



Frequently Asked Questions v.2

Container Vessel Queuing Process for the Ports of Los Angeles, Long Beach, and Oakland

This document updates the new SAQA coordinates (see FAQ VI). In addition, we have moved the most frequently asked question of all the FAQs to the top!

With the new queuing system, how do vessels handle ENOA/ANOA?

There is no change to the current process for ANOA (Advanced Notice of Arrival) and eNOAD (Electronic Notice of Arrival/Departure).

USCG/CBP need 96-hour advanced notice of vessel's arrival. The process will remain the same as it is now for the vessels. We recommend using NPOC and date. Use pilot boarding time if going to berth. Use anchor time if going to anchor.

I. OVERVIEW:

Why are we implementing a new queuing system, named PacMMS?

PacMMS (*Pacific Maritime Management Services*) changes the process of container vessels being placed on the queuing list from the date/time of arrival at the Ports of LA/LB and Ports of Oakland areas to the date/time of departure from the last port of call (LPOC). This allows container vessels to adjust their sailing speeds to prevent backups in the Ports, thus helping limit congestion. PacMMS and the new queuing process do not change the process of assigning berthing times.

How does the Container Vessel Queuing Process work?

- **Old Process:** In the past, container vessels were assigned into the arrival queue based on when they **actually arrive** and cross a line 20 nautical miles from the Ports of Los Angeles (LA) and Long Beach (LB) and 80 miles from Oakland (OAK).



- **New Process (PacMMS):** Container vessels will be assigned a place in the queue based on a **Calculated Time of Arrival (CTA)** at LA, LB, or OAK from when they **depart their last port of call (LPOC)** before LA, LB, or OAK. PacMMS will be the initial point of contact and “tracker” for each container vessel. PacMMS will forward the list of vessels and their CTAs to MXSoCal and SFMX, which will then automatically update the existing **Master Queuing List** (for LA/LB) and **Vessel Queuing Report** (for OAK).

The benefit of the new queuing system is that vessels can slow steam and spread out across the Pacific rather than crowd into the congested waters off LA/LB and OAK while awaiting berthing.

Who should participate in PacMMS?

ALL vessels carrying containers to the ports of LA/LB and OAK participate in this new process, regardless of any special arrangements for berthing.

Whom do I call with questions?

1. **Questions about berthing assignments** should be directed to the agents/terminals/operators.
2. **Questions and concerns about the queuing process** can be emailed to Queuing@pacmms.org or by calling PacMMS at 1-907-463-4299. (international 011-1-907-463-4299).

II. SHIP ENROLLMENT PROCESS:

When should container vessels enroll in PacMMS?

Vessels should enroll in PacMMS prior to leaving their last port of call (LPOC) prior to arrival at the Ports of LA/LB and Oakland. Enrollment is done online at the **PacMMS.org** website. Once a vessel has been enrolled, it is in the database and does not need to be re-entered for future journeys unless there is a change to the information.

Can I enroll my entire container vessel fleet now, even if the vessels are not scheduled to come into the Ports of LA/LB in the near future?

Yes, you are encouraged to enroll all your container vessels now.



III. SHIP TRANSIT REGISTRATION PROCESS:

How can a vessel notify PacMMS of its estimated time of departure (ETD) and actual time of departure (ATD)?

Register all ETDs and ATDs on the PacMMS.org website using the “**Departure**” button. There is a pull-down menu on the “**Purpose of Report**” field which allows selection of **ETD** or **ATD**. If problems are encountered accessing the internet/website, an email may be sent to Queuing@PacMMS.org with the departure information to include Last Port of Call (LPOC), departure date and time in UTC, and Next Port of Call (NPOC).

What is the Last Port of Call (LPOC)?

The LPOC is the last place the vessel stopped/ visited (anchored, berthed, etc.) to conduct any sort of logistics before arriving at the Ports of LA/LB or OAK. For example, if the vessel left a port in China, and then went to Vladivostok for cargo operations, bunkering, to change a crew, etc., then Vladivostok becomes the LPOC.

Can the shipping lines, agents, etc. be copied on the confirmation emails send back to the vessels confirming receipt of ETD and ATD?

PacMMS will “Reply All” to the incoming emails from the vessels. If the shipping lines or other interested parties would like to be copied on the communications, the vessel can place them on the cc: line in the original email.

Fields will be available on the Enrollment and Departure Pages for PacMMS to add additional email addresses (see below).

What does the PacMMS website look like?

1. Home Screen for PacMMS.org:





2. Enrollment Page for PacMMS.org:

The screenshot shows the 'Enroll' page for California Sea Traffic Management. The page features a dark blue header with the Pacific Maritime Management Services logo and navigation links for 'LEARN MORE', 'SEA TRAFFIC MANAGEMENT', 'ENROLL', and 'DEPART'. The main heading is 'Enroll' followed by 'California Sea Traffic Management' and 'Calculated Time of Arrival (CTA) Queue'. Below this is a form titled 'Prepared By:' with two columns: 'Contact Information' and 'Company Information'. The 'Contact Information' column includes fields for 'First Name', 'Last Name', and 'Title'. The 'Company Information' column includes fields for 'Role', 'Company Name', 'Email', 'CC Email (Optional)', and 'Phone'. A 'Next' button is located at the bottom right of the form.

3. Departure Page for PacMMS.org for use in reporting ETD and ATD:

The screenshot shows the 'Departure Report' page for California Sea Traffic Management. The page features a dark blue header with the Pacific Maritime Management Services logo and navigation links for 'LEARN MORE', 'SEA TRAFFIC MANAGEMENT', 'ENROLL', and 'DEPART'. The main heading is 'Departure Report' followed by the subtitle 'Used to report a vessel's time of departure for transits to Los Angeles, Long Beach and Oakland.' Below this is a form with a note: 'NOTE: CONTACT INFORMATION SHOULD MATCH THE VESSEL'S ENROLLMENT SUBMISSION.' The form has two columns: 'Contact Information' and 'Time of Departure'. The 'Contact Information' column includes fields for 'Your Name', 'Your Email', 'CC Email (Optional)', and 'Your Phone'. The 'Time of Departure' column includes fields for 'Vessel Name', 'Vessel IMO', 'Purpose of Report', 'Date of Departure ETD - UTC Clock: 2022-01-01', 'Time of Departure ETD - UTC Clock: 20:30', 'UPOC', 'XPOC', and 'Comments (optional)'. A 'Review' button is located at the bottom right of the form.



4. Queuing Lists and Resources Page for PacMMS.org:



IV. QUEUING INFORMATION:

What has changed on the Master Queuing List?

For LA/LB, a new column, Calculated Time of Arrival (CTA) is new on the MQL. The Check-in Column will continue to be filled in by the Vessel Traffic Service (VTS) at the Marine Exchange of SoCal when the vessel crosses the 25-mile line. For OAK, a second page has been added to the Vessel Queuing Report to show the CTAs.

How is the CTA calculated?

The CTA is calculated based on the ATD (as reported by the vessel and confirmed by PacMMS), agreed distance from Last Port of Call to arrival port, and the agreed speed of vessels crossing the Pacific.

What is the difference between the CTA and the actual berthing date and time?

With the January 2022 backup situation, berthing date and time for LA/LB can be 2-3 weeks behind CTA for many vessels.



Is PacMMS involved in the berthing availability process?

Vessels are reminded to contact the terminal/agent/operator to receive updated information on berth availability. PacMMS is not involved in that process.

How do vessels coming from ports within the 24-hour transit time get placed in the queue?

Vessels coming from nearby ports (e.g., between Oakland and LA/LB) will be placed in the queue based on their CTA, same as all other vessels. They are still responsible for reporting their new ATD to PacMMS. They may appear above vessels that have been on the list longer because their CTA is sooner. This also applies to container vessels coming from other local ports including but not limited to San Diego and Port Hueneme.

Where is the queuing information available?

The Master Queuing List (MQL) for LA/LB will be posted on **PacMMS** website and will be updated twice daily. **MxSoCal** will continue to publish the MQL twice daily.

The Vessel Queuing Report (VQR) for OAK will be posted on **PacMMS** website and will be updated daily. **SFMX** will continue to publish their VQR daily.

How often will the reports be refreshed?

Currently, the LA/LB Master Queuing List (MQL) will be refreshed twice a day, same as it was before PacMMS. The Oakland Vessel Queuing Report (VQR) will be refreshed once a day. The CTA data for all ports will also be placed on the PacMMS website, within these reports.

What happens if my ship diverts mid-ocean?

Vessels that divert in transit are requested to notify PacMMS of their change in Next Port of Call (NPOC). If diverting to a different port within PacMMS, a new CTA will be provided. If diverting to a port outside the LA/LB and the Oakland areas (e.g., San Diego), it will be removed from the Queuing lists.

V. WHERE SHOULD MY SHIP WAIT PRIOR TO BERTHING?

Where should my vessel loiter?

A ship may wait anywhere outside the Safety and Air Quality Area until 72 hours prior to reasonable expectation of berthing time.



What if my vessel arrives early?

The ship and their company will decide where to loiter their vessel outside of the SAQA. Vessels have spread themselves North, West, and South of the SAQA. Vessels can also loiter on the West side of the Pacific, off South America if coming from there, or off Central America if coming from the Panama Canal.

When can vessels enter the Safety and Air Quality Area (SAQA)?

Vessels can enter the SAQA up to 72 hours prior to reasonable expectation berthing time. To maximize the berth utilization, it is preferable to have vessels wait near the port at anchor up to 72 hours rather than have empty berths waiting for a vessel. Vessels can also enter the SAQA for logistical reasons to include bunkering, stores replenishment, ship repairs, crew changes, etc. Vessels are requested to notify PacMMS when entering the SAQA with the reason.

Can a ship come inside the SAQA if they are not on the berthing list but have a reasonable expectation of a berth within the next 3 days?

Yes, as long as a vessel has a “reasonable expectation” of getting to a berth within 72 hours, she may come within the boundaries of the SAQA, but should stay outside the 25-mile check-in line to “San Pedro Traffic” for the ports of LA/LB. Once within the 25-mile check-in line, the vessel should stay inside 25 miles and checked in with the VTS.

Do I have to ask permission to enter the Safety and Air Quality Area to proceed to the pilot station and my berth, or to anchor?

No. Ships and firms can make their own decision regarding entering up to 72 hours in advance of the berthing time. No permission is required, but notification to PacMMS is appreciated; email is best.

I need to go into port to bunker, take on stores, make repairs, etc. May I do so?

Yes. Make all logistical arrangements, such as bunkering, loading stores, crew changes, ship maintenance etc., per normal processes and notify PacMMS at queuing@PacMMS.org. If PacMMS has not been notified of a qualifying event, they will query vessels coming within the SAQA without an assigned berthing time.



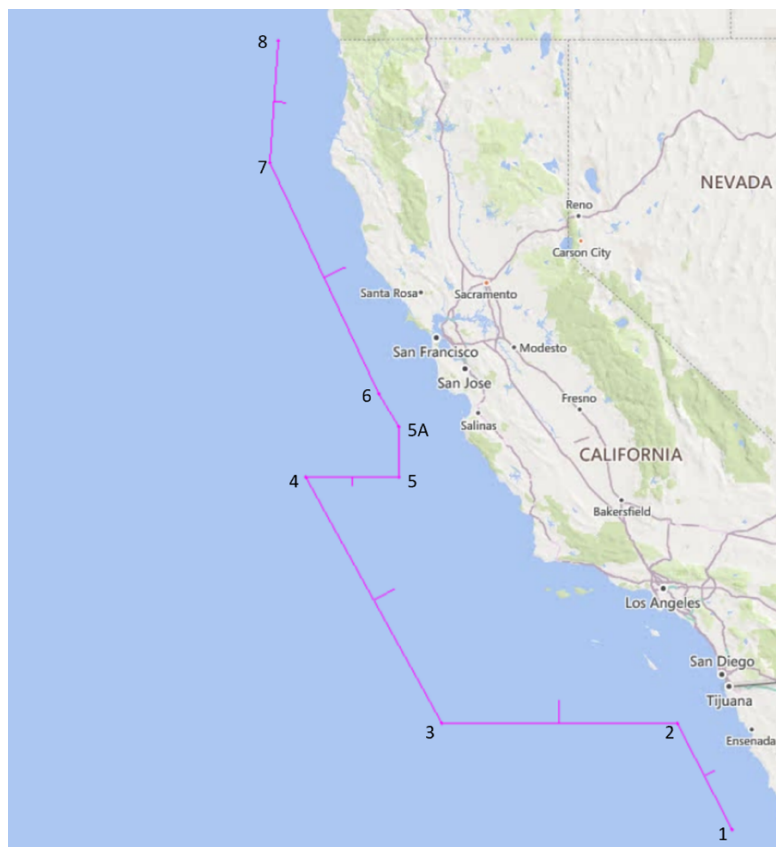
If logistical processes are complete with 72 hours of berthing date, the ship may then anchor or loiter off the ports of LA and LB to wait. If the berthing date is more than 72 hours in the future, the ship is requested to return outside the SAQA to continue loitering. The vessel will retain their original CTA and does not need to re-register with PacMMS.

MxSoCal Vessel Traffic Service (VTS) will only charge once for each vessel voyage, even if the vessel comes in and out for approved reasons. The vessel will keep its original assigned place in the queue.

VI. WHAT IS THE SAQA?

What is the Safety and Air Quality Area (SAQA)?

SAQA is the area designated off the coast of California within which the number of vessels will be limited to reduce the risks posed to maritime safety and improve air quality. The corner at Point 5 changed in June 2022 (at the request of NOAA) so the SAQA is clear of the Davidson Seamount Management Zone, an ecological sensitive area – a good example of commerce and conservation co-existing.





The *Safety and Air Quality Area* is defined as the area shoreward of the lines between the following coordinates:

1. 30-20N 117-00W
2. 32-00N118-00W
3. 32-00N122-20W
4. 35-45N124-50W
5. 35-45N123-08W
- 5A. 36-30N123-08W
6. 37-00N123-30W
7. 40-18N125-30W
8. 42-00N125-20W

Until vessels have a berthing assignment in the reasonable future (defined as 72 hours), vessels are requested to stay out the outlined Safety and Air Quality area:

a. Coming from the North and South:

More than 50 miles from California and Mexico

b. Coming from the West:

For LA/LB, more than 150 miles from shore to remain well clear of Department of Defense missile test ranges.

For OAK, more than 50 miles from shore

c. Off Monterey, CA:

Move Point 5 west from original position and add new point 5A.

d. For LA/LB, anchorages 40-60% full (25-35 vessels)

e. Exceptions:

1. Vessels not carrying containers
2. Container ships in normal transits to/from ports for normal operations such as bunkers
3. Vessels getting underway from anchor for storm avoidance, etc.
4. Force Majeure & Emergencies
- 5.



VII. BERTHING ASSIGNMENT PROCESS

Has the berthing assignment process changed with the implementation of PacMMS?

No. The berthing assignment process stays the same as it was before PacMMS was implemented. PacMMS simply changes the process by which vessels are added to the Master Queuing List (MQL) in LA/LB. Vessels will now be added to the MQL when they depart their LPOC (last port of call) prior to arrival at LA/LB, rather than when they cross the 25-mile line.

For Oakland, vessels are added to the Vessel Queuing Report when they depart their LPOC (last port of call) prior to arrival at Oakland, rather than when they cross the 80-mile mark.

Vessels will be prioritized on the list based upon their CTA (calculated time of arrival). The berthing assignments will still come from the agents/terminals/operators directly to the vessels by the same process used prior to PacMMS implementation.

How do vessels find out their berthing assignments with the new queuing system?

None of the berthing assignment process has changed from the old system. All that is new is how and when the vessels get added to the queue. The berthing assignments will still come from the agent/terminals/operators to the vessels. It may take several days or weeks for the berthing times to be assigned and added to the list.

May I come into the SAQA for the safety of my ship during a storm, emergency, and the like?

Yes. Storm evasion, Emergencies, and Force Majeure principles always apply.

VIII. CONTACT INFORMATION

For questions and support, please email: queuing@pacmms.org

Where can I find more information?

Visit PacMMS website: <https://www.pacmms.org>

For Queuing Enrollment Process: <https://www.pacmms.org/enroll>

To report vessel's ETD/ATD for transits to LA/LB and Oakland:

<https://www.pacmms.org/departure>