

U.S. Department of  
Homeland Security  
**United States  
Coast Guard**



# USER'S MANUAL

Revised January 2023

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# VESSEL TRAFFIC SERVICE NEW YORK

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Revised January 2023

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# INTRODUCTION

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**The mission of Vessel Traffic Service New York is to maximize the safe and efficient use of the waterways and to protect the environment of the Port of New York and New Jersey.**

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## **PURPOSE OF THIS MANUAL**

The Vessel Traffic Service (VTS) New York User's Manual provides VTS Users:

- A copy of the Vessel Traffic Regulations from Title 33 Code of Federal Regulations Part 161.
- A ready reference that describes the services provided by VTS New York, the requirements for vessel participation, and the measures employed to manage traffic in the Port of New York and New Jersey.

## **ABOUT THE VTS REGULATIONS**

Under the Ports and Waterways Safety Act of 1972, as amended by the Port and Tanker Safety Act and the Oil Pollution Act (OPA 90), the Department of Homeland Security may construct, operate, maintain and improve or expand Vessel Traffic Services in any port or place under the jurisdiction of the United States.

Marine accidents in recent years have underscored, often dramatically, the need for continuously improving navigation safety on our nation's waterways. They have increased public awareness of collisions, rammings, and groundings. This heightened awareness and the importance of Vessel Traffic Services was reaffirmed when Congress mandated VTS participation in section 4107 of OPA 90, 33 USC 1223(a) (2). The Maritime Transportation Security Act of 2002 has also added the requirement for vessels to carry the Automatic Identification System (AIS).

The implementing legislation for these regulations prescribes civil penalties of up to \$40,000 for each violation. Willful and knowing violations can be prosecuted as a Class D Felony.

## **ABOUT VTS NEW YORK**

The primary function of VTS New York is to instill good order and predictability on the waters of the Port of New York and New Jersey. This is accomplished by coordinating vessel movements through the collection, verification, organization, and dissemination of information.

The Vessel Traffic Center (VTC), an element of the Captain of the Port (COTP) New York at Fort Wadsworth on Staten Island, NY, is staffed by military and civilian personnel. The VTC uses a VHF-FM radiotelephone network to gather information as well as radar, AIS, and low-light closed circuit television (CCTV) to confirm and supplement this information. The remote VHF-FM sites are designed to permit low power (1 watt) communications and high power (25 watt) communications from anywhere in the VTSNY Area.

## **ABOUT THIS MANUAL**

This manual presents the VTS regulations exactly as found in Title 33 CFR Part 161. It is, for this reason, important to note that several references are made to other parts of Title 33 CFR 161 that are not contained within this manual. When appropriate, clearly labeled notes that elaborate on the regulations by providing guidance and examples specifically for the VTS New York area have been inserted.

Also included are several appendices useful to VTS Users. They contain chartlets showing the VTSNY area, applicable VHF-FM frequencies, temporary reporting points that may be used in the event of sensor casualties or restricted visibility conditions, Port of NY/NJ recommended safety and navigation practices, and information about the VTS-administered federal anchorages located in the area.

# HOW TO CONTACT VTS

Any questions about this manual can be directed to Captain of the Port New York, attention Director, VTS New York, and via the VTS Watch Supervisor:

**Director, VTS New York**

U.S. Coast Guard Sector New York  
212 Coast Guard Drive  
Staten Island, NY 10305

Phones: (718) 354 – 4088/9 (VTC/Watch Sup)

VHF-FM: Channels 11, 12, 14, and 16

Email: [secnyvts@uscg.mil](mailto:secnyvts@uscg.mil)

**Website:**

- VTS New York’s Homeport page may be accessed through the Sector New York Homeport at the following link: <https://homeport.uscg.mil/port-directory/new-york>
- Direct link to VTS New York Homeport:  
<https://homeport.uscg.mil/Lists/Content/DispForm.aspx?ID=80389&Source=/Lists/Content/DispForm.aspx?ID=80389>

**Captain of the Port New York**

212 Coast Guard Drive  
Staten Island, NY 10305

Phone: (718) 354 – 4001

24 hour Command Center: (718) 354 – 4353

**Alert Warning System (AWS):** Users and Stakeholders interested in receiving email and/or text message notifications of VTS measures and significant waterway events can contact the VTS watch supervisor via phone at (718) 354-4088 and/or email at [secnyvts@uscg.mil](mailto:secnyvts@uscg.mil) and request to be added to the distribution.

# 33 CFR Part 161

## VESSEL TRAFFIC MANAGEMENT

### **Subpart A -Vessel Traffic Services General Rules**

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- 161.2 Definitions
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# Subpart A-Vessel Traffic Services

## GENERAL RULES

### 161.1 Purpose and Intent.

(a) The purpose of this part is to promulgate regulations implementing and enforcing certain sections of the 46 U.S.C. Chapter 700 “Ports and Waterways Safety” 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 Prevention of 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.

***VTS New York Note: Under normal conditions VTS New York will manage traffic by INFORMING mariners of traffic to expect along their intended transit and MONITORING passing arrangements between vessels to ensure they are occurring, and can continue to occur, as intended. If VTS New York identifies a potentially unsafe situation, the Vessel Traffic Center (VTC) may RECOMMEND the vessel(s) reconsider an intended course of action. This recommendation is designed to heighten awareness and encourage the vessel(s) to review their actions in light of additional or improved information the VTC will provide. Recommendations may also include an alternative course of action. If conditions dictate, the VTC has authority to, and may DIRECT a vessel(s) by specifying when the vessel(s) may enter, move within or through, or depart from the VTS New York Area.***

***It is important to note VTS New York DOES NOT DIRECT THE MANEUVERING (the ship handling required to execute the VTC's direction) of a vessel. The MANEUVERING of the vessel remains the sole responsibility of the Pilot/Master. The ultimate responsibility for safe navigation of the vessel always remains with the master.***

## 161.2 Definitions.

For the purposes of this part:

*Center* means a Vessel Traffic Center or Vessel Movement Center.

*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, under keel 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.

***VTS New York Note: The pilot or master may be aware that a particular vessel will be especially difficult to handle because of a loading condition or other factor. It is important that the VTC be advised of ANY abnormal condition that may cause a vessel's transit to be conducted differently than may routinely be expected. This information will allow the VTC operator to consider the vessel's expected difficulty when advising surrounding traffic.***

*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.

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

*Vessel Movement Center (VMC)* means the shore-based facility that operates the vessel tracking system for a Vessel Movement Reporting System (VMRS) area or zone 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 zone 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 zones 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 New York Note: Subpart C (33CFR 161.25) describes the VTS New York Area. A chartlet of the current VTS New York Area is provided in Appendix 1.***

*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 that is:

- (a) Subject to the Vessel Bridge-to-Bridge Radiotelephone Act;
- (b) Required to participate in a VMRS; or
- (c) Equipped with a required Coast Guard type-approved Automatic Identification System (AIS).

***VTS New York Note: All VTS Users are required to MONITOR the VTS frequency. The Vessel Bridge-to-Bridge Radiotelephone Act (33 CFR 26) requires the following vessels to maintain a listening watch on the designated VTS frequency when navigating in the VTS Area:***

- a. Every power-driven vessel of 20 meters or over in length while navigating;***
- b. Every vessel of 100 gross tons and upward carrying one or more passengers for hire while navigating;***
- c. Every towing vessel of 26 feet or over in length, while navigating; and***
- d. Every dredge and floating plant.***

***Although not all of these vessels are required to participate in the VMRS, all must monitor the VTS designated frequency. In doing so they will be cognizant of the navigational and safety information being provided.***

*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 zone 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.

### **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 or the VTS User's Manual which may be obtained by contacting the appropriate VTS.

***VTS New York Note: Carrying the VTS New York User's Manual meets the requirement to carry the VTS regulations. The User's Manual can be downloaded directly from the homeport: <https://homeport.uscg.mil/Lists/Content/DispForm.aspx?ID=80389&Source=/Lists/Content/DispForm.aspx?ID=80389>***

**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.

***VTS New York Note: Correspondence requesting a deviation from these regulations should be addressed to:***

**Commander  
First Coast Guard District  
408 Atlantic Ave  
Boston, MA 02110**

(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.

***VTS New York Note: The VTC may verbally grant a deviation due to circumstances that develop immediately preceding or during a transit. Verbal deviations will be granted for reasons of navigational safety only and are valid for a single voyage.***

**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 46 U.S.C Chapter 700 'Ports and Waterways Safety', Congress intended that Coast Guard regulations preempt State laws or regulations regarding vessel traffic services in United States ports and waterways.

**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.

***VTS New York Note: VTS New York provides Traffic Information Services, Traffic Organization Services and Navigation Assistance Services to participating vessels operating in the VTS Area.***

**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.

**VTS New York Note:**

***Temporary Reporting Points:*** In the event of scheduled maintenance, the impairment of surveillance capability, restricted visibility, or when otherwise required for the safety of navigation the VTS may direct VMRS Users to make additional reports at the temporary reporting points listed in Appendix 3.

***Vessel Operating Requirements:*** VTS New York may impose vessel operating requirements via standard measures designed to mitigate risk associated with severe weather, as per Appendix 6. VTS New York may also impose vessel operating requirements in response to deviations from Recommended Safety and Navigation Guidelines, per Appendix 7.

**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 1 to 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.

***VTS New York Note:*** By monitoring the designated VTS frequencies, VTS Users will be in receipt of all traffic advisories pertaining to the area in which they are operating and will be aware of developing traffic and safety situations.

***Participation in the VTS when underway in the VTSNY Area relieves the VTS User of the requirement to monitor VHF-FM CH 16. This provision is designed to free a radio for monitoring the required VTS frequencies.***

***Table 1 to 161.12(c) is reproduced in Appendix 2. VTS New York uses the following VHF-FM Channels:***

<b>Channel 11</b>	<b><i>Sailing plan throughout VTS New York Area.</i></b>
<b>Channel 12</b>	<b><i>Arthur Kill, East River, Raritan Bay and Anchorage Administration.</i></b>
<b>Channel 14</b>	<b><i>Lower Bay, Upper Bay, Kill Van Kull, Newark Bay, Sandy Hook Channel and Raritan Bay.</i></b>

(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.

***VTS New York Note: America's Waterways Watch is a national awareness program that asks those who work, live, or recreate on or near the water to be aware of suspicious activity that might indicate threats to our country's homeland security.***

***Americans are urged to adopt a heightened sensitivity toward unusual events or individuals they may encounter in or around ports, docks, marinas, riversides, beaches, or communities.***

***Anyone observing suspicious activity is simply asked to note details and contact local law enforcement. Do not approach or challenge anyone acting in a suspicious manner.***

**To Report Suspicious Activity:**

**Call the National Response Center: 1-800-424-8802 or 1-877-24WATCH**

**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 Prevention of Collisions at Sea, 1972 (72 COLREGS) or the Inland Navigation Rules.

***VTS New York Note: Hell Gate in the East River is the only VTS New York special area.***

**The Hell Gate VTS Special Area consists of the navigable waters of the East River and Harlem Rivers bounded on the north by the Harlem River Footbridge and the Hell Gate Railroad Bridge and bounded on the south by a line drawn from East 90th Street Ferry Terminal 40°46.64' N 73°56.54' W to 27th Avenue Halletts Point, Astoria 40°46.55' N 73°56.54' W.**

## 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).

### 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.

***VTS New York Note: The above listing defines vessels designated as VMRS Users. VMRS users must MONITOR appropriate VTS frequencies, PARTICIPATE in the VMRS, and REPORT to the VTC.***

### 161.17 [Reserved]

### 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);
  - (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.

***VTS New York Note: VMRS Users are required to monitor the designated VTS frequencies. In so doing VMRS Users will be in receipt of all traffic advisories pertaining to the area in which they are operating and will be aware of developing traffic and safety situations.***

***§ 26.04 of the Bridge to Bridge Radiotelephone Regulations defines the appropriate use of the federally designated frequencies.***

***Table 161.12(c) is reproduced in Appendix 2. VTS New York uses the following VHF-FM channels:***

<b><i>Channel 11</i></b>	<b><i>Sailing Plan throughout VTS New York Area.</i></b>
<b><i>Channel 12</i></b>	<b><i>Arthur Kill, East River, Raritan Bay and Anchorage Administration.</i></b>
<b><i>Channel 14</i></b>	<b><i>Lower Bay, Upper Bay, Kill Van Kull, Newark Bay, Sandy Hook Channel and Raritan Bay.</i></b>

***Participation in the VTS when underway in the VTSNY Area relieves the VTS User of the requirement to monitor VHF-FM CH 16. This provision is designed to free a radio for monitoring the required VTS frequencies.***

(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.



**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.

***VTS New York Note: In addition to the information required in 161.19, VTS New York requests all VMRS Users to report deepest draft, length overall, tow configuration and barge name (as applicable). On occasion, additional information may also be requested such as method of departure from pier, air draft, horsepower and amount of cargo.***

**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

***VTS New York Note: VTS New York has no additional reporting points set forth in subpart C.***

- (c) When directed by the Center.

***VTS New York Note: Temporary Reporting Points: In the event of scheduled maintenance, the impairment of surveillance capability, restricted visibility or when otherwise required for the safety of navigation the VTC may direct VMRS Users to make additional reports at the temporary reporting points listed in Appendix 3. This requirement will be announced over VTS VHF-FM frequencies.***

**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 Vessel Traffic 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 directed by the Center.

### **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;

***VTS New York Note: This may apply to scheduled ferries. Ferry operators should contact VTS NY for additional guidance.***

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

***VTS New York Note: This exemption is not applicable for VMRS users operating in the New York VTS area.***

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

***VTS New York Note: Assist tugs will be treated as VTS users and are not required to check in as VMRS users. The vessel being escorted will be the VMRS user and will maintain communications with VTS.***

(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.

## 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).

### **161.25 Vessel Traffic Service New York Area.**

(a) The area consists of the navigable waters of the Lower New York Harbor bounded on the east by a line drawn from Norton Point to Breezy Point; on the south by a line connecting the entrance buoys at the Ambrose Channel, Swash Channel, and Sandy Hook Channel to Sandy Hook Point; and on the southeast including the waters of Sandy Hook Bay south to a line drawn at latitude 40-25' N; then west into waters of the Raritan Bay to the Raritan River Railroad Bridge; and then north including the waters of the Arthur Kill and Newark Bay to the Lehigh Valley Draw Bridge at latitude 40-41.9' N; and then east including the waters of the Kill Van Kull and the Upper New York Bay north to a line drawn east-west from the Holland Tunnel Ventilator Shaft at latitude 40-43.7' N, longitude 74-01.6' W, in the Hudson River; and then continuing east including the waters of the East River to the Throgs Neck Bridge, excluding the Harlem River.

Note: Although mandatory participation in VTSNY is limited to the area within the navigable waters of the United States, VTSNY will provide services beyond those waters. Prospective users are encouraged to report beyond the area of required participation in order to facilitate advance vessel traffic management in the VTS area and to receive VTSNY advisories and/or assistance.

***VTS New York Note: Temporary extension of the VTS NY Area of Operations including all waters of the Hudson River to the Dunn Memorial Bridge.***

***For vessels departing waterfront facilities or anchorages north of the George Washington Bridge, the VTS requests mariners contact the VTS watch supervisor at (718) 354-4088 prior to getting underway. The VTS will collect transit information and actively track the vessel via AIS to its destination. The VTS will provide mariners with traffic reports/navigational advisories upon request. Mariners are requested to contact the VTS watch supervisor at (718) 354-4088 once moored or anchored. a***

## Appendix 1 Area of Operations



- |   |                            |   |  |   |  |
|---|----------------------------|---|--|---|--|
| 1 | Throgs Neck Bridge         | 4 | Brooklyn Bridge                              | 7 | Raritan River Railroad Bridge  |
| 2 | Holland Tunnel Ventilators | 5 | Arthur Kill Railroad Bridge                  | 8 | Line drawn from Great Kills Light to Pt. Comfort (thru Raritan Chnl LB #14)                                      |
| 3 | Lehigh Valley Lift Bridge  | 6 | Line drawn from Norton Point to Breezy Point | 9 | Line drawn from Breezy Pt. to entrance buoys of Ambrose, Swash and Sandy Hook Channels then to tip of Sandy Hook |

## Appendix 2

33 CFR 161 Table 161.12(c)  
 Vessel Traffic Services (VTS) Call Signs,  
 Designated Frequencies and Monitoring Areas

<u>VTS Call Sign and MMSI</u>	<u>Designated frequency</u>	<u>Monitoring Area</u>
New York Traffic 003669951	156.550 MHz (Ch.11) For Sailing Plans only.  156.600 MHz (Ch. 12) For vessels at anchor.	The area consists of the navigable waters of the Lower New York Bay bounded on the east by a line drawn from Norton Point to Breezy Point; on the south by a line connecting the entrance buoys at the Ambrose Channel, Swash Channel, and Sandy Hook Channel to Sandy Hook Point; and on the southeast including the waters of Sandy Hook Bay south to a line drawn at latitude 40°-25.00' N; then west in the Raritan Bay to the Raritan River Railroad Bridge, then north into waters of the Arthur Kill and Newark Bay to the Lehigh Valley Draw Bridge at latitude 40°-41.90' N; and then east including the waters of the Kill Van Kull (KVK) and the Upper New York Bay north to a line drawn east-west from the Holland Tunnel ventilator shaft at latitude 40°-43.70' N, longitude 74°-01.60' W, in the Hudson River; and then continuing east including the waters of the East River to the Throgs Neck Bridge, excluding the Harlem River.
New York Traffic.....	156.700 MHz (Ch.14)	The navigable waters of the Lower New York Bay west of a line drawn from Norton Point to Breezy Point; and north of a line connecting the entrance buoys of Ambrose Channel, Swash Channel, and Sandy Hook Channel, to Sandy Hook Point; on the southeast including the waters of the Sandy Hook Bay south to a line drawn at latitude 40°-25.00' N; then west into the waters of Raritan Bay East Reach to a line drawn from Great Kills Light south through Raritan Bay East Reach LGB #14 to Comfort PT, NJ; then north including the waters of the Upper New York Bay south of 40°-42.40' N (Brooklyn Bridge) and 40°-43.70' N (Holland Tunnel Ventilator Shaft); west through the KVK into the Arthur Kill north of 40°-38.25' N (Arthur Kill Railroad Bridge); then north into the waters of the Newark Bay, south of 40°-41.95' N (Lehigh Valley Draw Bridge).
New York Traffic.....	156.600 MHz (Ch. 12)	The navigable waters of the Raritan Bay south to a line drawn at latitude 40°-26.00' N; then west of a line drawn from Great Kills Light south through the Raritan Bay East Reach LGB #14 to Point Comfort, NJ; then west to the Raritan River Railroad Bridge; and north including the waters of the Arthur Kill to 40°- 28.25' N (Arthur Kill Railroad Bridge); including the waters of the East River north of 40°-42.40' N (Brooklyn Bridge) to the Throgs Neck Bridge, excluding the Harlem River.

**Appendix 3****Temporary Reporting Points**

VTS New York Note: These points may be used by the VTC in the event of loss or impairment of surveillance and sensor capability, restricted visibility, or when otherwise required for the safety of navigation. In addition to the required reports upon entry or exit of the VTS area, a VMRS User may be required to make position reports at these points. The VTS will notify all VMRS Users if these temporary reporting points are in effect.

**LOWER BAY**

- (1) Ambrose Channel LBB “12”
- (2) Norton’s Point
- (3) Chapel Hill North Channel West Bank Light
- (4) Raritan Bay East Reach LB “SP”
- (5) Raritan Channel LBB “14”
- (6) Red Bank Reach

**UPPER BAY**

- (1) Verrazano Bridge
- (2) Kill Van Kull LWB “KV”
- (3) Liberty Island
- (4) Buttermilk LGB “1”

**KILL VAN KULL/NEWARK BAY**

- (1) Kill Van Kull LB “9”
- (2) West end of Shooter’s Island
- (3) Old Bay Drawbridge

**ARTHUR KILL**

- (1) Grasselli Highwires
- (2) Fresh Kills
- (3) Port Socony Reach

**EAST RIVER**

- (1) 59<sup>th</sup> Street (Queensboro) Bridge
- (2) Sunken Meadows
- (3) Hunt’s Point
- (4) Whitestone Bridge

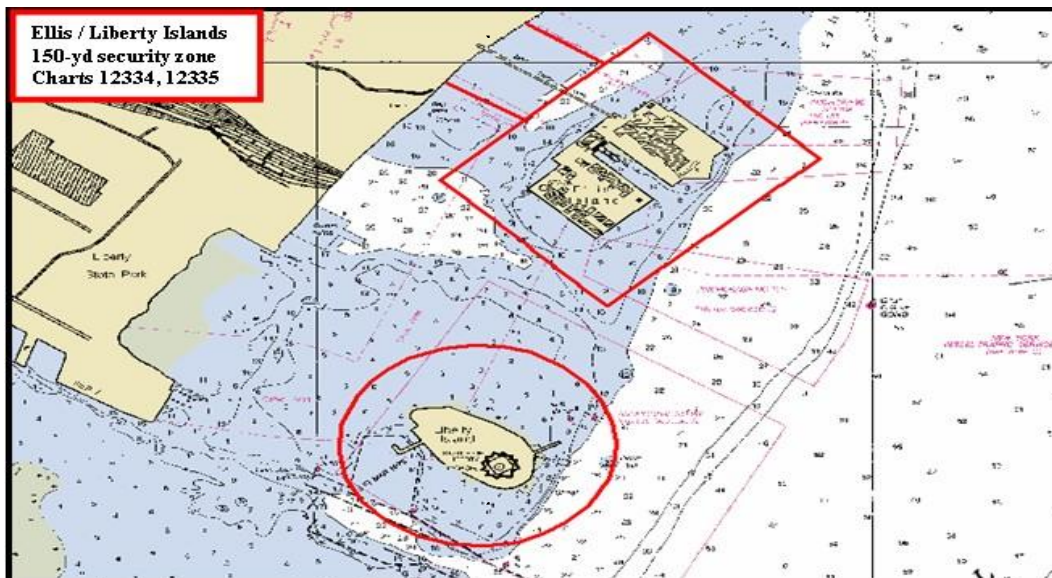
## Appendix 4

## Captain of the Port New York Permanent Security Zones

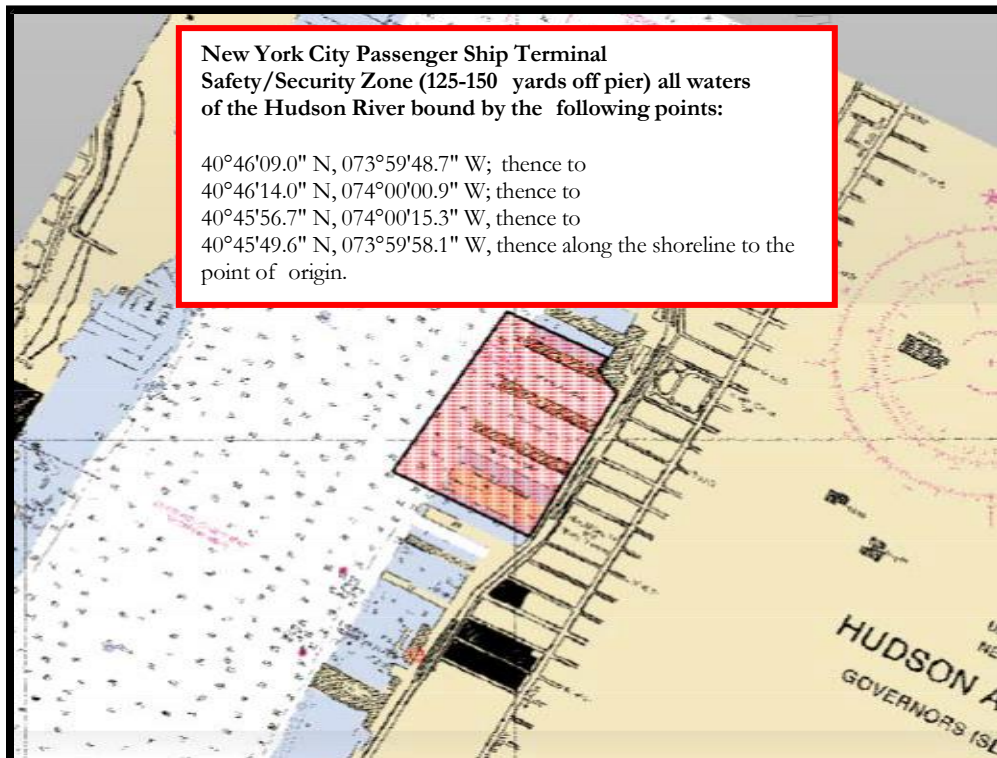
Published at 33 CFR 165.169 unless otherwise noted

No person or vessel may enter or remain in the following security zones without the permission of the Captain of the Port or as per the noted exceptions:

- **Indian Point Nuclear Power Station:** within a 300 yard radius of the IPNPS pier, approximate position 41°-16'-12.4"N, 073°-57'-16.2"W.
- **U.S. Coast Guard Cutters and Shore Facilities:** within 100 yards of each moored or anchored Coast Guard Cutter; Coast Guard Station New York, Staten Island, NY; Coast Guard Station Sandy Hook, NJ; Coast Guard Station Kings Point, NY; and Coast Guard Aids to Navigation Team New York, Bayonne, NJ.
- **Waterfront Facilities:** within a 25 yard radius of facilities subject to regulations of 33 CFR 105, including those designated as "Public Access Facilities" as defined in 33 CFR 101.105. When a barge, ferry or other commercial vessel is conducting transfer operations, the 25-yard zone is measured from the outboard side of the commercial vessel.  
*Exception: Vessels actively engaged in operations (passenger, cargo, bunker, etc, as authorized in advanced by the Facility Security Plan, Facility Security Officer or designated representative).*
- **Liberty and Ellis Islands:** within 150 yards of each island and the bridge between Liberty State Park and Ellis Island (Ellis Island Bridge).  
*Exception: Human powered vessels 25' or less may transit beneath the bridge on weekends & federal holidays, from Memorial Day weekend - October 1 each year, between one hour after sunrise and one hour before sunrise. These vessels must contact Park Police at 212-363-3260 or VHF CH 13 prior to transit.*



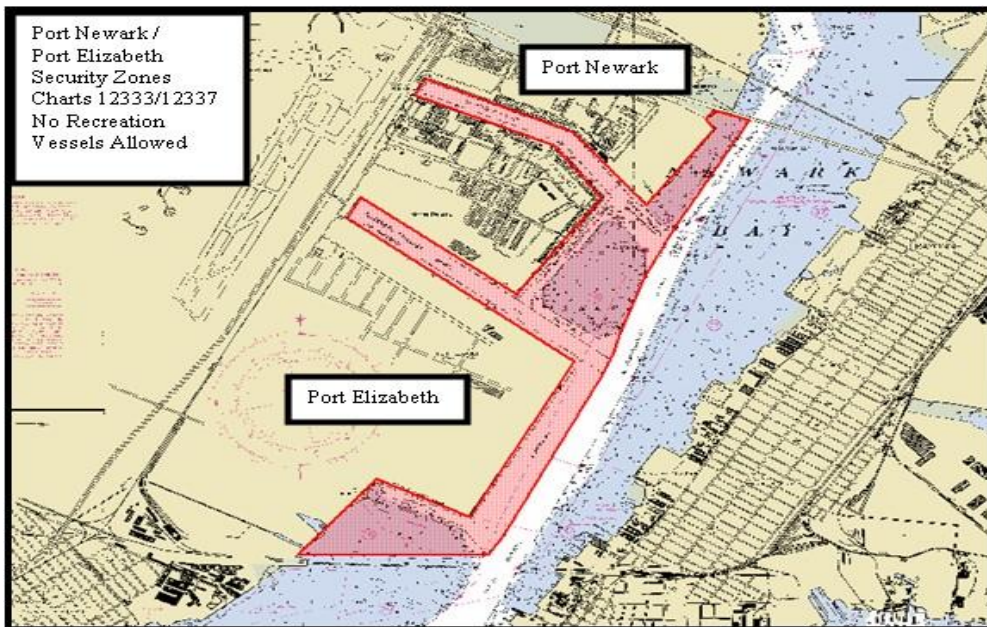
- **Bridge Piers and Abutments, Overhead Power Cable Towers, Piers and Tunnel Ventilators:** all waters within 25 yards of these structures.
- **New York City Passenger Ship Terminal:** around Piers 84 to 92, Manhattan; from the seawall between Pier 92 and 94, to a point approximately 125 northwest of Pier 92, southwest to a point approximately 150 yards west of Pier 86, east to the seawall between Pier 84 and 86, and bound by the following points:  
*Exception: Vessels actively engaged in operations (passenger, cargo, bunker, etc, as authorized in advanced by the Facility Security Plan, Facility Security Officer or designated representative).*



- **Airports:** are protected by a 200 yard security zone as follows:
  - a) La Guardia Airport; all waters of Bowery and Flushing Bays within 200 yards.
  - b) John F. Kennedy Airport: all waters of Bergen Basin north of 40°-39'-26.4"N, all waters of Thurston Basin north of 40°-38'-21.2"W, all waters of Jamaica Bay within 200 yards.
- **NYPD Ammunition Depot:** all waters of Eastchester Bay within approximately 150 yards of Rodman Neck.



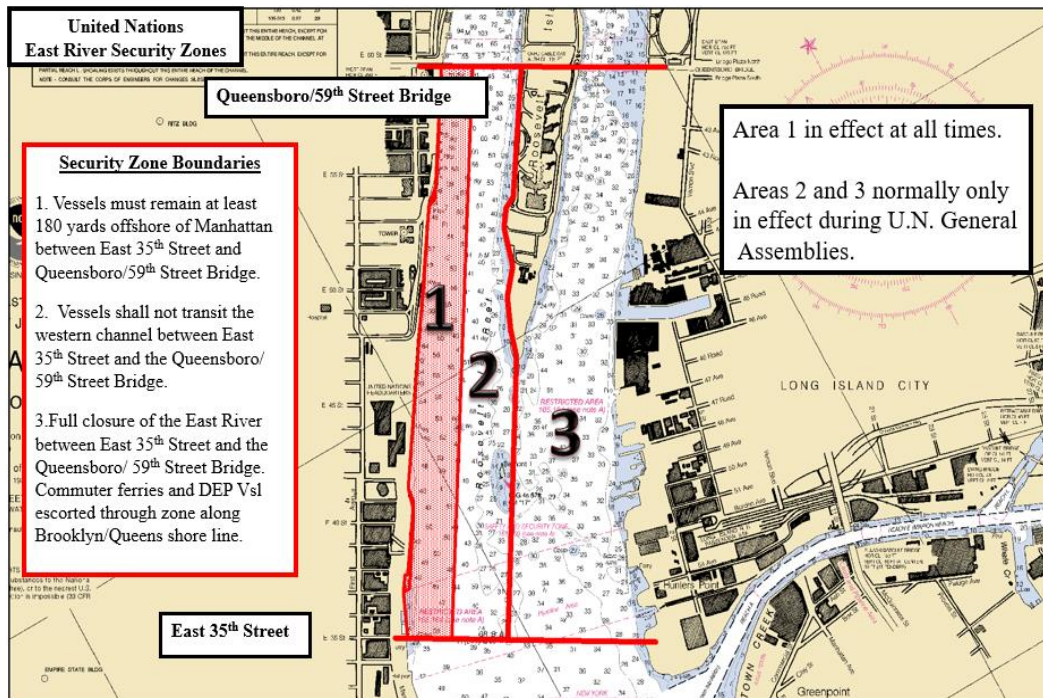
- **Port Newark/Port Elizabeth, Newark Bay, NJ:** all waters of Newark Bay around Port Newark and Port Elizabeth, bound by the following points: from the New Jersey Turnpike Extension Bridge (approximate position 40°-41'-46.5"N, 074°-07'-20.4"W), following the western edge of Newark Bay Channel, south through Newark Bay Channel Buoy "19A" (LLNR 37507), Newark Bay Channel Lighted Buoy "17" (LLNR 37485), Newark Bay Channel Buoy "15A" (LLNR 37477), Newark Bay Channel Lighted Buoy "7" (LLNR 37405) and then west to approximate position 40°-39'-21.5"N, 074°-09'-54.



- **Global Marine Terminal:** all waters of the Upper New York Bay between the Global Marine and Military Ocean Terminals, west of the New Jersey Pier Head channel.
- **Certain Vessels:**
  - 1) **Liquid Hazardous Gas Vessel:** within a 200 yard radius of any LHG Vessel underway, and a 100 yard radius when moored or at anchor
  - 2) **Cruise Ships:** within a 100 yard radius of any passenger ship as defined by 46 USC 2101(22) or 46 CFR 2.10-25 (authorized to carry more than 400 passengers and are 200 feet or more in length) whether underway, anchored, or at berth.
  - 3) **Designated Vessel:** within a 100 yard radius of vessel carrying dignitaries, barges or ships carrying petroleum products/chemicals/hazardous cargo, and passenger vessels.
- **134<sup>th</sup> Street Pipeline Metering and Regulating Station:** within 25 yards.  
*Exception: Vessels actively engaged in operations (passenger, cargo, bunker, etc, as authorized in advanced by the Facility Security Plan, Facility Security Officer or designated representative).*

- **Waterfront Heliports:** are protected by a 25 yard security zone as follows:
  - a) East 34<sup>th</sup> Street: all waters within 25 yards (East River).
  - b) Wall Street: all waters within 25 yards (East River).
  - c) West 30<sup>th</sup> Street: all waters within 25 yards (Hudson River).
  - d) Jersey City/Newport Helistop: all waters within 25 yards (Hudson River).

*Exception: Vessels actively engaged in operations (passenger, cargo, bunker, etc, as authorized in advanced by the Facility Security Plan, Facility Security Officer or designated representative).*
  
- **United Nations (East River: 33CFR 165.164)**
  - a) Manhattan Shoreline (Zone 1) described in the below graphic.
  - b) West Channel Closure (Zone 2) described in the below graphic.
  - c) Full River Closure (Zone 3) described in the below graphic.



**United States Naval Vessel Protection Zones (33 CFR 165 Subpart G):**

The United States Coast Guard has established permanent Protection Zones for a distance of 500 yards around all U.S. naval vessels (greater than 100 feet in length) in navigable waters of the United States. Vessels are to proceed at a no wake speed when within a Protection Zone. Non-military vessels are not allowed to enter within 100 yards of a U.S. Naval vessel, whether underway or moored, unless authorized by an official patrol. The patrol may be either U.S Coast Guard or U.S. Navy. A U.S. Naval vessel is any vessel owned, operated, chartered, or leased by the U.S. Navy and any vessel under the operational control of the U.S. Navy or a Combatant Commander.

## Appendix 5

**Anchorage Administration**

The Captain of the Port (COTP) New York has delegated authority to the Director of Vessel Traffic Service New York to exercise the duties and responsibilities of the COTP pertaining to certain Federal Anchorages as outlined in 33 CFR 110.155(d)(1)-(16), (e)(1) and (l)(1)-(14). These regulations control the use of Federal Anchorages 21A, 21B, 21C, 23A, 23B, 24 and 25. Exemptions to anchorage regulations, specifically to length, draft and time restrictions, should be requested from VTSNY. The following table summarizes the regulations governing the length, draft, and maximum duration for these anchorages:

<b>Anchorage</b>	<b>Length</b>	<b>Draft</b>	<b>Time</b>
21A	None	None	96 Hours
21B	None	>10 FT	96 Hours
21C	None	>33 FT*	96 Hours
23A	≤670 FT	None *	48 Hours
23B	>670 FT	None *	48 Hours
24	≥800 FT <u>OR</u>	≥40 FT*	48 Hours
25**	None	None*	96 Hours

\*Vessels with drafts of 40ft or greater need to enter or depart anchorage on an opposing current.

\*\*When the use of this anchorage is required by naval vessels, any commercial vessels anchored therein must move when directed by the Captain of the Port.

***VTSNY carries out anchorage management responsibilities utilizing Channel 12 VHF FM. All reports and requests for deviations may be made on this frequency. After a vessel is anchored and all required information is passed to the VTC, the vessel will be required to maintain a live watch on channel 16 for the entire time it is anchored.***

**Guidance for Vessel Agents: Do not assume a spot will be available. Contact the VTS Watch Supervisor via phone (718-354-4088) to accommodate your anchorage needs. The ideal timing is shortly before you place your pilot orders. VTS will typically request:**

- **Date/time anchorage is needed and duration**
- **Operations being conducted at anchor (including company if bunkering/lightering)**
- **Agent cell**

***If your ship's needs change or delays occur while anchored, please provide an update to the VTS Watch Supervisor.***

33 CFR 110.155(d) (16) places additional requirements upon vessels utilizing these anchorages. The following requirements are taken from those regulations:

(16) Any vessel anchored in or intending to anchor in Federal Anchorage 20-A through 20-G, 21-A through 21-C, 23-A and 23-B, 24 or 25 must comply with the following requirements:

- (i) No vessel may anchor unless it notifies VTS New York when it anchors, of the vessels name, length, draft, and its position in the anchorage.
- (ii) Each vessel anchored must notify VTS New York when it weighs anchor.

***VTS New York Note: VMRS Users at anchor are required to make a Sailing Plan (Channel 11) at least 15 minutes before getting underway in the VTS area.***

(iii) No vessel may conduct lightering operations unless it notifies VTS New York before it begins lightering operations.

(iv) Each vessel lightering must notify VTS New York at the termination of lightering.

(v) No vessel may anchor unless it maintains a bridge watch, guards and answers Channel 16 VHF-FM, and maintains an accurate position plot.

(vi) If any vessel is so close to another that a collision is probable, each vessel must communicate with the other vessel and VTS New York on Channel 16 VHF-FM and shall act to eliminate the close proximity situation.

(vii) No vessel may anchor unless it maintains the capability to get underway within 30 minutes except with prior approval of VTS New York.

(viii) No vessel may anchor in a "dead ship" status (propulsion or control unavailable for normal operations) without prior approval of VTS New York.

(ix) Each vessel in a "dead ship" status must engage an adequate number of tugs alongside during tide changes. A tug alongside may assume the Channel 16 FM radio guard for the vessel after it notifies VTS New York.

***VTS New York Note: The general rule for evaluating sufficient tugs alongside a vessel anchored or transiting in a "dead ship" status is enough tug horsepower to equal 10% of the ship's Dead Weight Tonnage.***

(x) No vessel may lighter in a "dead ship" status without prior approval from VTS New York.

33 CFR 110.155(i) (1)-(8) and (11)-(14) contains the following General Regulations applicable to the Federal Anchorages:

(1) No vessel in excess of 800 feet (243.84 meters) in length overall or 40 feet (12.192 meters) in draft may anchor unless it notifies VTS New York at least 48 hours prior to entering Ambrose Channel.

(2) Except in cases of great emergency, no vessel shall be anchored in the navigable waters of the Port of New York outside of the anchorage areas established in this section, nor cast anchor within a cable or pipe line area shown on a Government chart, nor be moored, anchored, or tied up to any pier, wharf, or vessel in such a manner as to obstruct or endanger the passage of any vessel in transit by, or to or from, adjacent wharves, piers, or slips.

(3) No vessel shall occupy for a longer period than 30 days, unless a permit is obtained from VTS New York for that purpose, any anchorage for which the time of occupancy is not otherwise prescribed in this section. No vessel in a condition such that it is likely to sink or otherwise become a menace or obstruction to navigation or anchorage of other vessels shall occupy an anchorage except in an emergency, and then only for such a period as may be permitted by VTS New York.

(4) Whenever, in the opinion of VTS New York, such action may be necessary, that officer may require any or all vessels in a designated anchorage area to moor with two or more anchors.

(5) Every vessel whose crew may be reduced to such a number that it will not have sufficient men on board to weigh anchor at any time shall be anchored with two anchors, with mooring swivel put on before the crew shall be reduced or released, unless VTS New York shall waive the requirement of a mooring swivel.

(6) Anchors of all vessels must be placed well within the anchorage areas, so that no portion of the hull or rigging shall at any time extend outside the boundaries of the anchorage area.

(7) Any vessel anchoring under circumstances of great emergency outside of the anchorage areas must be placed near the edge of the channel and in such position as not to interfere with the free navigation of the channel nor obstruct the approach to any pier nor impede the movement of any boat, and shall move away immediately after the emergency ceases, or upon notification by VTS New York.

(8) Operations near commercial mooring buoys permitted by the District Engineer, U.S. Army Corps of Engineers.

(i) No vessel shall continuously occupy a mooring when a vessel in regular traffic requires the berth or when navigation would be menaced or inconvenienced thereby.

(ii) No vessel shall moor or anchor in any anchorage in such a manner as to interfere with the use of a duly authorized mooring buoy. Nor shall any vessel moored to a buoy authorized by the District Engineer, U.S. Army Corps of Engineers be moored such that any portion of that vessel comes within 50 feet of a marked or dredged channel.

(iii) No vessel shall be operated within the limits of an anchorage at speed exceeding 6 knots when in the vicinity of a moored vessel.

***VTS New York Note: The speed restriction is closely monitored in Federal Anchorage 21A (Bay Ridge Flats), due to the high concentration of mooring buoys in close proximity to high-speed vessel traffic.***

(iv) In an emergency the Captain of the Port may shift the position of any unattended vessel moored in or near any anchorage.

(11) Whenever the maritime or commercial interests of the United States so require, VTS New York is hereby empowered to shift the position of any vessel anchored within the anchorage areas, of any vessel anchored outside the anchorage areas, of any vessel which is so moored or anchored as to impede or obstruct vessel movements in any channel or obstruct or interfere with range lights and of any vessel which, lying at the exterior end of a pier or alongside an open bulkhead, obstructs or endangers the passage of vessels in transit by, or to or from, adjacent wharf property or impedes the movements of vessels entering or leaving adjacent slips.

(12) A vessel upon being notified to move into the anchorage limits or to shift its position on anchorage grounds, shall get under way at once or signal for a tug, and shall change position as directed, with reasonable promptness.

(13) Nothing in this section shall be construed as relieving any vessel or the owner or person in charge of any vessel from the penalties of law for obstructing navigation or for obstructing or interfering with range lights, or for not complying with the navigation laws in regard to lights, fog signals, or for otherwise violating law.

(14) Any vessel prohibited by these rules from anchoring in a specific anchorage because of the vessel's length or draft may anchor in the anchorage with permission from VTS New York.

## Appendix 6

### Standard Severe Weather Practices

Under the provisions of Title 33, Code of Federal Regulations (CFR), Section 160.111, the Captain of the Port (COTP) may order a vessel to operate or anchor in the manner directed when determined such an order is justified in the interest of safety by reason of weather, visibility, sea conditions, temporary port congestion, other temporary hazardous circumstances, or the condition of the vessel. Furthermore, under Title 33 CFR Part 161.11, the VTS New York Director has the authority during conditions of vessel congestion, restricted visibility, adverse weather, or other hazardous circumstances to control, supervise, or otherwise manage traffic, by specifying time of entry, movement, or departures to, from, or within the VTS New York area.

Current and predicted weather conditions are continuously monitored by the VTC. While each weather event is individually considered, the COTP and VTS Director utilize standard severe weather practices to guide them in decision making. This is done in order to provide a predictable and consistent approach. These Standard Severe Weather Practices for the Captain of the Port New York are outlined below. The COTP or VTS Director may, as warranted, impose additional vessel movement restrictions not specifically listed below. The COTP may also impose cargo and facility operational restrictions as conditions warrant. VTS New York may enact these practices based on actual or predicted conditions.

For the purpose of this section, Bergen Point is defined as the area bounded to the west by KVK Channel Lighted Buoy 18 (LLNR 37335), to the east by KVK Channel Lighted Buoy 12 (LLNR 37310) and to the north by Newark Bay Lighted Buoy 5 (LLNR 37400).

***VTS New York Note: Weather practices related to Ultra Large and Super Ultra Large container ship transits (ULCVs and SULCVs) are contained in Appendix 7***

**(a) Winds sustained at 15 kts or gusting to 20 kts from the North or Northwest while on an ebb current:**

- All barges in the Bay Ridge anchorage shall have tugs alongside.

**(b) Winds sustained at 25 kts regardless of the wind or current direction:**

- All barges or ships anchored in a “dead ship status” in any anchorage not attached to permanent mooring (i.e., Robbins Reef mooring ball) shall have tugs alongside.
- All barges alongside anchored ships shall have tugs alongside.
- All ships and tugs in an anchorage shall have their engines online.
- All ships engaged in bunkering or lightering operations may have no more than one barge alongside.



**(c) Gale Conditions: Winds sustained at 34 kts regardless of the wind or current direction:**

- All ships at anchor in Bay Ridge, Gravesend, Perth Amboy, and Anchorage 19 shall have a Pilot aboard.
- All lightering and bunkering operations shall be suspended with all barges removed from anchored vessels.
- Based on their ship's particular characteristics and loading conditions, masters of ships at anchor should consider ordering tugs to assist their vessels in maintaining position in the anchorage.
- Vessels not certificated for operation above a gale or only certificated for river use shall cease operation.
- No Car Carriers, Cargo Ships, Container Barges, Tankers in Ballast or astern tows may transit Bergen Point.

**(d) Winds sustained at 40 kts regardless of the wind or current direction:**

- All ships in Stapleton Anchorage shall either have a pilot aboard or arrange with the Sandy Hook Pilots to have a pilot on call ready to respond at the Staten Island pilot station. All ships in other anchorages inside the port shall have a pilot aboard.
- Barges may be ordered out of specific anchorages by the COTP/VTS Director. Tug/barge combinations may go to a berth or transit to an area, such as north of the George Washington Bridge, and anchor/ride out the storm. Tug/barge combinations will not be ordered out of the Port of New York and New Jersey.
- Depending on actual harbor conditions, the COTP/VTS Director may impose restrictions on vessel movements into, out of, or within specific areas of the Upper and Lower Bay.
- Unattended barges attached to mooring ball shall have at least one tug standing by in the immediate vicinity.

**(e) Winds sustained at 60 kts regardless of the wind or current direction:**

- The COTP/VTS Director may impose a complete harbor closure affecting all commercial operations. Light tugs assisting other vessels/barges and emergency vessels will normally be the only vessels allowed to operate during these conditions.



**(f) Line of severe thunderstorms or squall line approaching the area with expected winds greater than 25 kts:**

- The COTP/VTS Director may impose any of the restrictions outlined above as early as necessary to ensure safety measures are in place prior to the onset of the severe weather.

**(g) Visibility less than one nautical mile:**

- The VTS will initiate Temporary Reporting Points for affected areas.
- No vessels or tugs and tows 700 feet or greater may transit Bergen Point when visibility is less than one nautical mile in that area.

**(h) Visibility less than one-half nautical mile:**

- Bergen Point is closed to all traffic except light tugs or vessels less than 300 gross tons when visibility is less than one-half nautical mile in that area.

## Appendix 7

# Port of New York/New Jersey Recommended Safety and Navigation Guidelines

The Harbor Safety, Navigation and Operations Committee of the Port of New York and New Jersey, comprised of representatives of waterways interests throughout the Port, reviews all issues that may potentially hinder the Port's safe operation. As part of this function, the Committee develops and disseminates guidelines for the safe operation of vessels in and surrounding the VTS Area.

This appendix is a compilation of effective guidelines promulgated by the Harbor Safety, Navigation and Operations Committee. As guidelines, they are recommended navigation practices, not VTS measures as outlined in 33 CFR 161.11.

However, per 33 CFR 160.5, the Vessel Traffic Center may, within the Vessel Traffic Service area, provide information, make recommendations, or, to a vessel required under 33 CFR part 161 to participate in a Vessel Traffic Service, issue an order, including an order to operate or anchor as directed; require the vessel to comply with orders issued; specify times of entry, movement or departure; restrict operations as necessary for safe operation under the circumstances; or take other action necessary for control of the vessel and the safety of the port or of the marine environment. In the interest of meeting its mission of maximizing the safe and efficient use of the waterways and protecting the environment of the Port of New York and New Jersey, VTS New York will monitor adherence to guidelines issued by the Committee. If the VTS detects a vessel is not adhering to these guidelines, the VTC will conduct a risk assessment based on the totality of the circumstances. If this risk assessment results in the identification of a hazardous condition per 33 CFR 161.11, the VTC may issue measures or directions to enhance navigation and vessel safety and to protect the marine environment.

In addition, owners, operators, masters, pilots, and persons in charge of vessels operating in the VTS area should consider the following guidelines as accepted standards of care collaboratively developed by the port community for the safe operation of vessels.

These guidelines are subject to change based on the Committee's evaluation of navigational risk stemming from improvements to Port infrastructure and evolving vessel characteristics. The Committee will publish any changes to these guidelines, which the Vessel Traffic Service will then incorporate in future editions of this User's Manual.

## Recommended No Meeting and Overtaking Zones

The Harbor Safety, Navigation and Operations Committee created a standing subcommittee to assess the risks associated with navigating in the confined water of the Arthur Kill and to make recommendations on how to improve navigation in this area. A group of local waterway users and government agency representatives met to define the current state and to provide recommendations on how to achieve the desired state of a safer waterway.

The subcommittee recommended that the following zones be no meeting or overtaking between VMRS users:

- 1) Port Ivory to Elizabeth River
- 2) Arthur Kill Railroad Bridge to Bayway Barge Piers
- 3) Arthur Kill Channel Lighted Buoy “38” (LLNR 36840) to Arthur Kill Channel Lighted Buoy “30” (LLNR 36805)
- 4) Arthur Kill Channel Lighted Buoy “21” (LLNR 36785) to Smoking Point
- 5) Arthur Kill Channel Lighted Buoy “12” (LLNR 36740) to Arthur Kill Channel Buoy “8” (LLNR 36725)
- 6) Outerbridge to Ploughshare Point
- 7) Raritan Bay Channel Lighted Buoy “56” (LLNR 36310) to Raritan Channel Lighted Bell Buoy “46” (LLNR 36260)
- 8) Raritan Channel Buoy “39” (LLNR 36235) to Raritan Bay Channel Lighted Buoy “33” (LLNR 36210)
- 9) Sandy Hook Channel Lighted Gong Buoy “17” (LLNR 35175) to Sandy Hook Channel Lighted Gong Buoy “13” (LLNR 35165)
- 10) Vicinity of Sandy Hook Channel Lighted Gong Buoy “7” (LLNR 35125) & Sandy Hook Channel Lighted Bell Buoy “8” (LLNR 35120)
- 11) No ULCV or SULCV may meet or overtake an SULCV while the SULCV is transiting the Kill Van Kull (KVK) and Port Elizabeth Channel, unless agreed to by the docking pilot.

**Inbound vessels from sea:** If engaged, the docking pilot will normally embark aboard the vessel between the Bay Ridge Channel Lighted Buoy “2” (LLNR 36872) and Gowanus Flats Lighted Bell Buoy “26” (LLNR 34965) and arrange relief with the pilot already on board, as dictated by prevailing conditions and in accordance with best professional judgment.

**Outbound vessels to sea or anchorage (Eastbound in the KVK):** If engaged, the docking pilot and the other pilot on board (Sandy Hook or Interport), if present, will arrange for an appropriate relief at a location mutually agreed upon, as dictated by prevailing conditions and in accordance with best professional judgment.

Both inbound and outbound relief should not occur between Kill Van Kull Lighted Buoy “3” (LLNR 37263) to Kill Van Kull Lighted Buoy “8” (LLNR 37280) in the vicinity of the Con Hook Range.

## Recommended No Meeting and Overtaking Zones



## Recommended Minimum Under Keel Clearance

In order to promote the safety and environmental security of the waterway resources of the Port of New York and New Jersey, the Harbor Safety, Navigation and Operations Committee of the Port of New York and New Jersey hereby recommends that all entities responsible for the safe movement of vessels in and through the waters of the Port of New York and New Jersey operate vessels in such a manner as to maintain a minimum clearance of **two feet** between the deepest draft of their vessel and channel bottom in the areas listed in this chart:

<b>Lower Bay</b> Ambrose Channel** Sandy Hook Chapel Hill Channel	<b>Hackensack River</b> Droyers Point to the turning basin at Marion
<b>North River (Hudson River)</b>	<b>Passaic River</b> Kearney Point
<b>Upper Bay</b> Anchorage Channel (The Narrows to the Battery) Bay Ridge Channel Red Hook Channel Buttermilk Channel	<b>Arthur Kill</b> Gulfport Reach Pralls Island Reach Tremley Point Reach Fresh Kills Reach Port Reading Reach Port Socony Reach Outer Bridge Reach
<b>Kill Van Kull</b> Constable Hook Reach Bergen Point Reach North of Shooters Island Reach Elizabethport Reach	<b>Raritan Bay</b> Raritan Bay West Reach Raritan Bay East Reach Seguine Point Bend Red Bank Reach Ward Point Reach
<b>East River</b> The Battery to Throgs Neck Bridge	<b>Newark Bay</b> Newark Bay Reach (Bergen Point to Droyers Point)
<b>** (3 feet minimum under-keel clearance due to wave action)</b>	

Minimum **three feet** under keel clearance in **Ambrose Channel** due to wave and sea action.

The recommended minimum under keel clearance standard will not apply to the berthing areas that abut the above listed channels. The Committee recommends a **one foot minimum keel clearance at berths and anchorages**.

A recommended standard of *afloat at all times* will apply to all other areas, including berths, in the Port District that abut the above listed channels. Ship related factors such as squat, turning heel and other dynamic motions should be considered and, if expected, added to this figure to ensure a minimum clearance of **two feet will be maintained throughout a given transit**.

**SULCVs**: the recommended under keel clearance is **three feet** for transit from the Narrows to “off” berth.

## Air Draft Clearance

**VTS New York Note:** VTS New York recommends a minimum of a two foot air gap for all vessels transiting under bridges in the New York AOR. All vessels planning transits with an air gap of less than two feet must contact the VTS.

### Guidelines for Port Jersey Channel Arriving or Departing from Global Terminal, NJ

Vessels arriving and departing from Global Terminal, NJ should use the following guidelines:

DRAFT	Time / Tide Conditions Required
	<b>ARRIVING or DEPARTING</b>
Up to and including 42 Feet	Anytime.
Greater than 42 Feet up to and including 47 Feet	Between 1 & 2 hours <b>AFTER Low</b> or <b>High</b> Water Battery. Vessels missing window will be required to wait for next window.
Greater than 47 Feet <i>Ship draft plus rise in tide up to 49'00"</i>	Between 1 & 2 hours <b>AFTER High</b> Water Battery. <b>Maximum draft to Port Jersey is 49'00"</b>

**Additional Notes and Restrictions:**

**No bunker barges** should be alongside moored cruise ships on arrivals or departures.

Departures with draft  $\geq$  42 feet require three (3) tug boats.

**No backing** into Global Terminal unless ABSOLUTELY necessary. Backing into Global must be pre-approved by servicing docking pilots and, if approved, at least three (3) tug boats and **SLACK WATER** will be required.

Only ships of a beam of 140 feet or less will transit Port Jersey Channel, and ships with a beam of 106 feet to 140 feet will only transit between 1 and 2 hours after low or high water Battery, when a cruise ship of max width (including above the waterline) of 168 feet or more is moored at Cape Liberty Cruise Terminal.

### Restrictive Guidelines for NY Container Terminal (Howland Hook)

1. ULCVs to NY Container Terminal (Howland Hook) are restricted as follows: no SULCVs; MAX wind 25 knots. Vessels may arrive inbound anytime. Vessel sailings limited to one hour before battery high or low water. (See additional applicable restrictions on Page 39).

### Restrictive Guidelines for South Elizabeth Channel

Vessels arriving or departing berth 98 may not pass a vessel in berth in South Elizabeth Channel with a combined beam of 265 feet or more; Bunker barges may be required to be moved from vessels at berths 94-96; ULCVs will berth and depart South Elizabeth Channel ½ hour to 1 ½ hours after Battery high or low water. *Any vessel with a draft greater than 43 feet will berth and depart South Elizabeth Channel from Battery high or low water up to two hours after Battery high or low water. MAX wind 30 knots.*

**VTS New York Note:** This guideline states that a vessel may not arrive or depart berth 98 whose beam, when combined with that of a vessel (and barge, if present) already in berth in South Elizabeth channel, equals 265 feet or more.

## Berths

To reiterate: Adequacy of water depths at berths is the responsibility of facility owners and operators and must be coordinated between ships, agents and terminals prior to arrival.

### Restrictive Guidelines for Arthur Kill

No vessel 500 feet or greater in length shall meet or overtake a Suez Max tanker (defined as greater than 898 feet in length) in the Arthur Kill unless agreed to by the docking pilot.

### Guidelines for Ambrose Channel Tug and Barge Operations

1. The following guidelines apply regarding towing operations, tow configuration and vessel communications for towing vessels approaching, transiting, or operating in the vicinity of Ambrose Channel. In the interests of safety and efficiency, mariners are encouraged to adhere to the following guidelines:

- a. Towing vessels entering Ambrose Channel from sea should do so at the sea buoy, turning onto the range course at as small an angle as is practicable.
- b. Towing vessel operators should query VTS New York on VHF-FM CH 14 well in advance of their arrival to Ambrose Channel for information regarding inbound and outbound ship traffic. These calls may be made upon entering the offshore "Precautionary Zone" or anytime thereafter.
- c. Towing vessels should employ the shortest length hawser feasible under the prevailing wind, current, weather, and vessel traffic conditions, when transiting or crossing Ambrose Channel.
- d. Whenever permissible (i.e. weather permitting), towing vessels should modify their tow configuration at one of the following locations: Scotland Lighted Whistle Buoy S (LLNR 35085), Gravesend Bay, or Craven Shoal Lighted Gong Buoy 23 (LLNR 34920).
- e. Exercise extreme caution when meeting or overtaking in Ambrose Channel, following the principles of prudent seamanship and navigational safety reflected in the Navigation Rules –Inland and International. Of particular importance is the requirement to make passing arrangements via radiotelephone on VHF channel 13, leaving no doubt as to a vessel's intentions. **VHF radio communication on channel 13 should be maintained throughout any maneuvers**, including maneuvers that require the captain of the towing vessel to be present at that vessel's aft steering station.

2. In complying with these recommended practices, due regard should be given to all navigation and collision dangers, and to any special circumstances, including limitations of vessels involved, which may make a departure from these guidelines necessary to ensure safety or avoid danger.

### Guidelines for Bergen Point Transits

For the purpose of this section, Bergen Point is defined as the area bounded to the west by KVK Channel Lighted Buoy 18 (LLNR 37335) east to KVK Channel Lighted Buoy 12 (LLNR 37310) and north to Newark Bay Lighted Buoy 5 (LLNR 37400). The Harbor Safety, Navigation, and Operations Committee, recommend the following vessel controls:

(a) Tug Requirements for Ships:

- Vessels **800 ft** or greater in length should utilize at least **2** assist tugs.
- Vessels **997 ft** or greater shall refer to guidance for ULCVs
- Vessels **1,160 ft** or greater shall refer to guidance for SULCVs

(b) Stern Tows

- All astern tows with **container barges** or **700 ft.** or greater should utilize an assist tug for tow.

***VTS New York Note: See Appendix 6 for VTS Measures that may be implemented based on wind and visibility conditions at Bergen Point.***



## Guidelines for Ultra Large Container Vessel (ULCV) Transits

The Deep Draft Working Group of the Harbor Safety, Navigation and Operations Committee has published the following guidelines regarding Ultra Large Container Vessels (ULCVs):

*ULCVs are defined as any container vessel with a LOA of 997 feet or greater or with a beam of 140 feet or greater.*

Recent experience with larger ships calling on the port has clearly shown that, to promote an acceptable level of safety, Ultra Large Container Vessels (ULCVs) should employ an appropriate number of tugs and additional navigational safety measures. The Working Group has established the following guidelines for transit of ULCVs above The Narrows.

1. Prior to starting a ULCV inbound from Ambrose the berth must be confirmed "clear."
2. Two (2) tugs should be available at The Narrows with a docking pilot aboard one of the tugs. This will provide for immediate tug assistance should a vessel be required to turn around and either anchor or return to sea in the event the ship cannot continue into the KVK or Port Jersey (due to visibility restrictions or other impediment). The docking pilot and the Sandy Hook Pilot will communicate as necessary.
3. For ULCVs **with** a working bow thruster bound into the Kill Van Kull, three (3) tug boats will be assigned from KVK LB 9 to the Berth. For vessels bound for Port Jersey a third tug boat will be assigned at Robbins Reef.
4. For ULCVs **without** a working bow thruster bound into the Kill Van Kull, four (4) tug boats will be assigned from KVK LB9 to the Berth. For vessels bound for Port Jersey a fourth tug boat **MAY** be assigned at Robbins Reef (docking pilot to assess need based upon ship and tidal conditions).
5. ULCVs should not transit Bergen Point in visibility of less than 1 ½ miles.
6. ULCVs should not transit Bergen Point in sustained winds of 30 knots or gusts greater than 34 knots as measured at Mariners Harbor.
7. No bunker barges allowed alongside a vessel berthed along the Kill Van Kull (KVK) or Port Elizabeth Channel while a ULCV passes unless agreed to by the docking pilot.
8. Terminal obligations:
  - (1) Cranes stopped until vessel is alongside and all fast.
  - (2) There must be minimum of 75 feet between ships at adjacent berths.
  - (3) Must be a minimum of 475 feet of useable channel between berthed vessels at opposite berths along Port Elizabeth channel.

## Special Guidelines Applicable to Super Ultra Large Container Vessel (SULCV) Transits

*SULCVs are defined as any container vessel with an LOA of 1,160 feet or greater or a beam greater than 159 feet.*

Recently completed simulation studies of 14,000 TEU Super Ultra Large Container Vessel (SULCV) transits in the Port of NY/NJ indicate that to promote an acceptable level of safety, SULCVs should employ an appropriate number and type of tugs, and additional navigational safety measures. Based upon these findings, the Working Group has established the following preliminary guidelines for transit of SULCVs above the Narrows. These guidelines will be amended as “hands on” experience is gained by the docking pilots.

1. Prior to starting SULCV inbound from Ambrose the berth must be confirmed “clear,” and an anchorage spot should be confirmed available for bailout purposes.
2. SULCVs will not transit Bergen Point nor Port Jersey Channel unless visibility is greater than 1.5 NM.
3. SULCVs will not transit Bergen Point nor Port Jersey Channel if, regardless of direction, maximum sustained winds exceed 20 knots or maximum gusts are 25 knots or higher. Mariners Harbor wind gauge to be used as the reference station for Bergen Point, Robbins Reef wind gauge to be used as the reference station for Port Jersey Channel.
4. Transiting Bergen Point restricted to one hour either side of HW or LW Battery. A minimum three foot Under Keel Clearance (UKC) shall be required for transit from the Narrows to “Off” the berth. Due to berth controlling depth, maximum draft 49’0”.
5. Transiting Port Jersey Channel to/from Global Terminal restricted to vessel arrival at Narrows and Sailing from berth with draft 47’-00” or more to be set up for one to two hours after Battery HW. Vessel arrival at Narrows and Sailing from berth with draft less than 47’-00” to be set up for one to two hours after Battery HW or LW. A minimum three foot Under Keel Clearance (UKC) shall be required for transit from the Narrows to “Off” the berth. Maximum draft 49’00”.
6. TWO (2) tugs to be available at the “Narrows” with a docking pilot aboard one of the tugs. This will provide for immediate tug assistance should a vessel be required to turn around, and either anchor or return to sea in the event the ship cannot continue into the KVK or Port Jersey (due to visibility restrictions or other impediment). The docking pilot and the Sandy Hook Pilot will communicate as necessary.
7. For SULCVs **with** a working bow thruster bound into the Kill Van Kull (KVK), TWO (2) additional tugs will be assigned from KVK LB 9 to the Berth. For vessels bound for Port Jersey TWO (2) additional tugs will be assigned from Robbins Reef.
8. For SULCVs **without** a working bow thruster bound into the Kill Van Kull, five (5) tugs will be assigned from KVK LB9 to the Berth. For vessels bound for Port Jersey a fifth tug boat **MAY**

be assigned at Robbins Reef (docking pilot to assess need based upon handling characteristics of vessel and tidal conditions).

*Note: With regards to (6), (7) and (8) above, in the event that vessel handling characteristics dictate the use of special purpose escort tractor tugs tethered and operated in the "direct", "arrest" or "indirect" mode, special purpose escort tractor tugs will be substituted as requested by the docking pilot.*

9. No ULCV or SULCV may meet or overtake an SULCV while the SULCV is transiting the Kill Van Kull (KVK) and Port Elizabeth Channel, unless agreed to by the docking pilot.

No bunker barges allowed alongside a vessel berthed along the Kill Van Kull (KVK) or Port Elizabeth Channel while a SULCV passes unless agreed upon by a docking pilot.

10. Additional Restrictions:

- a. All vessels required to go BOW in and back out. Note: A deviation from this guideline may be allowed with pre-approval of the servicing docking pilot. If approved, four tugboats and slack water will be required.
- b. Port Jersey Channel – Max beam (including max width above the waterline) of cruise ships at Bayonne Cruise Terminal is 168 ft. There cannot be a cruise ship at Bayonne Cruise Terminal and a vessel at NEAT at the same time. One or the other acceptable.
- c. SULVC capable berths: All berths on the face of Port Elizabeth, PNCT B61, Maher B62, B64, B66 B68, B72, and Global Terminal.

11. Terminal Obligations:

- a. Cranes must be centered in berth and stopped until vessel is alongside and all fast.
- b. Cranes must be fully boomed up.
- c. Head-lines and Stern lines cannot be more than two lines per bollard.
- d. There must be 100 feet between ships at adjacent berths.
- e. There must be a minimum of 475 feet of useable channel between berthed vessels at opposite berths along Port Elizabeth Channel.

## AIS Transmitting Guidelines

The Harbor Safety, Navigation and Operations Committee of the Port of New York and New Jersey recommends that all VMRS users required by 33 CFR 164.46 to carry a properly installed and operational Automatic Identification System (AIS) transceiver should ensure that the device is transmitting at all times while within the VTS New York Area.

This includes when a vessel is underway, anchored, or at berth. Vessels at berth should ensure that their navigational status is changed to moored so they do not unnecessarily use up slots that could be used by others. If a vessel must secure their AIS in order to carry out specific operations while at berth, the vessel's captain or agent should contact VTS New York prior to doing so and provide the vessel's location, the reason for securing the AIS, and how long the AIS will be inoperative.

Vessels subject to small-duration tidal, current or environmental windows are often unable to easily alter their transits if their intended berth is occupied by another vessel. The resulting unanticipated changes in sailing plans and the improvised vessel maneuvers create unnecessary risks to safe navigation. By ensuring a vessel's AIS is constantly transmitting an accurate position while at berth, all AIS equipped vessels and VTS users will have access to accurate, up-to-date information on the location of other vessels and status of potential berths.

For reference, AIS carriage requirements are as follows for Class A devices (Class A applies to the majority of the vessels that are required to participate in the VMRS, and VTS Users. Use of a Class B device does not apply to vessels in a VTS AOR, except fishing industry vessels and dredges):

### 164.46 Automatic Identification System.

(a) *Definitions.* As used in this section -

*Automatic Identification Systems* or *AIS* means a maritime navigation safety communications system standardized by the International Telecommunication Union (ITU), adopted by the International Maritime Organization (IMO), that –

- (1) Provides vessel information, including the vessel's identity, type, position, course, speed, navigational status and other safety-related information automatically to appropriately equipped shore stations, other ships, and aircraft;
- (2) Receives automatically such information from similarly fitted ships, monitors and tracks ships; and
- (3) Exchanges data with shore-based facilities.

*Gross tonnage* means tonnage as defined under the International Convention on Tonnage Measurement of Ships, 1969.

*International voyage* means a voyage from a country to which the present International Convention for the Safety of Life at Sea applies to a port outside such country, or conversely.

*Properly installed, operational* means an Automatic Identification System (AIS) that is installed and operated using the guidelines set forth by the International Maritime Organization

**AIS Transmitting Guidelines (Continued)**

(IMO) Resolution A.917(22) and Safety of Navigation Circulars (SN/Circ.) 227, 244, 245, and SN.1/Circ.289; or National Marine Electronics Association (NMEA) Installation Standard 0400-3.10 in lieu of SN/Circ.227 and 245 (incorporated by reference, see § 164.03).

**(b) AIS carriage -**

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

**(i)** A self-propelled vessel of 65 feet or more in length, engaged in commercial service.

**(ii)** A towing vessel of 26 feet or more in length and more than 600 horsepower, engaged in commercial service.

**(iii)** A self-propelled vessel that is certificated to carry more than 150 passengers.

**(iv)** 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.

**(v)** A self-propelled vessel engaged in the movement of –

**(A)** Certain dangerous cargo as defined in subpart C of part 160 of this chapter, or

**(B)** Flammable or combustible liquid cargo in bulk that is listed in 46 CFR 30.25-1, Table 30.25-1.

**For reference, requirements for AIS operations are as follows:**

**(d) Operations.** The requirements in this paragraph are applicable to any vessel equipped with AIS.

**(1)** Use of AIS does not relieve the vessel of the requirements to sound whistle signals or display lights or shapes in accordance with the International Regulations for Preventing Collisions at Sea, 1972 (72 COLREGS), 28 U.S.T. 3459, T.I.A.S. 8587, or Inland Navigation Rules, 33 CFR part 83; nor of the radio requirements of the Vessel Bridge-to-Bridge Radiotelephone Act, 33 U.S.C. 1201-1208, part 26 of this chapter, and 47 CFR part 80.

**(2)** AIS must be maintained in effective operating condition, which includes—

**(i)** The ability to reinitialize the AIS, which requires access to and knowledge of the AIS power source and password;

**AIS Transmitting Guidelines (Continued)**

- (ii) The ability to access AIS information from the primary conning position of the vessel;
- (iii) The accurate broadcast of a properly assigned Maritime Mobile Service Identity (MMSI) number;
- (iv) The accurate input and upkeep of all AIS data fields and system updates; and
- (v) For those vessels denoted in paragraph (b) of this section, the continual operation of AIS and its associated devices (e.g., positioning system, gyro, converters, displays) at all times while the vessel is underway or at anchor, and, if moored, at least 15 minutes prior to getting underway; except when its operation would compromise the safety or security of the vessel or a security incident is imminent. The AIS should be returned to continuous operation as soon as the compromise has been mitigated or the security incident has passed. The time and reason for the silent period should be recorded in the ship's official log and reported to the nearest Captain of the Port or Vessel Traffic Center (VTC).

(3) AIS safety-related text messaging must be conducted in English and solely to exchange or communicate pertinent navigation safety information (analogous to a SECURITE broadcast). Although not prohibited, AIS text messaging should not be relied upon as the primary means for broadcasting distress (MAYDAY) or urgent (PAN PAN) communications. (47 CFR 80.1109, Distress, urgency, and safety communications).

(4) AIS application-specific messaging (ASM) is permissible, but is limited to applications adopted by the International Maritime Organization (such as IMO SN.1/Circ.289) or those denoted in the International Association of Marine Aids to Navigation and Lighthouse Authorities' (IALA) ASM Collection for use in the United States or Canada, and to no more than one ASM per minute.

Note to paragraph (d): The Coast Guard has developed the "U.S. AIS Encoding Guide" to help ensure consistent and accurate data encoding (input) by AIS users. This Guide is available at our "AIS Frequently Asked Questions" (FAQ #2) World Wide Web page at [www.navcen.uscg.gov](http://www.navcen.uscg.gov). Although of great benefit, the interfacing or installation of other external devices or displays (e.g., transmitting heading device, gyro, rate of turn indicator, electronic charting systems, and radar), is not currently required except as denoted in §164.46(c). Most application-specific messages require interfacing to an external system that is capable of their portrayal, such as equipment certified to meet Radio Technical Commission for Maritime Services (RTCM) electronic chart system (ECS) standard 10900 series.