

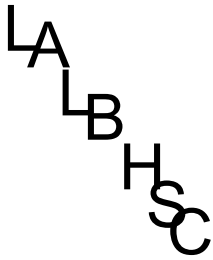
XVIII. RECOMMENDED BEST PRACTICES FOR VESSEL NAVIGATION

A. Recommended 0.5 nautical mile minimum separation for vessels subject to 33 CFR 165.1152(d) navigating in the San Pedro Regulated Navigation Area (RNA): To promote safety in the San Pedro Bay Regulated Navigation Area (RNA), the Vessel Traffic Service LA-LB (VTS LA-LB) has recommended the following best practice:

In addition to observing all port tariffs and U.S. Coast Guard regulations, the following best practice should be observed for commercial vessels subject to the RNA regulations outlined in 33 CFR 165.1152 (paragraph d), which includes power driven vessels of 1600 or more gross tons, towing vessel of 8 meters (approximately 26 feet) or over in length engaged in towing, or vessels of 100 gross tons and upward carrying one or more passengers for hire:

- 1. These vessels navigating within the RNA should maintain a minimum separation from other underway vessels of at least 0.5 nm unless such vessel:
 - a. Has a pilot on board (minimum separation is pilot's discretion), or*
 - b. Is within an anchorage area.**
- 2. VTS LA-LB may recommend vessels navigating within the RNA to maintain greater than 0.5 nm separation.*

This increased voluntary minimum separation is a local best practice designed to provide safe distance between vessels due to increased size of vessels navigating in the RNA. This is a voluntary measure recommended to promote vessel safety.



LOS ANGELES/LONG BEACH HARBOR SAFETY COMMITTEE

Mandated by
California Oil Spill Prevention and
Response Act of 1990

Captain John Betz, Chairman
Los Angeles-Long Beach Harbor Safety Committee
c/o Marine Exchange of Southern California
3601 S. Gaffey St., Bldg # 803
San Pedro CA 90731

6 December 2023

SUBJECT: NEW RECOMMENDED 0.5 NAUTICAL MILE MINIMUM SEPARATION FOR
VESSELS SUBJECT TO 33 CFR 165.1152(d) EFFECTIVE JANUARY 1, 2024

To Masters of all vessels navigating in the San Pedro Bay Regulated Navigation Area (RNA):

To promote safety in the San Pedro Bay RNA, the Vessel Traffic Service LA-LB (VTS LA-LB) has recommended the following best practice:

In addition to observing all port tariffs and U.S. Coast Guard regulations, the following best practice should be observed for commercial vessels subject to the RNA regulations outlined in 33 CFR 165.1152 (paragraph d), which includes power driven vessels of 1600 or more gross tons, towing vessel of 8 meters (approximately 26 feet) or over in length engaged in towing, or vessels of 100 gross tons and upward carrying one or more passengers for hire:

1. *These vessels navigating within the RNA should maintain a minimum separation from other underway vessels of at least 0.5 nm unless such vessel:*
 - a. *Has a pilot on board (minimum separation is pilot's discretion), or*
 - b. *Is within an anchorage area.*
2. *VTS LA-LB may recommend vessels navigating within the RNA to maintain greater than 0.5 nm separation.*

This increased voluntary minimum separation is a local best practice designed to provide safe distance between vessels due to increased size of vessels navigating in the RNA. This is a voluntary measure recommended to promote vessel safety.

On December 6, 2023, the Los Angeles Long Beach Harbor Safety Committee endorsed this best practice.

This letter is incorporated into the Harbor Safety Plan for the Ports of Los Angeles and Long Beach. See, Chapter XVIII, Recommended Best Practices for Vessel Navigation. Direct your questions regarding the new voluntary minimum separation for the San Pedro Bay RNA to VTS LA-LB.

//ss// John Betz

Captain John Betz, Chairman
Los Angeles-Long Beach Harbor Safety Committee

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