

Reporting/Monitoring Systems

MEASURE TYPE	NAME	LOCATION	APPLICABILITY	AUTHORITY	REGS CITE	REMARKS
Vessel Traffic Service	Prince William Sound	Prince William Sound	VTS User	US Regs	33 CFR 161.60	
Vessel Traffic Service	Puget Sound	Puget Sound	VTS User	US Regs	33 CFR 161.55	
Vessel Traffic Service	San Francisco	San Francisco	VTS User	US Regs	33 CFR 161.50	
Vessel Traffic Service	Los Angeles-Long Beach	Los Angeles-Long Beach	VTS User	US, Calif. Regs	State Law	Adding VTS to Fed. Regs under review
Vessel Traffic Service	Western Canada MCTS/CVTS	Offshore British Columbia	All Vessels	Canadian Regs		
Monitoring	PWS AISSE	Prince William Sound (out to ~70 nm from Cape Hinchbrook)	TAPS Tankers	US Regs	33 CFR 164.43	
Monitoring (by MAREX or related/similar organization)	Int'l Tug of Opportunity System	Alaska	Tugs	Voluntary		Industry initiative
Monitoring (by MAREX or related/similar organization)	Int'l Tug of Opportunity System	Between AK & Puget Sound	CSX lines of Tacoma, WA	Voluntary		Announced August 2000
Monitoring (by MAREX or related/similar organization)	Int'l Tug of Opportunity System	Puget Sound	Tugs	Voluntary		Industry initiative
Monitoring (by MAREX or related/similar organization)	Int'l Tug of Opportunity System	Columbia River	Tugs	Voluntary		Industry initiative
Monitoring (by MAREX or related/similar organization)	Int'l Tug of Opportunity System	Oregon Coast	Tugs	Voluntary		Industry initiative
Monitoring (by MAREX or related/similar organization)	Int'l Tug of Opportunity System	California (monitoring stations)	Tugs	Voluntary		Under consideration
Monitoring (by MAREX or related/similar organization)	Int'l Tug of Opportunity System	TBD	Deep draft vessels	Voluntary		Industry initiative
Monitoring	MOU on Air Quality Improvement	20-mile radius of Point Fermin (San Pedro Bay)	All Vessels	Voluntary		Industry initiative to limit vessel speed (5-10 kts) for emission control

## APPENDIX E

### Exclusion Zones & Protected Areas

MEASURE TYPE	NAME	LOCATION	APPLICABILITY	AUTHORITY	REGS CITE	REMARKS
Marine Sanctuary	Olympic Coast NMS	Offshore WA Coast	All Vessels	US Regs	15 CFR 922.150	
Marine Sanctuary	Cordel Bank NMS	Offshore San Francisco	All Vessels	US Regs	15 CFR 922.110	
Marine Sanctuary	Gulf of the Farallons NMS	Offshore San Francisco	All Vessels	US Regs	15 CFR 922.80	
Marine Sanctuary	Monterey Bay NMS	Central Calif. Coast	All Vessels	US Regs	15 CFR 922.130	
Marine Sanctuary	Channel Islands NMS	Channel Islands	All Vessels	US Regs	15 CFR 922.70	
Area to be Avoided	Olympic Coast	Offshore WA Coast	Tankers, Tank Barges	Voluntary	IMO Ships' Routeing	
Area to be Avoided	Channel Islands	Channel Islands	All Vessels	Voluntary	IMO Ships' Routeing	
Tanker Exclusion Zone	Vancouver Island TEZ	Offshore Vancouver Isl.	All Tankers	Voluntary		
Exclusion Zone	ANS crude export restrictions	North Pacific	TAPS Tankers	Presidential Mandate		Presidential Statement 28 April 1996
		(Outside US EEZ)				

Routing Measures

MEASURE TYPE	NAME	LOCATION	APPLICABILITY	AUTHORITY	REGS CITE	REMARKS
Traffic Separation Scheme	Prince William Sound	Prince William Sound	All Vessels	IMO, US Regs	33 CFR 167.XX	Yet to be entered in regulations
Traffic Separation Scheme	Strait of Juan de Fuca and Approaches	Offshore Puget Sound	All Vessels	IMO, US Regs	33 CFR 167.XX	Port Access Route Study (PARS) complete*
Traffic Separation Scheme	Approaches to San Francisco	Offshore San Francisco	All Vessels	IMO, US Regs	33 CFR 167.400	Changes effective as of 30 August 2000
Traffic Separation Scheme	Santa Barbara Channel	Santa Barbara Channel	All Vessels	IMO, US Regs	33 CFR 167.450	Changes effective as of 30 August 2000
Traffic Separation Scheme	Approaches to LA-LB	Offshore LA-LB	All Vessels	IMO, US Regs	33 CFR 167.500	Changes effective as of 06 September 2000
Shipping Safety Fairway	Unimak Pass	Unimak Pass	Offshore Structures	US Regs	33 CFR 166.400(b)(2)	Intended to keep fairways clear of structures
Shipping Safety Fairway	Prince William Sound	PWS	Offshore Structures	US Regs	33 CFR 166.400(b)(1)	Intended to keep fairways clear of structures
Recommended Track	>300GT - Northbound	Central Calif. Coast (12.7~15nm offshore)	>300GT, not HAZMAT	Voluntary	IMO endorsed	Result of Monterey Bay National Marine Sanctuary Vessel Management study -- effective December 1, 2000
Recommended Track	>300GT - Southbound	Central Calif. Coast (16~20nm offshore)	>300GT, not HAZMAT	Voluntary	IMO endorsed	Result of Monterey Bay National Marine Sanctuary Vessel Management study -- effective December 1, 2000
Recommended Track	HAZMAT vessels - Northbound	Central Calif. Coast (25nm offshore)	HAZMAT vessels	Voluntary	IMO endorsed	Result of Monterey Bay National Marine Sanctuary Vessel Management study -- effective December 1, 2000
Recommended Track	HAZMAT vessels - Southbound	Central Calif. Coast (30nm offshore)	HAZMAT vessels	Voluntary	IMO endorsed	Result of Monterey Bay National Marine Sanctuary Vessel Management study -- effective December 1, 2000
Industry Agreement	Western States Petroleum Assoc.	50 nm offshore	WSPA Tankers (loaded w/ ANS Crude)	Voluntary		Contained in WSPA press release
Industry Agreement	American Waterways Operators	25 nm offshore	AWO Tank Barges	Voluntary	AWO's "Responsible Carrier Program"	AWO/USCG partnership
Industry Agreement	Tankers	50 nm offshore of CA	Tankers	Voluntary		Part of MBNMS measures; agreements being developed
Industry Agreement	Tankers	Shelikof Strait (Kodiak, AK)	Tankers	Voluntary	State approved c-plan.	Tankers are routed through Kennedy Entrance vice Shelikof Strait.

\* Some of the Routing Measures proposed by the Puget Sound Port Access Routing study are: Extending the TSS at the entrance of the Strait of Juan de Fuca 10 miles further offshore; retain multiple approach lanes to the entrance of the Strait of Juan de Fuca while flaring the offshore ends of the lanes and softening the hard point at the southern corner of the inbound lane to provide smoother transitioning for vessels entering and departing lanes; expanding the ATBA boundaries to the north and west, and soften the northwest corner to provide greater buffer around Duntze Rock and offshore; establishing IMO Recommended Routes south of the TSS to recognize and accommodate existing traffic patterns and starboard to starboard passing; and extending the applicability of the Olympic Coast National Marine Sanctuary ATBA to all vessels 1600 GT or greater.