

**PART III – LIST OF DOCUMENTS, EXHIBITS AND OTHER ATTACHMENTS**  
**SECTION J – LIST OF ATTACHMENTS**  
**J.9 – NAIS I-2 COMPONENT DESIGN CONSTRAINTS**  
**ENCL.6 – VTS DESCRIPTION**

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**VESSEL TRAFFIC SERVICES**

Background and Description:

The purpose of a Vessel Traffic Service (VTS) is to provide active monitoring and navigational advice for vessels in particularly confined and busy waterways. There are two main types of VTS, surveilled and non-surveilled. Surveilled systems consist of one or more land-based sensors (i.e. radar, AIS and closed circuit television sites), which output their signals to a central location where operators monitor and manage vessel traffic movement. Non-surveilled systems consist of one or more reporting points at which ships are required to report their identity, course, speed, and other data to the monitoring authority. They encompass a wide range of techniques and capabilities aimed at preventing vessel collisions, rammings, and groundings in the harbor, harbor approach and inland waterway phase of navigation. They are also designed to expedite ship movements, increase transportation system efficiency, and improve all-weather operating capability.

VHF-FM communications network forms the basis of most major services. Transiting vessels make position reports to a vessel traffic center by radiotelephone and are in turn provided with accurate, complete, and timely navigational safety information. The addition of a network of radars and close circuit television cameras for surveillance and computer-assisted tracking, similar to that used in air traffic control, allows the VTS to play a more significant role in marine traffic management, thereby decreasing vessel congestion, critical encounter situations, and the probability of a marine casualty resulting in environmental damage.

The Coast Guard maintains 9 Vessel Traffic Centers (VTC) and is in the process of developing another. Valdez, Seattle, San Francisco, Los Angeles, Houston, Morgan City, Louisville, Sault Ste. Marie, and New York currently have VTCs. A VTC in New Orleans is being developed. Clicking on any of the VTS areas will take you to a description of its operating area and links to its user manual & homepage (if available). If you're looking for a quick reference guide, please see our VTS Radio Procedures.



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**Green Dots:** Year-Round Operation.

**Yellow Dots:** VTS Lower Mississippi River is not yet operational and VTS Louisville is only operational during high water.

Constraints:

Any use, co-location or integration of NAIS with VTS capability (equipment or infrastructure) must not degrade the performance or availability of the VTS system.

