the Mississippi River-Gulf outlet Safety Fairway specified in 33 CFR 166.200, to that channel's junction with the Inner Harbor Navigation Canal; and

(3) The full length of the Inner Harbor Navigation Canal from its junction with the Mississippi River to that canal's entry to Lake Pontchartrain at the New Seabrook vehicular bridge.

(f) In addition to the radiotelephone required by paragraph (b) of this section, each vessel described in paragraph (a) of this section while transiting any waters within a Vessel Traffic Service Area, must have on board a radiotelephone capable of transmitting and receiving on the VTS designated frequency in Table 161.12(c) (VTS and VMRS Centers, Call Signs/MMSI, Designated Frequencies, and Monitoring Areas).

NOTE: A single VHF-FM radio capable of scanning or sequential monitoring (often referred to as "dual watch" capability) will not meet the requirements for two radios.

[CGD 91-046, 57 FR 14485, Apr. 21, 1992; 57 FR 21740, May 22, 1992, as amended by CGD 90-020, 59 FR 36322, July 15, 1994; CGD 95-033, 60 FR 28328, May 31, 1995; CGD 92-052, 61 FR 45325, Aug. 29, 1996; CGD-1999-6141, 64 FR 69635, Dec. 14, 1999; USCG-2003-14757, 68 FR 39364, July 1, 2003]

§26.04 Use of the designated frequency.

(a) No person may use the frequency designated by the Federal Communications Commission under section 8 of the Act, 33 U.S.C. 1207(a), to transmit any information other than information necessary for the safe navigation of vessels or necessary tests.

(b) Each person who is required to maintain a listening watch under section 5 of the Act shall, when necessary, transmit and confirm, on the designated frequency, the intentions of his vessel and any other information necessary for the safe navigation of vessels.

(c) Nothing in these regulations may be construed as prohibiting the use of the designated frequency to communicate with shore stations to obtain or furnish information necessary for the safe navigation of vessels.

(d) On the navigable waters of the United States, channel 13 (156.65 MHz) is the designated frequency required to be monitored in accordance with §26.05(a) except that in the area prescribed in §26.03(e), channel 67 (156.375 MHz) is the designated frequency.

(e) On those navigable waters of the United States within a VTS area, the designated VTS frequency is an additional designated frequency required to be monitored in accordance with §26.05.

(85 Stat. 164; 33 U.S.C. 1201-1208; 49 CFR 1.46(n)(2))

[CGD 71-114R, 37 FR 12720, June 28, 1982, as amended by CGD 83-036, 48 FR 30107, June 30, 1983; CGD 91-046, 57 FR 14486, Apr. 21, 1992; 57 FR 21741, May 22, 1992; CGD 90-020, 59 FR 36323, July 15, 1994; CGD 95-033, 60 FR 28329, May 31, 1995]

§26.05 Use of radiotelephone.

Section 5 of the Act states that the radiotelephone required by this Act is for the exclusive use of the master or person in charge of the vessel, or the person designated by the master or person in charge to pilot or direct the movement of the vessel, who shall maintain a listening watch on the designated frequency. Nothing herein shall be interpreted as precluding the use of portable radiotelephone equipment to satisfy the requirements of this act.

[CGD 93-072, 59 FR 39963, Aug. 5, 1994]

§26.06 Maintenance of radiotelephone; failure of radiotelephone.

Section 6 of the Act states:

(a) Whenever radiotelephone capability is required by this Act, a vessel's radiotelephone equipment shall be maintained in effective operating condition. If the radiotelephone equipment carried aboard a vessel ceases to operate, the master shall exercise due diligence to restore it or cause it to be restored to effective operating condition at the earliest practicable time. The failure of a vessel's radiotelephone equipment shall not, in itself, constitute a violation of this Act, nor shall it obligate the master of any vessel to moor or anchor his vessel; however, the loss of radiotelephone capability shall be given consideration in the navigation of the vessel.

§26.07 Communications.

No person may use the services of, and no person may serve as, a person required to maintain a listening watch under section 5 of the Act, 33 U.S.C. 1204, unless the person can communicate in the English language.

[CGD 90-020, 59 FR 36323, July 15, 1994, as amended by CGD 95-033, 60 FR 28329, May 31, 1995]

§26.08 Exemption procedures.

(a) The Commandant has redelegated to the Assistant Commandant for Marine Safety, Security and Environmental Protection, U.S. Coast Guard Headquarters, with the reservation that this authority shall not be further redelegated, the authority to grant exemptions from provisions of the Vessel Bridge-to-Bridge Radiotelephone Act and this part.

(b) Any person may petition for an exemption from any provision of the Act or this part;

(c) Each petition must be submitted in writing to Commandant (CG-DCO-D), Attn: Deputy for Operations Policy and Capabilities, U.S. Coast Guard Stop 7318, 2703 Martin Luther King Jr. Avenue SE., Washington, DC 20593-7318, and must state:

(1) The provisions of the Act or this part from which an exemption is requested; and

(2) The reasons why marine navigation will not be adversely affected if the exemption is granted and if the exemption relates to a local communication system how that system would fully comply with the intent of the concept of the Act but would not conform in detail if the exemption is granted.

[CGD 71-114R, 37 FR 12720, June 28, 1972, as amended by CGD 73-256, 39 FR 9176, Mar. 8, 1974; CGD 88-052, 53 FR 25119, July 1, 1988; CGD 95-057, 60 FR 34150, June 30, 1995; CGD 96-026, 61 FR 33663, June 28, 1996; CGD 97-023, 62 FR 33362, June 19, 1997; USCG-2002-12471, 67 FR 41331, June 18, 2002; USCG-2010-0351, 75 FR 36278, June 25, 2010; USCG-2014-0410, 79 FR 38428, July 7, 2014]

§26.09 List of exemptions.

(a) All vessels navigating on those waters governed by the navigation rules for Great Lakes and their connecting and tributary waters (33 U.S.C. 241 *et seq.*) are exempt from the requirements of the Vessel Bridge-to-Bridge Radiotelephone Act and this part until May 6, 1975.

(b) Each vessel navigating on the Great Lakes as defined in the Inland Navigational Rules Act of 1980 (33 U.S.C. 2001 *et seq.*) and to which the Vessel Bridge-to-Bridge Radiotelephone Act (33 U.S.C. 1201-1208) applies is exempt from the requirements in 33 U.S.C. 1203, 1204, and 1205 and the regulations under §§26.03, 26.04, 26.05, 26.06, and 26.07. Each of these vessels and each person to whom 33 U.S.C. 1208(a) applies must comply with Articles VII, X, XI, XII, XIII, XV, and XVI and Technical Regulations 1-9 of "The Agreement Between the United States of America and Canada for Promotion of Safety on the Great Lakes by Means of Radio, 1973."

[CGD 72-223R, 37 FR 28633, Dec. 28, 1972, as amended by CGD 74-291, 39 FR 44980, Dec. 30, 1974; CGD 83-003, 48 FR 7442, Feb. 18, 1983; CGD 91-046, 57 FR 14486, Apr. 21, 1992]

33 CFR Part 161: Vessel Traffic Management

Subpart A—Vessel Traffic Services

§161.1 Purpose and Intent.

(a) The purpose of this part is to promulgate regulations implementing and enforcing certain sections of the Ports and Waterways Safety Act (PWSA) setting up a national system of Vessel Traffic Services that will enhance navigation, vessel safety, and marine environmental protection, and promote safe vessel movement by reducing the potential for collisions, rammings, and groundings, and the loss of lives and property associated with these incidents within VTS areas established hereunder.

(b) Vessel Traffic Services provide the mariner with information related to the safe navigation of a waterway. This information, coupled with the mariner's compliance with the provisions set forth in this part, enhances the safe routing of vessels through congested waterways or waterways of particular hazard. Under certain circumstances, a VTS may issue directions to control the movement of vessels in order to minimize the risk of collision between vessels, or damage to property or the environment.

(c) The owner, operator, charterer, master, or person directing the movement of a vessel remains at all times responsible for the manner in which the vessel is operated and maneuvered and is responsible for the safe navigation of the vessel under all circumstances. Compliance with these rules or with a direction of the VTS is at all times contingent upon the exigencies of safe navigation.

(d) Nothing in this part is intended to relieve any vessel, owner, operator, charterer, master, or person directing the movement of a vessel from the consequences of any neglect to comply with this part or any other applicable law or regulation (e.g., the International Regulations for Preventing Collisions at Sea, 1972 (72 COLREGS) or the Inland Navigation Rules) or of the neglect of any precaution which may be required by the ordinary practice of seamen, or by the special circumstances of the case.

§161.2 Definitions.

For the purposes of this part:

Cooperative Vessel Traffic Services (CVTS) means the system of vessel traffic management established and jointly operated by the United States and Canada within adjoining waters. In addition, CVTS facilitates traffic movement and anchorages, avoids jurisdictional disputes, and renders assistance in emergencies in adjoining United States and Canadian waters.

Hazardous Vessel Operating Condition means any condition related to a vessel's ability to safely navigate or maneuver, and includes, but is not limited to:

(1) The absence or malfunction of vessel operating equipment, such as propulsion machinery, steering gear, radar system, gyrocompass, depth sounding device, automatic radar plotting aid (ARPA), radiotelephone, Automatic Identification System equipment, navigational lighting, sound signaling devices or similar equipment.

(2) Any condition on board the vessel likely to impair navigation, such as lack of current nautical charts and publications, personnel shortage, or similar condition.

(3) Vessel characteristics that affect or restrict maneuverability, such as cargo or tow arrangement, trim, loaded condition, underkeel or overhead clearance, speed capabilities, power availability, or similar characteristics, which may affect the positive control or safe handling of the vessel or the tow.

Navigable waters means all navigable waters of the United States including the territorial sea of the United States, extending to 12 nautical miles from United States baselines, as described in Presidential Proclamation No. 5928 of December 27, 1988.

Precautionary Area means a routing measure comprising an area within defined limits where vessels must navigate with particular caution and within which the direction of traffic may be recommended.

Towing Vessel means any commercial vessel engaged in towing another vessel astern, alongside, or by pushing ahead.

Vessel Movement Center (VMC) means the shore-based facility that operates the vessel tracking system for a Vessel Movement Reporting System (VMRS) area or sector within such an area. The VMC does not necessarily have the capability or qualified personnel to interact with marine traffic, nor does it necessarily respond to traffic situations developing in the area, as does a Vessel Traffic Service (VTS).

Vessel Movement Reporting System (VMRS) means a mandatory reporting system used to monitor and track vessel movements. This is accomplished by a vessel providing information under established procedures as set forth in this part in the areas defined in Table 161.12(c) (VTS and VMRS Centers, Call Signs/MMSI, Designated Frequencies, and Monitoring Areas).

Vessel Movement Reporting System (VMRS) User means a vessel, or an owner, operator, charterer, Master, or person directing the movement of a vessel that is required to participate in a VMRS.

Vessel Traffic Center (VTC) means the shore-based facility that operates the vessel traffic service for the Vessel Traffic Service area or sector within such an area.

Vessel Traffic Services (VTS) means a service implemented by the United States Coast Guard designed to improve the safety and efficiency of vessel traffic and to protect the environment. The VTS has the capability to interact with marine traffic and respond to traffic situations developing in the VTS area.

Vessel Traffic Service Area or *VTS Area* means the geographical area encompassing a specific VTS area of service. This area of service may be subdivided into sectors for the purpose of allocating responsibility to individual Vessel Traffic Centers or to identify different operating requirements.

NOTE: Although regulatory jurisdiction is limited to the navigable waters of the United States, certain vessels will be encouraged or may be required, as a condition of port entry, to report beyond this area to facilitate traffic management within the VTS area.

VTS Special Area means a waterway within a VTS area in which special operating requirements apply.

VTS User means a vessel or an owner, operator, charterer, Master, or person directing the movement of a vessel within a VTS area that is:

(1) Subject to the Vessel Bridge-to-Bridge Radiotelephone Act;

(2) Required to participate in a VMRS; or

(3) Equipped with a required Coast Guard type-approved Automatic Identification System (AIS).

VTS User's Manual means the manual established and distributed by the VTS to provide the mariner with a description of the services offered and rules in force for that VTS. Additionally, the manual may include chartlets showing the area and sector boundaries, general navigational information about the area, and procedures, radio frequencies, reporting provisions and other information which may assist the mariner while in the VTS area.

[CGD 90-020, 59 FR 36324, July 15, 1994, as amended by CGE 97-023, 62 FR 33364, June 19, 1997; USCG-2003-14757, 68 FR 39364, July 1, 2003; USCG-1998-4399, 75 FR 66314, Oct. 28, 2010; USCG-2005-21869, 80 FR 5334, Jan. 30, 2015; 80 FR 17327, Apr. 1, 2015]

§161.3 Applicability.

The provisions of this subpart shall apply to each VTS User and may also apply to any vessel while underway or at anchor on the navigable waters of the United States within a VTS area, to the extent the VTS considers necessary.

§161.4 Requirement to carry the rules.

Each VTS User shall carry on board and maintain for ready reference a copy of these rules.

NOTE: These rules are contained in the applicable U.S. Coast Pilot, the VTS User's Manual which may be obtained by contacting the appropriate VTS, and periodically published in the Local Notice to Mariners. The VTS User's Manual and the World VTS Guide, an International Maritime Organization (IMO) recognized publication, contain additional information which may assist the prudent mariner while in the appropriate VTS area.

§161.5 Deviations from the rules.

(a) Requests to deviate from any provision in this part, either for an extended period of time or if anticipated before the start of a transit, must be submitted in writing to the appropriate District Commander. Upon receipt of the written request, the District Commander may authorize a deviation if it is determined that such a deviation provides a level of safety equivalent to that provided by the required measure or is a maneuver considered necessary for safe navigation under the circumstances. An application for an authorized deviation must state the need and fully describe the proposed alternative to the required measure.

(b) Requests to deviate from any provision in this part due to circumstances that develop during a transit or immediately preceding a transit may be made to the appropriate Vessel Traffic Center (VTC). Requests to deviate must be made as far in advance as practicable. Upon receipt of the request, the VTC may authorize a deviation if it is determined that, based on vessel handling characteristics, traffic density, radar contacts, environmental conditions and other relevant information, such a deviation provides a level of safety equivalent to that provided by the required measure or is a maneuver considered necessary for safe navigation under the circumstances.

[CGD 90-020, 59 FR 36324, July 15, 1994, as amended by USCG-2005-21531, 70 FR 36350, June 23, 2005; USCG-2005-21869, 80 FR 5334, Jan. 30, 2015]

§161.6 Preemption.

The regulations in this part have preemptive impact over State laws or regulations on the same subject matter. The Coast Guard has determined, after considering the factors developed by the Supreme Court in *U.S.* v. *Locke,* 529 U.S. 89 (2000), that by enacting Chapter 25 of the Ports and Waterways Safety Act (33 U.S.C. 1221 *et seq.*), Congress intended that Coast Guard regulations preempt State laws or regulations regarding vessel traffic services in United States ports and waterways.

[USCG-1998-4399, 75 FR 66314, Oct. 28, 2010]

SERVICES, VTS MEASURES, AND OPERATING REQUIREMENTS

§161.10 Services.

To enhance navigation and vessel safety, and to protect the marine environment, a VTS may issue advisories, or respond to vessel requests for information, on reported conditions within the VTS area, such as:

(a) Hazardous conditions or circumstances;

(b) Vessel congestion;

(c) Traffic density;

(d) Environmental conditions;

(e) Aids to navigation status;

(f) Anticipated vessel encounters;

(g) Another vessel's name, type, position, hazardous vessel operating conditions, if applicable, and intended navigation movements, as reported;

(h) Temporary measures in effect;

(i) A description of local harbor operations and conditions, such as ferry routes, dredging, and so forth;

(j) Anchorage availability; or

(k) Other information or special circumstances.

§161.11 VTS measures.

(a) A VTS may issue measures or directions to enhance navigation and vessel safety and to protect the marine environment, such as, but not limited to:

(1) Designating temporary reporting points and procedures;

(2) Imposing vessel operating requirements; or

(3) Establishing vessel traffic routing schemes.

(b) During conditions of vessel congestion, restricted visibility, adverse weather, or other hazardous circumstances, a VTS may control, supervise, or otherwise manage traffic, by specifying times of entry, movement, or departure to, from, or within a VTS area.

§161.12 Vessel operating requirements.

(a) Subject to the exigencies of safe navigation, a VTS User shall comply with all measures established or directions issued by a VTS.

(b) If, in a specific circumstance, a VTS User is unable to safely comply with a measure or direction issued by the VTS, the VTS User may deviate only to the extent necessary to avoid endangering persons, property or the environment. The deviation shall be reported to the VTS as soon as is practicable.

(c) When not exchanging voice communications, a VTS User must maintain a listening watch as required by §26.04(e) of this chapter on the VTS frequency designated in Table 161.12(c) (VTS and VMRS Centers, Call Signs/MMSI, Designated Frequencies, and Monitoring Areas). In addition, the VTS User must respond promptly when hailed and communicate in the English language.

NOTE TO §161.12(c): As stated in 47 CFR 80.148(b), a very high frequency watch on Channel 16 (156.800 MHz) is not required on vessels subject to the Vessel Bridge-to-Bridge Radiotelephone Act and participating in a Vessel Traffic Service (VTS) system when the watch is maintained on both the vessel bridge-to-bridge frequency and a designated VTS frequency.

TABLE 161.12(c)—VTS AND VMRS CENTERS, CALL SIGNS/MMSI, DESIGNATED FREQUENCIES, AND MONITORING AREAS [EXCERPT INCLUDED FOR PRINCE WILLIAM SOUND ONLY]

Center MMSI[1] call sign	Designated frequency (channel designation)—purpose[2]	Monitoring area[3][4]
Prince William Sound—003669958:		
Valdez Traffic	156.650 MHz (CH. 13)	The navigable waters south of 61°05.00′ N., east of 147°20.00′ W., north of 60°00.00′ N., and west of 146°30.00′ W.; and, all navigable waters in Port Valdez.

Notes:

[1]Maritime Mobile Service Identifier (MMSI) is a unique nine-digit number assigned that identifies ship stations, ship earth stations, coast stations, coast earth stations, and group calls for use by a digital selective calling (DSC) radio, an INMARSAT ship earth station or AIS. AIS requirements are set forth in §161.21. The requirements set forth in §§161.21 and 164.46 of this subchapter apply in those areas denoted with an MMSI number, except for Louisville and Los Angeles/Long Beach.

[2]In the event of a communication failure, difficulties or other safety factors, the Center may direct or permit a user to monitor and report on any other designated monitoring frequency or the bridge-to-bridge navigational frequency, 156.650 MHz (Channel 13) or 156.375 MHz (Channel 67), to the extent that doing so provides a level of safety beyond that provided by other means. The bridge-to-bridge navigational frequency, 156.650 MHz (Ch. 13) is used in certain monitoring areas where the level of reporting does not warrant a designated frequency.

(d) As soon as is practicable, a VTS User shall notify the VTS of any of the following:

(1) A marine casualty as defined in 46 CFR 4.05-1;

(2) Involvement in the ramming of a fixed or floating object;

(3) A pollution incident as defined in §151.15 of this chapter;

(4) A defect or discrepancy in an aid to navigation;

(5) A hazardous condition as defined in §160.202 of this chapter;

(6) Improper operation of vessel equipment required by part 164 of this chapter;

(7) A situation involving hazardous materials for which a report is required by 49 CFR 176.48; and

(8) A hazardous vessel operating condition as defined in §161.2.

[CGD 90-020, 59 FR 36324, July 15, 1994]

EDITORIAL NOTE: For FEDERAL REGISTER citations affecting §161.12, see the List of CFR Sections Affected, which appears in the Finding Aids section of the printed volume and at *www.fdsys.gov.*

§161.13 VTS Special Area operating requirements.

The following operating requirements apply within a VTS Special Area:

(a) A VTS User shall, if towing astern, do so with as short a hawser as safety and good seamanship permits.

(b) A VMRS User shall: (1) Not enter or get underway in the area without prior approval of the VTS;

(2) Not enter a VTS Special Area if a hazardous vessel operating condition or circumstance exists;

(3) Not meet, cross, or overtake any other VMRS User in the area without prior approval of the VTS; and

(4) Before meeting, crossing, or overtaking any other VMRS User in the area, communicate on the designated vessel bridge-to-bridge radiotelephone frequency, intended navigation movements, and any other information necessary in order to make safe passing arrangements. This requirement does not relieve a vessel of any duty prescribed by the International Regulations for Preventing Collisions at Sea, 1972 (72 COLREGS) or the Inland Navigation Rules.

Subpart B—Vessel Movement Reporting System

§161.15 Purpose and intent.

(a) A Vessel Movement Reporting System (VMRS) is a system used to monitor and track vessel movements within a VTS or VMRS area. This is accomplished by requiring that vessels provide information under established procedures as set forth in this part, or as directed by the Center.

(b) To avoid imposing an undue reporting burden or unduly congesting radiotelephone frequencies, reports shall be limited to information which is essential to achieve the objectives of the VMRS. These reports are consolidated into three reports (sailing plan, position, and final).

[CGD 90-020, 59 FR 36324, July 15, 1994, as amended by USCG-2003-14757, 68 FR 39366, July 1, 2003; USCG-2011-0257, 76 FR 31838, June 2, 2011]

§161.16 Applicability.

Unless otherwise stated, the provisions of this subpart apply to the following vessels and VMRS Users:

(a) Every power-driven vessel of 40 meters (approximately 131 feet) or more in length, while navigating;

(b) Every towing vessel of 8 meters (approximately 26 feet) or more in length, while navigating; or

(c) Every vessel certificated to carry 50 or more passengers for hire, when engaged in trade.

[CGD 90-020, 59 FR 36324, July 15, 1994, as amended by USCG-2003-14757, 68 FR 39366, July 1, 2003]

§161.17 Definitions.

As used in this subpart:

Center means a Vessel Traffic Center or Vessel Movement Center.

Published means available in a widely-distributed and publicly available medium (e.g., VTS User's Manual, ferry schedule, Notice to Mariners).

[USCG-2003-14757, 68 FR 39366, July 1, 2003]

§161.18 Reporting requirements.

(a) A Center may: (1) Direct a vessel to provide any of the information set forth in Table 161.18(a) (IMO Standard Ship Reporting System);

TABLE 161.18(a)—THE IMO STANDARD SHIP REPORTING SYSTEM

A	ALPHA	Ship	Name, call sign or ship station identity, and flag.
B	BRAVO	Dates and time of event	A 6 digit group giving day of month (first two digits), hours and minutes (last four digits). If other than UTC state time zone used.
C	CHARLIE	Position	A 4 digit group giving latitude in degrees and minutes suffixed with N (north) or S (south) and a 5 digit group giving longitude in degrees and minutes suffixed with E (east) or W (west); or
D	DELTA	Position	True bearing (first 3 digits) and distance (state distance) in nautical miles from a clearly identified landmark (state landmark).
E	ECHO	True course	A 3 digit group.
F	FOXTROT	Speed in knots and tenths of knots	A 3 digit group.
G	GOLF	Port of Departure	Name of last port of call.
H	HOTEL	Date, time and point of entry system	Entry time expressed as in (B) and into the entry position expressed as in (C) or (D).
I	INDIA	Destination and expected time of arrival	Name of port and date time group expressed as in (B).
J	JULIET	Pilot	State whether a deep sea or local pilot is on board.
K	KILO	Date, time and point of exit from system	Exit time expressed as in (B) and exit position expressed as in (C) or (D).
L	LIMA	Route information	Intended track.
M	MIKE	Radio	State in full names of communications stations/frequencies guarded.
N	NOVEMBER	Time of next report	Date time group expressed as in (B).
O	OSCAR	Maximum present static draught in meters	4 digit group giving meters and centimeters.
P	PAPA	Cargo on board	Cargo and brief details of any dangerous cargoes as well as harmful substances and gases that could endanger persons or the environment.
Q	QUEBEC	Defects, damage, deficiencies or limitations	Brief detail of defects, damage, deficiencies or other limitations.
R	ROMEO	Description of pollution or dangerous goods lost	Brief details of type of pollution (oil, chemicals, etc.) or dangerous goods lost overboard; position expressed as in (C) or (D).
S	SIERRA	Weather conditions	Brief details of weather and sea conditions prevailing.

T	TANGO	Ship's representative and/or owner	Details of name and particulars of ship's representative and/or owner for provision of information.
U	UNIFORM	Ship size and type	Details of length, breadth, tonnage, and type, etc., as required.
V	VICTOR	Medical personnel	Doctor, physician's assistant, nurse, no medic.
W	WHISKEY	Total number of persons on board	State number.
X	XRAY	Miscellaneous	Any other information as appropriate. [*i.e.*, a detailed description of a planned operation, which may include: its duration; effective area; any restrictions to navigation; notification procedures for approaching vessels; in addition, for a towing operation: configuration, length of the tow, available horsepower, etc.; for a dredge or floating plant: configuration of pipeline, mooring configuration, number of assist vessels, etc.].

(2) Establish other means of reporting for those vessels unable to report on the designated frequency; or

(3) Require reports from a vessel in sufficient time to allow advance vessel traffic planning.

(b) All reports required by this part shall be made as soon as is practicable on the frequency designated in Table 161.12(c) (VTS and VMRS Centers, Call Signs/MMSI, Designated Frequencies, and Monitoring Areas).

(c) When not exchanging communications, a VMRS User must maintain a listening watch as described in §26.04(e) of this chapter on the frequency designated in Table 161.12(c) (VTS and VMRS Centers, Call Signs/MMSI, Designated Frequencies, and Monitoring Areas). In addition, the VMRS User must respond promptly when hailed and communicate in the English language.

NOTE: As stated in 47 CFR 80.148(b), a VHF watch on Channel 16 (156.800 MHz) is not required on vessels subject to the Vessel Bridge-to-Bridge Radiotelephone Act and participating in a Vessel Traffic Service (VTS) system when the watch is maintained on both the vessel bridge-to-bridge frequency and a designated VTS frequency.

(d) A vessel must report:

(1) Any significant deviation from its Sailing Plan, as defined in §161.19, or from previously reported information; or

(2) Any intention to deviate from a VTS issued measure or vessel traffic routing system.

(e) When reports required by this part include time information, such information shall be given using the local time zone in effect and the 24-hour military clock system.

[CGD 90-020, 59 FR 36324, July 15, 1994, as amended by USCG-2003-14757, 68 FR 39366, July 1, 2003; USCG-2015-0433, 80 FR 44282, July 27, 2015

§161.19 Sailing Plan (SP).

Unless otherwise stated, at least 15 minutes before navigating a VTS area, a vessel must report the:

(a) Vessel name and type;

(b) Position;

(c) Destination and ETA;

(d) Intended route;

(e) Time and point of entry; and

(f) Dangerous cargo on board or in its tow, as defined in §160.202 of this chapter.

[CGD 90-020, 59 FR 36324, July 15, 1994, as amended by USCG-2011-1024, 78 FR 51671, Aug. 21, 2013; USCG-2005-21869, 80 FR 5334, Jan. 30, 2015]

§161.20 Position Report (PR).

A vessel must report its name and position:

(a) Upon point of entry into a VMRS area;

(b) At designated reporting points as set forth in subpart C; or

(c) When directed by the Center.

[CGD 90-020, 59 FR 36324, July 15, 1994, as amended by USCG-2003-14757, 68 FR 39366, July 1, 2003]

§161.21 Automated reporting.

(a) Unless otherwise directed, vessels equipped with an Automatic Identification System (AIS) are required to make continuous, all stations, AIS broadcasts, in lieu of voice Position Reports, to those Centers denoted in Table 161.12(c) of this part.

(b) Should an AIS become non-operational, while or prior to navigating a VMRS area, it should be restored to operating condition as soon as possible, and, until restored a vessel must:

(1) Notify the Center;

(2) Make voice radio Position Reports at designated reporting points as required by §161.20(b) of this part; and

(3) Make any other reports as directed by the Center.

[USCG-2003-14757, 68 FR 39366, July 1, 2003]

§161.22 Final Report (FR).

A vessel must report its name and position:

(a) On arrival at its destination; or

(b) When leaving a VTS area.

§161.23 Reporting exemptions.

(a) Unless otherwise directed, the following vessels are exempted from providing Position and Final Reports due to the nature of their operation:

(1) Vessels on a published schedule and route;

(2) Vessels operating within an area of a radius of three nautical miles or less; or

(3) Vessels escorting another vessel or assisting another vessel in maneuvering procedures.

(b) A vessel described in paragraph (a) of this section must:

(1) Provide a Sailing Plan at least 5 minutes but not more than 15 minutes before navigating within the VMRS area; and

(2) If it departs from its promulgated schedule by more than 15 minutes or changes its limited operating area, make the established VMRS reports, or report as directed.

[CGD 90-020, 59 FR 36324, July 15, 1994, as amended by CGD 97-023, 62 FR 33364, June 19, 1997; USCG-2003-14757, 68 FR 39367, July 1, 2003]

Subpart C—Vessel Traffic Service and Vessel Movement Reporting System Areas and Reporting Points

NOTE: All geographic coordinates contained in part 161 (latitude and longitude) are expressed in North American Datum of 1983 (NAD 83).

§161.60 Vessel Traffic Service Prince William Sound.

(a) The VTS area consists of the navigable waters of the United States north of a line drawn from Cape Hinchinbrook Light to Schooner Rock Light, comprising that portion of Prince William Sound between 146°30′ W. and 147°20′ W. and includes Valdez Arm, Valdez Narrows and Port Valdez.

(b) The Valdez Arm VTS Special Area consists of the waters of the Valdez Arm Traffic Separation Scheme (described in §167.1703 of this chapter); the waters northeast of a line drawn from shoreline to shoreline through the points 60°58.04′ N, 146°46.52′ W and 60°58.93′ N, 146°48.86′ W; and southwest of a line bearing 307° True from Tongue Point at 61°02.10′ N, 146°40.00′ W.

(c) The Valdez Narrows VTS Special Area consists of those waters of Valdez Arm, Valdez Narrows, and Port Valdez northeast of a line bearing 307° True from Tongue Point at 61°02′06″ N., 146°40′ W.; and southwest of a line bearing 307° True from Entrance Island Light at 61°05′06″ N., 146°36′42″ W.

(d) Additional VTS Special Area Operating Requirements. The following additional requirements are applicable in the Valdez Narrows VTS Special Area:

(1) No VMRS User shall proceed north of 61° N. without prior approval of the VTS.

(2) For a vessel listed in paragraph (c)(3) of this section—

(i) Approval to enter this area will not be granted to a vessel when a tank vessel of more than 20,000 deadweight tons is navigating therein;

(ii) A northbound vessel shall remain south of 61° N. until the VTS has granted permission to proceed; and

(iii) A southbound vessel shall remain in Port Valdez east of 146°35′ W. and north of 61°06′ N. until the VTS has granted permission to proceed.

(3) Paragraph (c)(2) of this section applies to—

(i) A vessel of 1600 gross tons or more; and

(ii) A towing vessel of 8 meters or more in length, except for a vessel performing duties as an escort vessel as defined in 33 CFR Part 168.

(e) Reporting Points.

TABLE 161.60(d)—VTS PRINCE WILLIAM SOUND REPORTING POINTS

Designator	Geographic name	Geographic description	Latitude/longitude	Notes
1A	Cape Hinchinbrook	Cape Hinchinbrook	60°16′18″ N; 146°45′30″ W	Northbound Only.
1B	Schooner Rock	Schooner Rock	60°18′42″ N; 146°51′36″ W	Southbound Only.
2A	Naked Island	Naked Island	60°40′00″ N; 147°01′24″ W	Northbound Only.
2B	Naked Island	Naked Island	60°40′00″ N; 147°05′00″ W	Southbound Only.
3A	Bligh Reef	Bligh Reef Light (Pilot Embark)	60°50′36″ N; 146°57′30″ W	Northbound Only.
3B	Bligh Reef	Bligh Reef Light (Pilot Disembark)	60°51′00″ N; 147°01′24″ W	Southbound Only.
4A	Rocky Point	Rocky Point	60°57′48″ N; 146°47′30″ W	Northbound Only.
4B	Rocky Point	Rocky Point	60°57′48″ N; 146°50′00″ W	Southbound Only.
5	Entrance Island	Entrance Island Light	61°05′24″ N; 146°37′30″ W.	

[CGD 90-020, 59 FR 36324, July 15, 1994, as amended by CGD 95-033, 60 FR 28332, May 31, 1995; USCG-1998-3799, 63 FR 35532, June 30, 1998; USCG-2001-10254, 67 FR 53742, Aug. 19, 2002; USCG-2015-0433, 80 FR 44282, July 27, 2015]

Rule 10 - International Regulations for the Preventing Collisions at Sea, 1972 (72 COLREGs)

International

Traffic Separation Schemes

(a) This Rule applies to traffic separation schemes adopted by the Organization and does not relieve any vessel of her obligation under any other rule.

(b) A vessel using a traffic separation scheme shall:

(i) Proceed in the appropriate traffic lane in the general direction of traffic flow for that lane.
(ii) So far as is practicable keep clear of a traffic separation line or separation zone.
(iii) Normally join or leave a traffic lane at the termination of the lane, but when joining or leaving from either side shall do so at as small an angle to the general direction of traffic flow as practicable.

(c) A vessel, shall so far as practicable, avoid crossing traffic lanes but if obliged to do so shall cross on a heading as nearly as practicable at right angles to the general direction of traffic flow.

(d) (i) A vessel shall not use an inshore traffic zone when she can safely use the appropriate traffic lane within the adjacent traffic separation scheme. However, vessels of less than 20 meters in length, sailing vessels and vessels engaged in fishing may use the inshore traffic zone.

(ii) Notwithstanding Rule 10(d)(i), a vessel may use an inshore traffic zone when en route to or from a port, offshore installation or structure, pilot station or any other place situated within the inshore traffic zone, or to avoid immediate danger.

(e) A vessel, other than a crossing vessel or a vessel joining or leaving a lane shall not normally enter a separation zone or cross a separation line except:

(i) in cases of emergency to avoid immediate danger;
(ii) to engage in fishing within a separation zone.

(f) A vessel navigating in areas near the terminations of traffic separation schemes shall do so with particular caution.

(g) A vessel shall so far as practicable avoid anchoring in a traffic separation scheme or in areas near its terminations.

(h) A vessel not using a traffic separating scheme shall avoid it by as wide a margin as is practicable.

(i) A vessel engaged in fishing shall not impede the passage of any vessel following a traffic lane.

(j) 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.

(k) A vessel restricted in her ability to maneuver when engaged in an operation for the maintenance of safety of navigation in a traffic separation scheme is exempted from complying with this Rule to the extent necessary to carry out the operation.

(l) A vessel restricted in her ability to maneuver when engaged in an operation for the laying, servicing or picking up of a submarine cable, within a traffic separation scheme, is exempted from complying with this Rule to the extent necessary to carry out the operation.