

Changes to Offshore Traffic Separation Schemes off San Francisco Bay
Coast Guard District Eleven
Local Notice to Mariners 16/2013 Extract (Redacted)

San Francisco Traffic Separation Scheme Amendment

The International Maritime Organization (IMO) is amending the San Francisco Traffic Separation Scheme (TSS) **effective June 1, 2013**. The San Francisco TSS is located within the Cordell Bank, Gulf of the Farallones, and Monterey Bay National Marine Sanctuaries, as well as, prime commercial fishing grounds. The Coast Guard maintains a Vessel Traffic Service (VTS) in the port of San Francisco and the TSS is located entirely within the VTS coverage area.

In effort to enhance navigational safety and mitigate the co-occurrence of endangered marine species with commercial vessel traffic the following TSS adjustments will be made:

- The TSS amendment will narrow the Northern approach from its flared configuration to a consistent 3 nautical mile (nm) width that will include a 1nm separation zone and two 1nm wide traffic lanes. In addition, the Northern approach will be extended 16.7nm. Lengthening the northern TSS will keep ships on a predictable path in prime fishing areas and concentrate use, thus limiting the area of overlap of ships and endangered marine species. Narrowing the TSS will shift lanes away from an Area of Special Biological Significance (ASBS) near Point Reyes. Finally, a turn in the Northern lane will keep ships away from Cordell Bank, a destination feeding ground for a variety of species including Blue and Humpback whales.
- The TSS amendment will narrow the Western approach from its flared configuration to a consistent 3nm overall width which will include a 1nm separation zone and two traffic lanes with a width of 1nm for each lane. In addition, the Western approach will be extended over 3nm. Narrowing the TSS will shift the TSS outbound lane away from an ASBS at the Farallon Islands, home to one of the largest seabird colonies in North America. Lengthening the Western TSS will keep ships on a direct course over the edge of the continental shelf, thereby concentrating use and limiting the area of the shelf that is impacted by shipping traffic. This will potentially reduce the risk of whale strikes in areas historically known to have high seasonal whale abundance.
- The TSS amendment will extend the Southern approach 8.5 nm with no change in traffic lane width or separation zone width. Extending the Southern approach will keep ships on a predictable path in prime, heavily populated, fishing areas.

The IMO approved coordinates and graphics depicting the TSS amendments are provided in the enclosures section.

LMN 16/13

For geographical positions and description of Traffic Separation Schemes go to the below website.

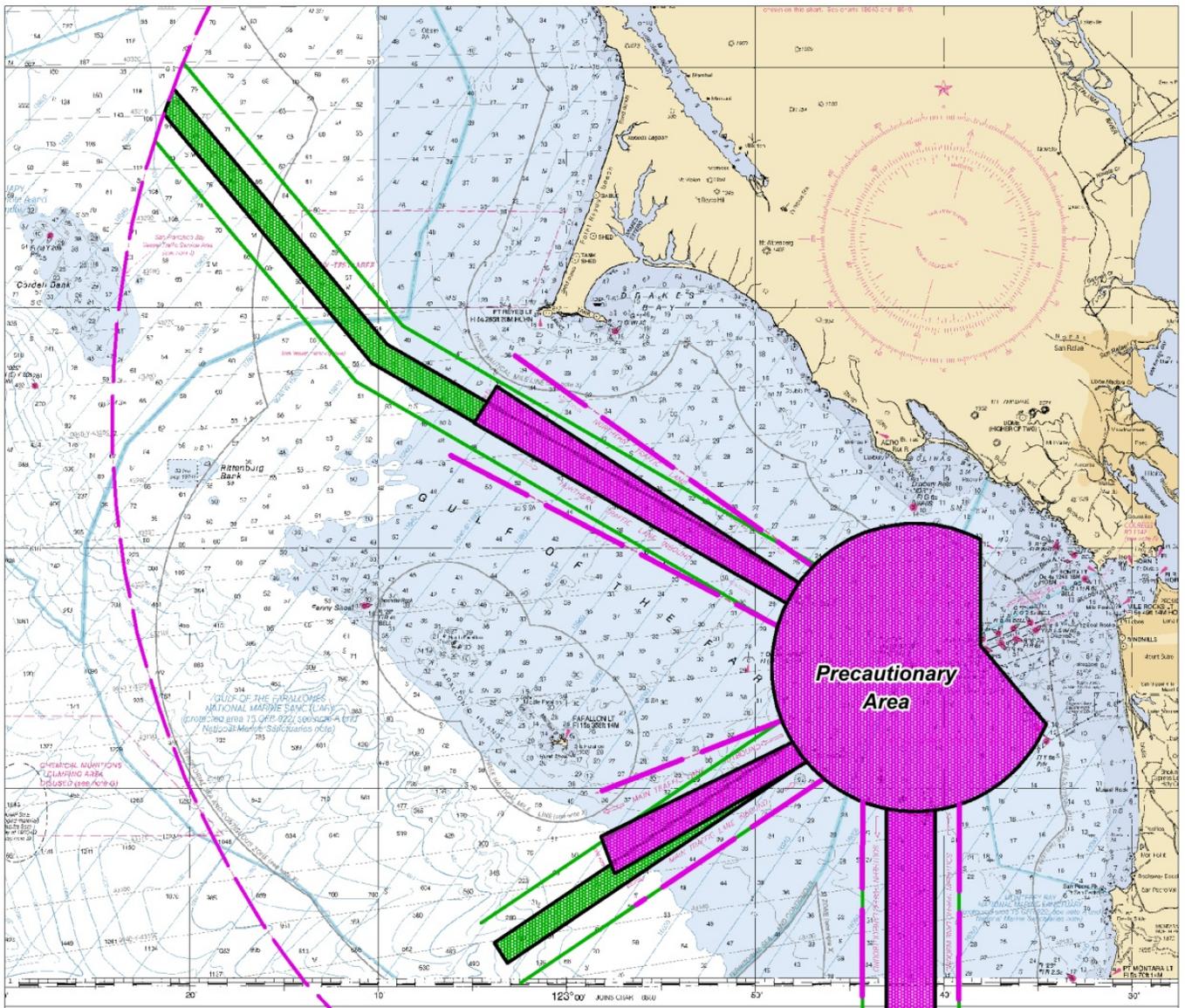
<http://www.navcen.uscg.gov/?pageName=lnmDistrict®ion=11>

NOTE:

1. Fisherman should expect to see vessels using the new TSS on 01 June 2013 and should exercise caution when transiting and fishing in the vicinity of the extended/shifted lanes.
2. Vessels operating in the TSS **shall** comply with Rule 10
3. Specifically for CFV, Rule 10 states:
 - a. Vessels may engage in fishing within the separation zone between the lanes
 - b. Fishing vessels should cross the traffic lanes at a right angle to access the separation zone in order to engage in fishing within the separation zone
 - c. Vessels engaged in fishing shall not impede the passage of any vessel following a traffic lane

Direct any questions, comments, or feedback to LT Lucas Mancini at 510-437-3801 or Lucas.W.Mancini@uscg.mil

***LISTEN TO CHANNEL 12 VTS OFFSHORE SECTOR TRAFFIC ADVISORY
TWICE EACH HOUR MIN 15 MIN 45***



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San Francisco BAY



Existing Lanes Shown in Magenta

New Lanes Shown in Green

Vessel Traffic Service Area Boundary

*** New Lanes are 1NM Wide on Each Side of Sep Zone**

Graphic Produced by NOAA
 Office of Coast Survey
 Graphic Not for Navigation