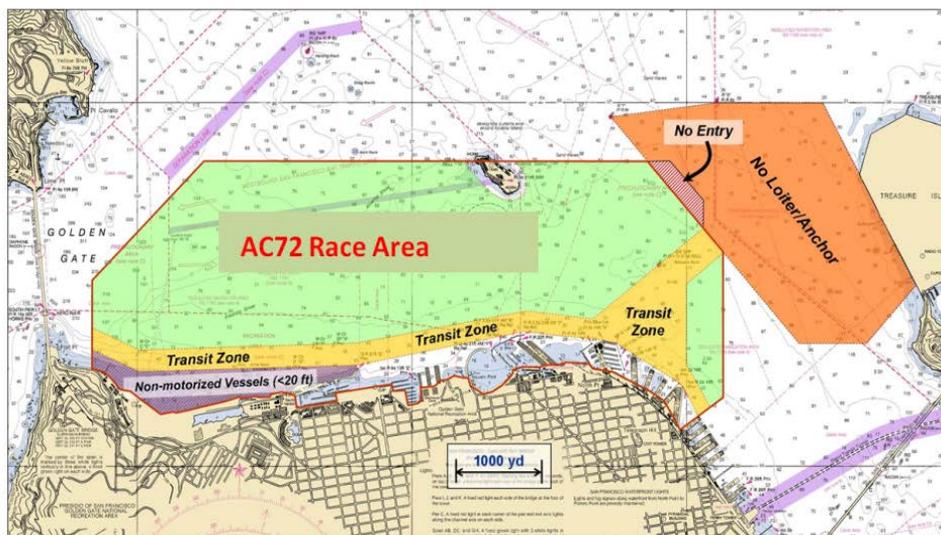




# Waterways Management (WWM): Limited Access Areas and Other Access Control Measures Tactics, Techniques, and Procedures (TTP)



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CGTTP 3-71.1  
19 JAN 2016

## COAST GUARD TACTICS, TECHNIQUES, AND PROCEDURES 3-71.1

Subj: WATERWAYS MANAGEMENT (WWM): LIMITED ACCESS AREAS AND  
OTHER ACCESS CONTROL MEASURES

- Ref:
- (a) Regulated Navigation Areas and Limited Access Areas, 33 CFR 165
  - (b) Safety of Life on Navigable Waters, 33 CFR 100
  - (c) Protection and Security of Vessels, Harbors, and Waterfront Facilities, 33 CFR 6
  - (d) Safety Zones, 33 CFR 147
  - (e) Deepwater Ports, 33 CFR Subchapter NN
  - (f) Regulatory process overview, 33 CFR 1.05-10
  - (g) Preparation of Field Regulations Manual, COMDTINST M16704.3A
  - (h) Safety zones for specific deepwater ports, 33 CFR 150.940
  - (i) Access to waterfront facilities, and port and harbor areas, including vessels and harbor craft therein, 33 CFR 125.15
  - (j) Danger Zone and Restricted Area Regulations, 33 CFR 334
  - (k) Aids to Maritime Navigation; Penalty, 14 U.S.C. 85
  - (l) Laws and Regulations Governing Lands, 43 U.S.C. 1333
  - (m) Department of Homeland Security Delegation No. 0170.1
  - (n) Ports and Waterways Safety—General, 33 CFR 160
  - (o) Vessel Traffic Management, 33 CFR 161
  - (p) Inland Waterways Navigation Regulations, 33 CFR 162
  - (q) Boating and Water Use Activities, 36 CFR 3
  - (r) Special Regulations, Areas of the National Park System, 36 CFR 7
  - (s) National Park System Units in Alaska, 36 CFR 13
  - (t) National Marine Sanctuary Program Regulations, 15 CFR 922
  - (u) Flight Rules, 14 CFR 91.137-145
  - (v) Inland Navigation Rules, 33 CFR Subchapter E
  - (w) WWM: Sector Environmental Planning, CGTTP 3-71.8
  - (x) WWM: Marine Event Permitting, CGTTP 3-71.14

1. PURPOSE. To provide sector and marine safety units (MSU) with Coast Guard tactics, techniques, and procedures (CGTTP) on how to safely, effectively, and efficiently manage Limited Access Areas (LAA) and other access control measures within their area of responsibility, including fundamental principles, considerations, processes and documentation.
2. ACTION. This CGTTP publication applies to sector and MSU waterways management staff, but can be leveraged by anyone responsible for creating and enforcing LAAs. Internet release is authorized.
3. DIRECTIVES/TTP AFFECTED. None.

4. DISCUSSION. Captains of the Port (COTP) have the authority to use LAAs to control movement of marine traffic and limit access to all or part of a waterway with their COTP zone. LAAs are a useful tool to balance the use of the marine transportation system (MTS) with the safety and security of the port, and the protection of the marine environment. This CGTTP provides novice users with foundational and practical knowledge necessary to understand and effectively use LAAs and other access control measures. It also provides experienced personnel with a means of referencing current best practices, and standardizes LAA implementation across the Coast Guard.
5. DISCLAIMER. This guidance is not a substitute for applicable legal requirements, nor is itself a rule. It provides guidance for Coast Guard personnel and does not impose legally-binding requirements on any party outside the Coast Guard.
6. ENVIRONMENTAL ASPECT AND IMPACT CONSIDERATIONS. While developing this publication, integrated process team (IPT) members examined environmental considerations under the National Environmental Policy Act (NEPA) and determined they are not applicable.
7. DISTRIBUTION. FORCECOM TTP Division posts an electronic version of this TTP publication to the CGTTP Library on CGPortal. In CGPortal, navigate to the CGTTP Library by selecting **References > Tactics, Techniques, and Procedures (TTP)**. FORCECOM TTP Division does not provide paper distribution of this publication.
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# Chapter 1: Introduction

**Introduction**

This chapter provides an overview of the content of this tactics, techniques, and procedures (TTP) publication. It also defines the use of notes, cautions, and warnings used in this publication.

**In This Chapter**

This chapter contains the following sections:

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<b>Section</b>	<b>Title</b>	<b>Page</b>
A	Introduction	1-2
B	Notes, Cautions, and Warnings	1-3

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## Section A: Introduction

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### A.1. Overview

Captains of the Port (COTP) have authority to control movement of marine traffic and limit access to all or a portion of the waterway in order to:

- Provide safety and security for mariners, vessels, and maritime critical infrastructures.
- Manage the use of navigable waterways for commerce and environmental protection.

Access control measures are either temporary or permanent. The most commonly used sector-level tools are safety and security zones. It is important to create limited access areas correctly and per the informal rulemaking process, when applicable. The terms and tools in this TTP ensure the United States Coast Guard (USCG) effectively manages limited access areas (LAAs).

### A.2. Audience and Scope

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This TTP explains the process for selecting and creating LAAs and other access control measures available to sector waterways managers under references (a) and (b). Additionally, this TTP addresses other authorities of the USCG and government agencies that control access to waterways and facilities.

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## Section B: Notes, Cautions, and Warnings

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**B.1. Overview** The following definitions apply to notes, cautions, and warnings found in this publication.

**NOTE:** **An emphasized statement, procedure, or technique.**

**CAUTION:** **A procedure, technique, or action that, if not followed, results in risk to the safety or security of the port, waterways users, marine environment, or the facilitation of commerce.**

**WARNING:** *A procedure, technique, or action that, if not followed, carries significant risk to the safety or security of the port, waterways users, marine environment, or the facilitation of commerce, as well as damage to potential or actual prosecutions, defenses, or other litigation involving the USCG.*

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## Chapter 2: Fundamental Principles

**Introduction** This chapter describes the fundamental principles and tools available for controlling and limiting access to specific areas of the waterway.

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**In This Chapter** This chapter contains the following sections:

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## Section A: Overarching Principles

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### A.1. Purpose for Controlling Access

District and sector commanders have several tools for controlling access to defined waterway areas. Use of these tools depends on geography, waterway usage, specifics of events that trigger the need for access control, and other local factors. Access control can protect the public from a danger in a certain area, protect an asset from the public, or provide space for activities to occur safely.

### A.2. Tools at Your Disposal

Section B ([Regulated Navigation Areas and Limited Access Areas](#)) and Section C ([Additional Control Measures](#)) of this chapter identify various tools for access control. Section B contains tools available under the following references:

- Reference (a), Regulated Navigation Areas and Limited Access Areas, 33 CFR 165.
- Reference (b), Safety of Life on Navigable Waters, 33 CFR 100.
- Reference (c), Protection and Security of Vessels, Harbors, and Waterfront Facilities, 33 CFR 6.
- Reference (d), Safety Zones, 33 CFR 147.
- Reference (e), Deepwater Ports, 33 CFR Subchapter NN.

Tools in Section C are broken down into two sections:

- Tools under USCG authority.
- Tools under the authority of other government agencies (OGAs) that the COTP can leverage.

A detailed description of each tool is in [Chapter 3: LAA and Other Control Measures Process](#). There is guidance on how to choose and process the appropriate tool.

#### A.2.a. The Regulatory Process and Rulemaking

Several LAAs and other access controls covered in this TTP require working with the regulatory process. Information regarding the regulatory process is in reference (f). Rulemaking tools and templates are available on the [Office of Regulations and Administrative Law \(CG-LRA\) web site](#) and in reference (g).

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**NOTE:**

**USCG field regulations originate from informal rulemaking, which is a notice-and-comment rulemaking process. In informal rulemaking, the public comments on USCG-proposed actions. The USCG considers these comments when publishing the final rule. By contrast, formal rulemaking requires additional trial-type procedures that are generally not applicable to field regulations.**

**A.3. Area of  
Responsibility  
(AOR)  
Knowledge**

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Waterways managers must be familiar with tools for controlling access, vessel usage, partner agencies, unique geography, and existing regulatory controls in their AOR. Section D on [Roles](#) describes roles in waterway access and signature authority.

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## Section B: Regulated Navigation Areas and Limited Access Areas

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**B.1. General**

Most regulated navigation areas (RNAs) and LAAs exist to facilitate safety, security, or maritime commerce. Use these references for the most current regulations on RNAs/LAAs.

- Subpart F of reference (a) lists permanent LAAs and RNAs established in the Federal register, organized by district.
- Reference (d) lists existing outer continental shelf (OCS) safety zones.
- Reference (h) lists existing deepwater port safety zones, no anchoring areas (NAA), and areas to be avoided (ATBA).

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**B.2. Regulated Navigation Area (33 CFR 165 Subpart B)**

A regulated navigation area is a water area, within a defined boundary, with established regulations for vessels navigating in the area.

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**B.3. Safety Zone (33 CFR 165 Subpart C)**

A safety zone is a water area, shore area, or both, where, for safety or environmental purposes, access is limited to authorized persons, vehicles, or vessels. It is either stationary and described by fixed limits or non-stationary and described as a zone around a vessel in motion.

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**B.4. Security Zone (33 CFR 165 Subpart D and 33 CFR 6)**

A security zone is a designated area of water or land established to protect vessels, harbors, ports, or waterfront facilities from sabotage, damage, or injury due to subversive acts, accidents, or other causes.

Types of security zones are:

- A Ports and Waterways Safety Act (PWSA) security zone prevents or responds to acts of terrorism against individuals, vessels, public commercial structures, or against a U.S. vessel or an individual on board that vessel.
- A Magnuson Act security zone prevents damage or injury to a vessel or waterfront facility; safeguards ports, harbors, territories, or U.S. waters, or secures observance of U.S. rights and obligations. A Magnuson Act security zone is appropriate in a clearly expressed security threat, such as espionage, subversive activity, interruptions to marine navigation, risk of explosion, or other hazard.

**NOTE:**

**A PWSA security zone is an anti-terrorism measure. A Magnuson Act security zone mitigates non-terrorism maritime security risks.**

**B.5. Restricted Waterfront Area (33 CFR 165 Subpart E)**

A restricted waterfront area is an area of water or land within a defined boundary, established to prevent unauthorized access by persons or vessels for both the safety and security of the waterfront area and its vessels.

Per reference (i), at waterfront facilities with specific shipping activities, only properly credentialed persons have access to restricted areas. The Commandant can direct restricting waterfront access for this purpose only.

The COTP establishes restricted waterfront areas for class 1 explosives handling.

**B.6. Naval Vessel Protection Zones (33 CFR 165 Subpart G)**

A 500-yard regulated area of navigable water surrounding U.S. Naval vessels greater than 100 ft in length protects the vessel from sabotage, damage, or injury due to subversive acts, accidents, or other incidents.

Naval Vessel Protection Zones (NVPZs) exist around all U.S. naval vessels greater than 100-feet in length unless otherwise moored at a restricted area (as established by U.S. Army Corps of Engineers (USACE) and set out in reference (j)) or within a naval defense area (NDA). The NDA supersedes the NVPZ.

An NVPZ also exists around any vessel owned, operated, chartered, or leased by the U.S. Navy, including vessels under construction for, or under operational control of, the U.S. Navy or a combatant command. These vessels are typically U.S. flagged, U.S. owned vessels, and transport military cargo under contract for the U.S. Navy.

The area commander must initiate informal rulemaking before establishing an NVPZ.

**B.7. Deepwater Ports**

Safety zones, ATBAs, and NAAs associated with deepwater ports promote safety of life and property, protect marine environments, and ensure navigational safety at deepwater ports and adjacent waters. Reference (e) contains specifics of deepwater ports and the regulatory process.

The process for establishing a safety zone with a deepwater port follows the same guidance as for a planned safety zone.

**NOTE:**

**Safety zones associated with deepwater ports are developed and designated during the application process of a deepwater port license. Establish ATBA and NAAs associated with deepwater ports in coordination with the International Maritime Organization, through the Secretary of State, and Commandant (CG-5).**

**B.8. Outer  
Continental  
Shelf Safety  
Zones**

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An OCS safety zone is an area of water surrounding an OCS facility where access is limited to authorized persons, vehicles, or vessels for environmental or safety purposes. The safety zone can be a geographically fixed area, or a moving area around a vessel.

The following references permit establishing safety zones for facilities located on the OCS, for protecting life, property, and the marine environment.

- Reference (k), Aids to Maritime Navigation; Penalty, 14 U.S.C. 85.
- Reference (l), Laws and Regulations Governing Lands, 43 U.S.C. 1333.
- Reference (m), Department of Homeland Security Delegation No. 0170.1.
- Reference (d), Safety Zones, 33 CFR 147.

Placing a safety zone around a facility might reduce threats of allisions, oil spills, and releases of natural gas, thereby protecting safety of life, property, and the environment. Reference (d) states “Safety zones may be established around OCS facilities being constructed, maintained, or operated on the OCS to promote the safety of life and property on the facilities, their appurtenances and attending vessels, and on the adjacent waters within the safety zones. Regulations adopted for safety zones may extend to the prevention or control of specific activities and access by vessels or persons, and include measures to protect the living resources of the sea from harmful agents.”

NOTE:

**The district commander establishes OCS safety zones; this authority cannot be re-delegated. Further guidance on establishment OCS safety zones is outside the scope of this TTP.**

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## Section C: Additional Control Measures

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<b>C.1. Additional Tools</b>	In addition to RNAs and LAAs, several other tools limit access within USCG authority or under authority of other government agencies.
<b>C.2. Tools Using USCG Authority</b>	The following are tools for waterways managers under USCG authorities.
C.2.a. Special Local Regulations (33 CFR 100)	<p>A regulated area is a waterway with limited access to ensure safety of life on the navigable waters immediately before, during, and after regattas and marine parades. A regatta or marine parade is an organized event of limited duration held on the water according to a prearranged schedule (collectively referred to as marine events). Special local regulations (SLRs) promulgated in conjunction with a marine event might define a regulated area along with additional regulations that apply near the regulated area.</p> <ul style="list-style-type: none"> <li>• Reference (b) lists permanent SLRs established in the Federal Register, organized by district.</li> </ul>
C.2.b. Vessel Traffic Service Authorities (33 CFR 161)	For sectors with a vessel traffic service (VTS), using VTS authorities provided by PWSA and reference (n) provide options for controlling vessel movement and access to certain areas.
C.2.b.(1). Vessel Traffic Service Measures	<p>Under reference (o), a VTS may direct traffic to enhance navigation and vessel safety and to protect the marine environment. The scope of this authority is limited to VTS users as defined in reference (p). VTS measures only apply to VTS users within the VTS area. Per reference (o), VTS measures include, but are not limited to:</p> <ul style="list-style-type: none"> <li>• Designating temporary reporting points and procedures.</li> <li>• Imposing vessel operating requirements.</li> <li>• Establishing vessel traffic routing schemes.</li> </ul> <p>During conditions of vessel congestion, restricted visibility, adverse weather, or other hazardous circumstances, a VTS can control, supervise, or otherwise manage traffic by specifying times of entry, movement, or departure to, from, or within a VTS area.</p>

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C.2.c. VTS  
Special Areas

Reference (o) defines a VTS special area as a waterway within a VTS area where special operating requirements apply, and lists VTS special areas within each VTS area.

**NOTE:**

**Further guidance on establishing and implementing VTS special areas is outside the scope of this TTP, but generally follows a similar process as establishing an RNA.**

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C.2.d. Inland  
Waterway  
Navigation  
Regulations  
(33 CFR 162)

Reference (p) contains regulations that establish restricted areas or limited access to defined portions of inland waterways.

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**C.3. Tools Using  
OGA Authorities**

The following tools are available to waterways managers by leveraging partnerships with other government agencies. This list is not all inclusive, as other state and local authorities might be available in each COTP zone.

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C.3.a. USACE  
Danger Zones and  
Restricted Areas  
(33 CFR 334)

USACE establishes and enforces danger zones and restricted areas near government facilities. In general, danger zone and restricted area regulations provide public access to the area to the maximum extent practicable.

A danger zone is a water area used for target practice, bombing, rocket firing, or other especially hazardous operations, normally for the armed forces. Per regulations, danger zones might be closed to the public on a full-time or intermittent basis.

A restricted area is a defined water area for the purpose of prohibiting or limiting public access. Restricted areas generally provide security for government property or protection to the public from the risks of damage or injury arising from the governmental use.

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C.3.b. Naval  
Defense Areas  
(32 CFR 761)

Executive orders have established naval defensive sea areas in various locations outside of the continental U.S. Regulations limit access to the specified areas for national defense purposes. The Secretary of the Navy controls these areas.

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C.3.c. NOAA  
Regulations

The National Oceanographic and Atmospheric Administration (NOAA) may establish regulations to protect the marine environment.

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C.3.c.(1). Marine Sanctuary Areas (15 CFR 922)	<p>NOAA has established national marine sanctuaries, defined as areas of the marine environment of special national significance due to resource or human-use values, and designated to ensure conservation and management.</p> <p>Specific regulations on use and access to national marine sanctuaries and specific portions within are in reference (t).</p>
C.3.c.(2). Dynamic Area Management Zones and Seasonal Area Management Zones (50 CFR 229)	<p>NOAA has established Dynamic Area Management (DAM) zones and Seasonal Area Management (SAM) zones as measures to benefit certain marine species. DAM zones and SAM zones promulgate speed and access restrictions for vessels during activation.</p>
C.3.d. NPS Regulations (36 CFR 3,7, and 13)	<p>The National Park Service establishes regulations within in each national park to control and limit activities on waters within that park.</p> <p>Reference (r) regulates boating and water use activities within national parks.</p> <p>Specific regulations for each national park are in references (r) and (s).</p>
C.3.e. Temporary Flight Restrictions (14 CFR 91)	<p>The Federal Aviation Administration (FAA) issues temporary flight restrictions to control air space. Reference (u) describes the authority and specific regulations for temporary flight restrictions which the FAA can impose.</p> <p>Although flight restrictions do not limit access on the water, they may complement LAAs enacted by the USCG; or at times, be the appropriate tool without the use of any USCG authority.</p> <p>The administrator issues a notice to airmen (NOTAM) in an area where temporary flight restrictions apply. The notice will identify the hazard or condition, and whenever the administrator wants to:</p> <ul style="list-style-type: none"> <li>• Protect persons and property on the surface or in the air from a hazard associated with an incident on the surface.</li> <li>• Provide a safe environment for the operation of disaster relief aircraft.</li> <li>• Prevent an unsafe congestion of sightseeing and other aircraft above an incident or event which may generate a high degree of public interest.</li> </ul> <p>The NOTAM identifies the hazard or condition that requires temporary flight restrictions.</p>

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## Section D: Roles

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<b>D.1. COTP</b>	<p>The COTP ensures safety and security of the waterway within the COTP zone, and:</p> <ul style="list-style-type: none"><li>• Establishes SLRs if delegated in writing by the district commander. The Captain of the Port issues SLRs as deemed necessary to ensure safety of life on the navigable waters immediately before, during, and after regattas and marine parades.</li><li>• Establishes safety zones.</li><li>• Establishes security zones.</li><li>• Directs individual vessels away from hazards following an incident.</li></ul>
<b>D.2. Sector Waterways Managers</b>	<p>Waterways managers advise the COTP on the most appropriate tool for controlling access. Waterways managers are the primary authors and processors of field regulations. They communicate waterways restrictions to the maritime public in a timely manner. As process owners for limiting access, waterways managers also conduct outreach and coordinate public input to proposed limited access areas. Waterways managers assist the District (dpw) staff with field regulations that require district commander signature.</p>
<b>D.3. Sector Enforcement Division</b>	<p>The enforcement division might provide input for drafting LAAs and other access control measures. They also write operations orders or incident action plans, if necessary to patrol and enforce the LAA.</p>
<b>D.4. District Commander</b>	<p>The district commander establishes:</p> <ul style="list-style-type: none"><li>• RNAs. This authority is never delegated to the COTP; however, sector and district staffs coordinate RNA establishment.</li><li>• Safety zones.</li><li>• Security zones.</li><li>• OCS safety zones.</li><li>• Inland waterway navigation regulations per reference (p). The district commander cannot delegate this authority to the COTP; however, coordinate action between sector and district staffs.</li><li>• SLRs. The district commander can delegate this authority to the COTP.</li></ul>

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**D.5. District (dpw) Staff**

The District (dpw) staff prepares field regulations for district commander signature in close coordination with the sector waterways managers.

**D.6. District Legal (dl) Staff**

District (dl) staff reviews access control measures for legal sufficiency and advises the COTP and district commander on legal issues.

**D.7. Office of Navigation Systems (CG-NAV)**

CG-NAV establishes VTS special areas.

**D.8. Signature Authority**

Below is a quick reference of roles and their designated signature authority on limited access area regulation.

Regulatory tool for limiting access	Who can sign (See <a href="#">33 CFR 1.05-1</a> )
SLRs for regattas and marine parades (33 CFR <a href="#">Part 100</a> )	District commander (or COTP if delegated in writing)
OCS safety zones (33 CFR <a href="#">Part 147</a> )	District commander
Inland waterway navigation regulations (33 CFR Part 162)	District commander
Regulated navigation areas (33 CFR <a href="#">Part 165</a> )	District commander
Safety zones (33 CFR <a href="#">Part 165</a> )	District commander or COTP
Security zones (33 CFR <a href="#">Part 165</a> and 33 CFR part 6)	District commander or COTP

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## Section E: Key Components of the Area of Responsibility

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### E.1. General Information

When determining whether to control access to all or a portion of a waterway, the waterways manager must know the local operating environment. Local USCG units (stations, aids to navigation teams, etc.) have extensive local knowledge and are a valuable source of information to the sector WWM staff.

The following items are components to consider when creating an LAA or other access control measure. They are not exhaustive or all encompassing, but provide a starting point and general guidance towards establishing adequate local area knowledge.

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### E.2. Reference Publications

Maintain familiarity with the following publications and use them as reference in the area of responsibility:

- NOAA nautical charts.
  - [Light List](#).
  - [Coast Pilot](#).
  - Local COTP guidance (i.e., MSIBs, MSSBs, SOPs).
  - Local harbor safety committee guidance (e.g., harbor safety plan, best practices, etc.).
  - CFRs: existing RNAs, LAAs, and other access controls already in place, which negate the need for additional action in some situations.
  - Waterway Analysis and Management System (WAMS) reports.
  - Port and Waterway Safety Assessments (PAWSA) reports.
  - Port Access Routing Studies (PARS) reports.
-

**E.3. Local and Geographic Considerations**

Consider the following parameters, which are unique to each waterway:

- Vessel traffic density, size, and type.
  - Environmental considerations such as weather, season, ice, etc.
  - Tidal and current effects.
  - Environmentally sensitive areas.
  - Jurisdictional boundaries of federal, state, and local government agencies.
  - Operational tempo and availability of CG assets that might limit on-water patrol of controlled access areas. Lack of on-water CG patrol does not preclude establishment of a limited access area. However, consider enforceability when determining the appropriate tool.
- 

**E.4. Stakeholders and Partner Agencies**

Creating and maintaining partnerships within the port community is a key component to successful waterway management. The following interagency and industry partners may have a stake in the establishment of access control measures:

- Harbor safety committees.
  - Area committees.
  - Area maritime security committees.
  - Port operations groups.
  - USACE.
  - Local response agencies (fire, sheriffs, police departments).
  - Port-specific interagency planning groups.
  - Tribal governments and councils (In all cases where there are tribal impacts, consultation with tribal entities is required by legislation, executive order, or treaty).
  - State agencies.
  - Other local partners (harbormasters, marine or maritime exchanges).
- 

**E.5. Navigation Rules**

Understand navigation rules and their applicability to your waterways.

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E.5.a.  
International  
Navigation Rules

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The International Regulations for Avoiding Collisions at Sea, 1972 (commonly referred to as 72 COLREGS) are contained in Public Law 95-75. 33 CFR subchapter D contains U. S. demarcation lines in 72 COLREGS and COLREGS. These rules establish the conduct of vessels in various situations.

Understand these rules for access controls. In some circumstances, international navigation rules may provide an alternative to, or background for, certain controls. For example, you may be able to limit access of a waterway to users, or provide preferential access to vessels by using the definition of a narrow channel or fairway, or use traffic separation schemes.

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E.5.b. Inland  
Navigation Rules

Inland navigation rules come from 72 COLREGS and are in reference (v). Like 72 COLREGS, inland navigation rules may provide an alternative to establishing new LAAs or other access controls. Specifically, the conduct of vessels within a traffic separation scheme and within narrow channels and fairways may give you adequate authority to control and limit access as needed.

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## Chapter 3: LAA and Other Control Measures Process

**In This Chapter** This chapter contains the following sections:

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## Section A: Identifying the Need to Limit Access

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### A.1. Governing Factors

The first step in creating an access control is to identify the need. To justify action, the USCG must be able to articulate the need to control specific portions of a waterway. Fully explaining the need helps determine the correct tool.

When deciding whether to limit access, consider the following questions, which guide decision-making and help identify the appropriate tool to use. If you are unable to answer these questions, it is likely the USCG should not be limiting or controlling access to this portion of the waterway. Answering these questions defines how the action decreases risk to the waterway by decreasing the probability, or mitigating consequences, of an incident.

- Trigger: What happened or what might happen?
- Danger or Threat:
  - What is the safety, security, or environmental risk?
  - Will establishing a limited access area or other control measure reduce risk by decreasing the probability or consequence of an incident?
- Event Type:
  - Is this an emergency or planned event?
  - Is this a permanent or temporary event?
- Location: Where did, or might, this incident happen?
- Size: How extensive is the area of concern?
- Duration: How long will this action be required?
- Impact: How will this affect normal maritime use?
- Applicability: Who is being restricted with this action?
- Urgency: How soon is action required?

**NOTE:**

**Incidents affecting an environmentally sensitive or restricted area require special considerations. Regulatory tools outlined in the next section constitute Federal actions that trigger the National Environmental Protection Act (NEPA) process. If you anticipate significant environmental impact, consider extending the required processing lead-time. Use reference (w).**

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## Section B: Selecting the Proper Tool

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- B.1. Introduction** When determining which tool to use, pay particular attention to the following governing factors:
- Trigger – what did or will occur?
  - Danger or threat – is this accidental or intentional, and what are its effects?
  - Urgency – how soon is waterway control needed?
- 
- B.2. LAAs** Consider using one of the tools identified in [Chapter 2.A.2](#) of this TTP to limit access to all or some vessels or persons. Each of the following tools is a regulatory control and requires informal rulemaking.
- 
- B.2.a. Regulated Navigation Area** Select an RNA to regulate vessel operation within a well-defined portion of the waterway, typically a port. Alternatively, create rules for waterway use that apply to vessels at all times, or at specific times. RNAs usually establish vessel operating requirements and specific directions for vessels within that geographic boundary.
- 
- B.2.b. Safety Zone** Select a safety zone to protect mariners from a hazard within a defined geographic area by limiting access to that area.
- A safety zone can:
- Be fixed or moving.
  - Be permanent or temporary.
  - Prohibit access for all vessels.
  - Restrict access to certain types of vessels.
  - Place conditions on access for vessels.
- For example, a safety zone might allow transit, but not anchoring or loitering. A safety zone can be a one-time event or promulgated as a recurring event in the Code of Federal Regulations (CFR). Under PWSA, the USCG has the authority to establish a safety zone to protect the environment from harm caused as a result of damage to a vessel or structure (i.e. marine casualty or potential marine casualty), but not damage resulting from normal vessel operation.
-

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**B.2.c. Security Zone** Select a security zone to protect a vessel, facility, or port area in the zone from threats outside of the zone, by limiting access to the area. Like safety zones, a security zone might be either fixed or moving, might be permanent or temporary, and might place conditions on access.

Use a security zone to further obligations of the United States (such as protection of high-ranking U.S. government officials and foreign dignitaries). Promulgate security zones as a one-time event, or as a recurring event in the CFRs. Be aware of appropriate authorities (PWSA or Magnuson Act) that establish security zones when selecting this tool.

---

**B.2.d. Restricted Waterfront Areas** Select a restricted waterfront area to limit access to facilities conducting Class 1 explosive handling operations (49 CFR 173.50). Restricted waterfront area restrictions can apply to specific vessels at specific times, and during specific activities. In all other cases, the COTP enacts restricted waterfront areas at the direction of the Commandant.

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**B.2.e. Naval Vessel Protection Zones** Select a naval vessel protection zone to protect U.S. Naval vessels during fleet weeks, marine parades, etc. to fulfill maritime security requirements.

Subpart G of reference (a) contains additional information on naval vessel protective zones. Regulations establishing NVPZs do not require activation or action by WWM staffs. However, there are times when existing NVPZ regulations negate the need for a security zone when requested.

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**B.3. Additional Tools** Consider using one or more of the additional tools in this section to control movement of vessels in your area of responsibility. The ability to exercise each option depends on the situation, your goal, and port-specific guidance.

---

**B.3.a. Special Local Regulation** Select an SLR to establish a regulated area for regattas and marine parades. Within the regulated area, you can place additional operating requirements on vessels and persons. An SLR can also define safety zones, regulated areas, and actions to control vessel movements.

**NOTE:**

**Per 33 CFR 100.35, do not promulgate an SLR for any purpose other than to “insure safety of life on the navigable waters immediately prior to, during, or after the approved regatta or marine parade.” A permit does not have to be approved or issued to initiate the SLR process; however, the event must be one for which the USCG intends to issue a permit.**

---

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**B.3.b. Vessel  
Traffic Service  
Measures**

Select a VTS measure or direction to enhance navigation and vessel safety and to protect the marine environment. The scope of this authority is limited to VTS users as defined in reference (o).

---

**B.3.c. Inland  
Waterway  
Navigation  
Regulations**

Select Inland Waterway Navigation Regulations if you need a new waterway control measure on a waterway or an inland waterway. Inland Waterway Navigation Regulations are not temporary measures and have long-term effects on vessel movement on the affected waterway.

---

**B.3.d. OGA  
Authorities**

Request OGA assistance when:

- The need to control access falls outside of the USCG's jurisdictional boundaries (not on the navigable waters of the U.S.); or
- Controlling access requires action across various levels of government (i.e., federal, state, tribal, local or municipal); or
- The most appropriate action is the one taken by another agency, even though USCG has overlapping authority and jurisdiction.

Use the authority under 14 USC 141(b) to leverage the authorities and tools of OGAs.

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## Section C: Processing the Access Control

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<b>C.1. General</b>	To process and execute the access control tool chosen in Part B: <ul style="list-style-type: none"><li>• Activate an existing RNA/LAA or SLR.</li><li>• Create a new RNA/LAA.</li><li>• Create a new SLR or Inland Waterway Regulation.</li><li>• Use other USCG authorities without rulemaking.</li><li>• Leverage OGA tools.</li></ul>
<b>C.2. Existing LAA</b>	In some cases, a regulation already limits access. Typically, a notice of enforcement (NOE) activates the regulation. For some regulations, such as charted stationary security zones around facilities, infrastructure, and NVPZs, nothing is needed to activate the zone.  The specific regulation (generally contained in references (a) or (b)) contains information on activation procedures.
C.2.a. Notice of Enforcement	Use an NOE to activate an existing regulation for a recurring event, generally within a limited period or certain dates. Enforce existing regulations only when requested by the event sponsor. Announce the activation to the public via an article in the local notice to mariners (LNM), local notification pamphlets, or a broadcast notice to mariners (BNM).
C.2.a.(1). NOE Procedures	Publish an NOE in the Federal Register to notify waterway users of safety zones, security zones, or SLRs for a marine event. Publish the NOE 30 days before an event unless a specific regulation requires more time. <ol style="list-style-type: none"><li>1. Draft an NOE per the <a href="#">Office of Regulations and Administrative Law (CG-LRA) web site</a> and reference (g).</li><li>2. Submit NOE to District (dl) for legal sufficiency review.</li><li>3. Route NOE to COTP for signature and date.</li><li>4. Submit to CG-LRA for Federal Register publication so the notice appears at least 30 days before the event. (Best practice is to start at least 60 days ahead and allow 30 days to route, sign, process, and send to CG-LRA)</li><li>5. Publish activation notice in the local notice to mariners (LNM) through District (dpw).</li><li>6. See reference (g) for other follow-on steps.</li></ol>

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C.2.b. Self  
Activating  
Regulation

Activating an existing regulation might not require an NOE, if the recurring event lacks sufficient advance notice. In these cases, the self-activating regulation has procedures for providing public notice. This includes publication in the LNM, notification via Broadcast Notice to Mariners (BNM), actual on-scene notice, or other public outreach mechanisms.

Example of a self-activating regulation: A recurring marine event, with an associated SLR, requires specific environmental conditions the requestor cannot predict more than 72 hours in advance. The USCG promulgates an SLR to establish a spectator area to congregate and watch the event. Due to the short-notice nature of the event, an NOE is not a reasonable means for notification to the public of the activation of the regulation. Notify via BNM, public affairs announcements and on-scene notice. Other common examples include heavy weather and ice-related waterway closures.

C.3. New  
RNA/LAA

Use the informal rulemaking process to establish a new safety zone, security zone, or regulated navigation area. Below is general information on the steps of this process. Refer to the [Office of Regulations and Administrative Law \(CG-LRA\) Web site](#) and reference (g) for detailed process guidance.

NOTE:

**If the LAA is initiated for the purpose of addressing protest activity, or if establishing the LAA might have an impact on the ability of individuals to exercise their First Amendment rights, consult and coordinate with your servicing district legal office to address First Amendment issues.**

C.3.a.  
Safety Zone

Safety zones might be needed either immediately in response to an incident or in advance of a planned event. The timing determines the processing procedure. Establish a safety zone for an emergent incident or a short-notice event per C.3.a.(1) of this chapter. Establish a safety zone in advance of a planned event per C.3.a.(2) of this chapter.

**C.3.a.(1). Safety  
Zone Procedure  
for Emergent  
Situations**

Process the safety zone for an emergent situation as follows:

1. Design zone parameters (boundaries and enforcement period) in coordination with the sector command center (SCC) and response department.
2. Design specific restrictions or allowances for the zone (no loitering, no anchoring, specific vessel-type restrictions, etc.) in coordination with the response department.
3. Draft a temporary final rule (TFR) with tools provided on the Office of Regulations and Administrative Law (CG-LRA) Web site (<https://cg.portal.uscg.mil/units/cg094/cglra/SitePages/Home.aspx>) and reference (g).
4. If the zone lasts for one week or longer, complete NEPA documentation. Reference (w) has detailed guidance on NEPA compliance.
5. Submit TFR to District (dl) for legal sufficiency review and assignment of docket number. Conduct legal review concurrently with NEPA.
6. Route TFR to COTP for signature and date.
7. Submit TFR to CG-LRA for publication in Federal Register.
8. See reference (g) for other follow-on steps.
9. Provide a copy of the regulation to the response department, the SCC, and any other applicable partners to ensure appropriate enforcement of the zone.

**During emergencies when immediate danger exists, use a notice to mariners and a stakeholder alert per 33 CFR 165.7 to inform the public that a safety zone is being established, and that vessels are to remain clear.**

**NOTE:**

**To direct vessels away from an area or restrict access, use USCG authority or COTP actions. This might include on-scene presence, boarding the vessel per 14 USC 89, issuing a COTP Order, or issuing a VTS measure.**

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C.3.a.(2). Safety  
Zone Procedures  
for Planned  
Events

Process a safety zone for a planned event as follows:

1. Design zone parameters (boundaries and enforcement period) in coordination with the response department, the SCC, and other prevention divisions as necessary.
2. Design specific restrictions or allowances for the zone (no loitering, no anchoring, specific vessel-type restrictions, etc.) in coordination with the response department.
3. Choose notice of proposed rulemaking (NPRM), an interim rule, a final rule, or a direct final rule using the CG-LRA Web site. (<https://cg.portal.uscg.mil/units/cg094/cglra/SitePages/Home.aspx>) and reference (g).

**NOTE:**

**You must have good cause to promulgate a TFR rather than a NPRM for a planned safety zone. USCG delays are not good cause.**

4. Coordinate key internal and external stakeholder inputs to ensure the regulation is appropriate and covers the needs of all affected parties.
5. Draft the regulation using the templates at the CG-LRA Web site (<https://cg.portal.uscg.mil/units/cg094/cglra/SitePages/Home.aspx>).
6. Conduct NEPA compliance. Reference (w) has detailed guidance on NEPA compliance.
7. Obtain a docket number from CG-LRA per District (dl) office procedures.
8. Submit Notice of Proposed Rulemaking, an Interim Rule, a Final Rule, or a Direct Final Rule to District (dl) for legal sufficiency review and submit it concurrently for NEPA review.
9. Send completed rule with supporting environmental documents and any other supporting documents to COTP or district commander for signature and date, as appropriate.
10. Submit completed rule to CG-LRA for publication in Federal Register. Repeat process to accommodate the publication of an NPRM and final rule. Submit a final rule early enough to provide published notice at least 30 days before the event. (Generally allow 30 days to route, sign, process, and send to CG-LRA).
11. See reference (g) for other follow-on steps.
12. Hold public meetings as required or requested.
13. Retrieve comments from <http://www.regulations.gov>. Evaluate and respond, as appropriate.
14. Draft final rule, incorporating responses to comments and changes, as appropriate and repeat steps 7-9 to complete the process.

15. Submit final rule to CG-LRA for publishing in Federal Register; publish in LNM.
16. Provide a copy of the regulation to the response department, the SCC, and any other partners to ensure zone enforcement.

C.3.b.  
Security Zone

Security zones may be needed either immediately in response to an incident or in advance of a planned event. The timing determines the processing procedure. Establish a security zone for an emergent incident or a short-notice event under C.3.b.(1) of this chapter. Establish a security zone for a planned event under C.3.b.(2) of this chapter.

C.3.b.(1).  
Security Zone  
Procedure for  
Emergent  
Situations

Process a security zone for emergent situations as follows:

1. Design zone parameters (boundaries and enforcement period) and use of force considerations in coordination with the response department.
2. Determine the basis for the security zone (PWSA or Magnuson Act).
3. Design specific restrictions or allowances for the zone (no loitering, no anchoring, specific vessel-type restrictions, etc.) in coordination with the response department.
4. Draft a TFR per the tools provided on the CG-LRA Web site (<https://cg.portal.uscg.mil/units/cg094/cglra/SitePages/Home.aspx>) and reference (g).
5. If the zone lasts for one week or longer, complete NEPA documentation. Reference (w) has detailed guidance on NEPA compliance.
6. Submit TFR to District (dl) for legal sufficiency review and assignment of docket number. Conduct legal review concurrently with NEPA.
7. Send TFR to COTP for signature and date.
8. Submit TFR to CG-LRA for publication in Federal Register.
9. See reference (g) for other follow-on steps.
10. Provide a copy of the regulation to the response department, the SCC, and any other applicable partners to ensure enforcement of the zone.

**NOTE:**

**During emergencies when immediate danger exists, use a notice to mariners and a stakeholder alert per 33 CFR 165.7 to inform the public that a security zone is being established, and that vessels are to remain clear.**

**To direct vessels away from an area or restrict access, use USCG authority or COTP actions. This might include on-scene presence, boarding the vessel per 14 USC 89, issuing a COTP Order, or issuing a VTS measure.**

C.3.b.(2).  
Security Zone  
Procedures for  
Planned Events

Process a security zone for a planned event as follows:

1. Design zone parameters (boundaries and enforcement period) and use of force considerations in coordination with the response department, the SCC, and other prevention divisions as necessary.
2. Determine the basis for the security zone (PWSA or Magnuson Act).
3. Design specific restrictions or allowances for the zone (no loitering, no anchoring, specific vessel-type restrictions, etc.) in coordination with the response department.
4. Use the Rulemaking Tools and Templates tab on the CG-LRA website (<https://cg.portal.uscg.mil/units/cg094/cglra/SitePages/Home.aspx>) and reference (g).

**NOTE:**

**You must have good cause to promulgate a TFR rather than a NPRM for a planned security zone. USCG delays are not a good cause.**

5. Coordinate key internal and external stakeholder input to ensure the regulation is appropriate and covers the needs of all affected parties.
6. Draft the regulation using the templates at the CG-LRA website (<https://cg.portal.uscg.mil/units/cg094/cglra/SitePages/Home.aspx>).
7. Conduct NEPA compliance. Reference (w) has detailed guidance on NEPA compliance.
8. Obtain a docket number from CG-LRA per District (dl) office procedures.
9. Submit completed rule to District (dl) for legal sufficiency review. Conduct legal review of completed rule concurrently with NEPA.
10. Route completed rule with supporting environmental documents and any other supporting documents to COTP or district commander for signature and date, as appropriate.
11. Submit completed rule to CG-LRA for publication in Federal Register. Repeat to accommodate the publication of an NPRM and final rule. Submit a final rule in time to publish the notice at least 30 days before the event. (Generally allow 30 days to route, sign, process, and send to CG-LRA).
12. See reference (g) for other follow-on steps.
13. Hold public meetings as required or requested.
14. Retrieve comments from <http://www.regulations.gov>, evaluate, and respond, as appropriate.
15. Draft final rule, incorporating responses to comments and changes, as appropriate and repeat steps 8-10 to complete the process.
16. Provide a copy of the regulation to the response department, the SCC, and any other applicable partners to ensure enforcement of the zone.

**C.3.c. RNA**


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Work with District (dpw) to request a new RNA.

Most RNAs are planned; however, in some circumstances, an RNA might arise from emergent conditions. Design the parameters and operating conditions of the RNA for vessels in coordination with users, stakeholders, OGAs, and applicable USCG representatives.

- Process an RNA for emergent conditions following the steps in section C.3.a.1 of this chapter.
- Process an RNA for a planned event following the steps in section C.3.a.2 of this chapter.

The RNA established via interim rule in response to shoaling near the Herbert C. Bonner Bridge (docket number USCG-2014-0987) provides a good example of a RNA established due to emergent conditions.

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**C.4. Restricted Waterfront Area**

Process restricted waterfront areas for class 1 explosives following the steps in section C.3.b.2 of this chapter.

Provide local public notice of Commandant activation of restricted waterfront areas.

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**C.5. Additional Tools Under USCG Authority**

Establish a new SLR or Inland Waterway Navigation Regulation using the informal rulemaking process. Below is general information on this process. Refer to the Office of Regulations and Administrative Law (CG-LRA) Web site and reference (g) for detailed process guidance. VTS measures do not require informal rulemaking.

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**C.5.a. SLR**

Process an SLR following the steps in section C.3.a.2 of this chapter in close coordination with the marine event coordinator.

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**C.5.b. Inland Waterway Navigation Regulations**

Work with District (dpw) to request a new inland waterway navigation regulation.

Waterways managers assist District (dpw) with drafting the regulation for the district commander's signature.

To process an inland waterway navigation regulation, follow the steps in section C.3.a.2 of this chapter.

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**C.5.c. VTS Measure**

Issue a VTS measure to an individual vessel via voice communications.

Issue a VTS measure that affects all VTS users via local procedures as established in the VTS National Standard Operating Procedures and local guidelines.

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## Section D: Communicating the Access Control

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### D.1. Internal Coordination

Communicate action with internal stakeholders:

- SCC.
- Response department.
- Command staff.
- District.

Help designate Patrol Commanders (PATCOM) and draft incident action plan and operations order.

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### D.2. External Coordination

Notify external stakeholders and waterway users, as appropriate.

---

#### D.2.a. Local Notice to Mariners (LNM)

For a Local Notice to Mariners (LNM) article announcing enforcement of the zone:

1. Draft and prepare the LNM for publication before the event per regulation.
  2. Route and obtain clearance for the article per your local policy.
  3. Submit to District (dpw) staff for weekly publication.
- 

#### D.2.b. Broadcast Notice to Mariners (BNM)

For a broadcast notice to mariners (BNM) that announces enforcement of the zone:

1. Draft the BNM.
  2. Provide a copy to the SCC for inclusion in the scheduled BNMs.
- 

#### D.2.c. Public Affairs Release

Coordinate with the sector or district public affairs officer for press releases.

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#### D.2.d. OGA

Ensure that OGA partners are aware of the access control. Coordinate with the response department. OGA assets may also be included in the operations order for enforcement.

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## Section E: Supplemental Actions

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- E.1. Monitor** Regularly review and update all access control measures in your waterway.
- 
- E.2. Hot-wash** Conduct a hot wash (an immediate after action discussion and evaluation) as necessary to identify best practices and lessons learned from the processing and enforcement of the access control.
- 
- E.3. After Action Report** Consider documenting an after action report on best practices and lessons learned for incorporation into future access controls. See reference (x) for guidance on after action report requirements for marine events requiring an SLR.
- 
- E.4. Regular Review** Evaluate existing access control measures on an annual or biennial basis to determine the need to amend, cancel, or make permanent.
- Review existing regulations and tables of recurring events in 33 CFR parts 100 and 165 to ensure accuracy of the published information. Including recurrent safety zones, etc. in the CFR saves time and effort; however, to use an NOE for an event, match specifics of the actual event with those published in the regulation.
- Similarly, as waterway usage changes, alter or delete regulated navigation areas to meet current needs.
- 
- E.5. MISLE** Document new access control measures or updates of an existing measure in Marine Information for Safety and Law Enforcement (MISLE).
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## Section F: Scenarios

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**F.1. General** The following are examples of how to determine the need to establish a limited access area and select the appropriate tool. These scenarios are not all encompassing and the application of criteria may differ according to local COTP guidance and standards.

**F.2. Oil in the Water** A vessel has grounded at the edge of a navigable channel. There is oil in the water. Cleanup crews and divers are on scene. It will take several days to complete cleanup. You need to keep the divers and the public safe from the spilled oil during the cleanup.

F.2.a. Identify the Need Use the factors in [section A](#) to determine the need to limit access.

- Trigger (What happened or might happen?): Grounding and oil spill.
- Danger or threat (What is the safety, security, or environmental risk?):
  - Safety risk for cleanup crew.
  - Environmental risk of other vessels spreading the oil.
  - Public health risk of the oil spreading.
  - Will limiting access reduce risk? Yes.
- Event type.
  - Emergency or planned: Emergency.
  - Permanent or temporary: Temporary.
- Location (Where did or will this incident happen?): Near a well-used navigation channel for recreational boaters.
- Size (How extensive is the area of concern?): Unknown at this time, but spreading.
- Duration (How long will this action be required?): Several days.
- Impact (How will this affect normal maritime use?): Restricts use of the channel, but might allow some vessel movement around the area.
- Applicability (Whom am I restricting with this action?): All boaters, commercial and recreational.
- Urgency (How soon is action required?): Immediately.

This example shows a clear need to limit access to this portion of the waterway. Next, determine the appropriate tool or combination of tools.

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**F.2.b. Selecting the Proper Tool**

Consider the following factors to determine which tool to use:

- Trigger – Oil spill
- Danger or threat – This was an accidental occurrence requiring vessels to stay away from the area for the safety of both responders and the environment.
- Urgency – Immediately.

The driving factor is safety of the maritime public and the surrounding environment. Aim to protect the maritime public on the outside of the area from something that happened on the inside by limiting access to that area. In this example, the most appropriate mechanism is a safety zone. Process this fixed safety zone following the procedures outlined in section C.3.a.(1).

---

**F.3. Planned Security Exercise**

The sector contingency planning division informs the waterways managers that they are planning an area maritime security plan exercise. This will involve several local law enforcement agencies and multiple USCG assets. The exercise will include an on-the-water simulation of an attack on a commercial vessel and a hook-and-climb exercise within the commercial harbor. The area maritime security committee requests a security zone for the event that will happen in four months.

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**F.3.a. Identify the Need**

Use the factors outlined in section A to determine the need to limit access.

- Trigger (What happened or will happen?): Planned exercise with several vessels in multiple locations.
- Danger or Threat (What is the safety, security, or environmental risk?): The simulation of an attack on the commercial vessel will involve a local ferry, smoke machine, and several response vessels. The vessels involved in the hook-and-climb exercise must maintain a certain course and speed during the evolution.
  - Will limiting access reduce risk? Yes.
- Event Type
  - Emergency or Planned: Planned.
  - Permanent or Temporary: Temporary.
- Location (Where did or will this incident happen?): Near major shipping channels and a high-use recreational area.
- Size (How extensive is the area of concern?): There are two specific areas of concern. The attack simulation will be in one location. The hook and climb simulation will be in a separate area of the harbor on the next day.

- Duration (How long will this action be required?): The exercise will last for two days, with about four hours each day of on-the-water activity.
- Impact (How will this affect normal maritime use?): The request is to restrict all boaters from the vicinity of the exercise on each day. Doing so will severely restrict all maritime traffic.
- Applicability (Whom am I restricting with this action?): All boaters, commercial and recreational.
- Urgency (How soon is action required?): In four months.

In this example, two separate events combine into one exercise. There is definitely a need to limit access to the waterway, most likely through a combination of tools.

#### F.3.b. Selecting the Proper Tool

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Specifically consider the following governing factors to assist with determining which tool to use:

- Trigger – Security exercise
- Danger or threat – The attack simulation may draw onlookers and would-be good Samaritans to the area. The response to the simulated attack may pose a danger to the maritime public. For this portion of the exercise, there is a need to keep the maritime public away from the fixed location of the simulation. The hook and climb exercise requires multiple vessels remain in close proximity to each other on a set course and speed. Because of their inability to alter from their course, the exercise may pose a safety threat to other vessels in the area.
- Urgency – This is non-urgent and can be coordinated through an advance notice process.

Although the area maritime security committee requested a security zone, the driving factor in this case is safety of the maritime public and the surrounding environment. Again, we aim to protect the maritime public on the outside of the area from something that happens on the inside by limiting access to that area. In this example, the most appropriate mechanisms are two safety zones. Process a fixed safety zone for the simulated attack and a moving safety zone around the vessels engaged in the hook and climb exercise following the procedures outlined in section C.3.a.(2) under one rulemaking.

#### F.4. VIP Visit

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The president is visiting your area of responsibility to speak at an event. Part of the schedule involves a shipboard tour of the waterway onboard a USCG patrol boat.

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F.4.a.  
Identify the Need

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Use the factors outlined in [section A](#) to determine the need to limit access.

- Trigger (What happened or will happen?): Presidential visit to a patrol boat.
- Danger or threat (What is the safety, security, or environmental risk?): Security risk to the president from waterborne attack.
  - Will limiting access reduce risk? Yes.
- Event type
  - Emergency or planned: Planned.
  - Permanent or temporary: Temporary.
- Location (Where did or will this incident happen?): Throughout the harbor, including near major shipping channels and recreation areas.
- Size (How extensive is the area of concern?): The entire harbor.
- Duration (How long will this action be required?): Two hours.
- Impact (How will this affect normal maritime use?): Restricts use of the channel, but may allow some movement of vessels around the area.
- Applicability (Whom am I restricting with this action?): All boaters, commercial and recreational.
- Urgency (How soon is action required?): In one week.

In this example, it is clear that there is a need to limit access to the waterway near the patrol boat. The next step is to determine the appropriate tool or combination of tools.

F.4.b. Selecting  
the Proper Tool

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Specifically consider the following governing factors to assist with determining which tool to use:

- Trigger – Presidential visit and patrol boat ride.
- Danger or threat – The security risk is to the President and the patrol boat. Limiting access near the patrol boat protects the president.
- Urgency – This is moderately urgent and requires a TFR.  
Alternatively, consult existing regulations for the area of responsibility to determine if a security zone regulation already exists for VIPs or high-risk vessels that applies in this case.

The appropriate tool for this scenario is a moving security zone around the patrol boat while at the dock and underway. The security zone is most likely based on PWSA unless there is a specific known threat that the zone is designed to avert.

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## Appendix A: Acronyms

<b>AOR</b>	Area of Responsibility.
<b>ATBA</b>	Areas to be Avoided
<b>BNM</b>	Broadcast Notice to Mariners.
<b>CFR</b>	Code of Federal Regulations.
<b>CG-LRA</b>	USCG Office of Regulations and Administrative Law.
<b>CG-NAV</b>	USCG Office of Navigation Systems.
<b>COLREGS</b>	International Regulations for Preventing Collisions at Sea.
<b>COTP</b>	Captain of the Port.
<b>LAA</b>	Limited access area.
<b>LNM</b>	Local Notice to Mariners.
<b>MISLE</b>	Marine Information for Safety and Law Enforcement.
<b>NAA</b>	No Anchoring Area
<b>NDA</b>	Naval defense area.
<b>NEPA</b>	National Environmental Protection Act.
<b>NOAA</b>	National Oceanic and Atmospheric Administration.
<b>NOE</b>	Notice of Enforcement.
<b>NPRM</b>	Notice of Proposed Rulemaking.
<b>NVPZ</b>	Naval Vessel Protection Zones.

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<b>OCS</b>	Outer continental shelf.
<b>OGA</b>	Other government agency.
<b>PWSA</b>	Ports and Waterways Safety Act.
<b>RNA</b>	Regulated Navigation Area.
<b>SCC</b>	Sector Command Center.
<b>SLR</b>	Special Local Regulation.
<b>TFR</b>	Temporary Final Rule.
<b>TTP</b>	Tactics, techniques, and procedures.
<b>USACE</b>	U.S. Army Corps of Engineers.
<b>USCG</b>	United States Coast Guard.
<b>VTS</b>	Vessel Traffic Service.
<b>WWM</b>	Waterways Management.

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